

Greenways Link 04 Priory Road N8 – Road Safety Improvements

Public Consultation Report

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**RECORD OF DECISION TAKEN
UNDER DELEGATED AUTHORITY**

All requests for action to be taken in accordance with established delegated authority must be accompanied by an appropriate report setting out all relevant considerations, in particular legal and financial considerations, and with a clear recommendation[s] for action, in order for an appropriate decision to be taken in accordance with the provisions of current legislation.

Log No.

Title of Report: Proposed Shared Zebra Crossing on Priory Road N8

Reason for relevant paragraph for authority under scheme of delegation

1.0 Purpose

- 1.1 To report on the feedback of statutory consultation carried out from July to September 2011, for cycle and pedestrian accessibility improvements on Priory Road N8 and to request approval to proceed to implementation having also taken into consideration objections.
- 1.2 To seek approval to proceed with the recommendations as set out in section 13 of this report.

2.0 Background

- 2.1 Funding has been secured from Transport for London's Greenways initiative. Greenways are safe routes running through parks, forest and quiet residential streets and are designed to improve facilities for cyclists who enjoy recreational cycling or for novice cyclists who want to build confidence.
- 2.1 Encouraging more people to cycle is a vital part of Haringey Council's plan to tackle congestion, improve air quality, promote physical activity and improve accessibility.
- 2.2 It was suggested by the Haringey Cycle Campaign (HCC) that Greenways funding should be spent to improve the safety for both pedestrians/ cyclists crossing Priory Road from Park Avenue North or Park Avenue South, which forms part of the Greenways Link 04 route.
- 2.3 A Green Cycle Route Implementation and Stakeholder Plan (CRISP) for Greenways Link 04 was conducted in June 2010. The purpose of the Green CRISP study is to review, in consultation with stakeholders, the links strategic alignment and measures to improve conditions for cyclists and pedestrians.
- 2.4 The CRISP report identified that crossing Priory Road from either Park Avenue North or Park Avenue South is difficult as Priory Road is a busy A-road. Therefore, it was recommended that a shared cycle/pedestrian use zebra crossing should be

introduced on Priory Road. It is also recommended that block paving and signage will be used where the footpath is shared with pedestrian/cyclist

2.5 In addition to the above proposal the CRISP report recommended that raised entry tables with buildouts should be introduced on Park Avenue North and Park Avenue South at their junction with Priory Road.

2.6 Proposals also include "no waiting and loading at any time" parking restrictions on Priory Road at it's junction with Park Avenue North and Park Avenue South.

3.0 Consultation

3.1 Councillors were informed of the proposals on the 15 July 2011, and Councillor Jenks showed interest in the proposals.

3.2 Appendix 1 shows the Statutory Notification document that was distributed to residents in the vicinity of the proposals on the 21 July 2011.

3.3 The statutory consultation document was also placed on the Council's web site on the 21 July 2011, giving the opportunity for any interested parties to comment.

3.4 In view of the summer holiday season the Council allowed over 21 days, which exceeds the requirements of the Traffic Order Procedure Regulations 1996.

3.5 Legal Notices were placed on street at the locations where the new restrictions were proposed and also published in the London Gazette/local press. A copy of the legal notice is shown in Appendix 2.

3.6 140 notification letters were door-drop delivered to properties in the vicinity of the junction. 44 responses were received mostly using the new 'Feedback cards' but also by email. The response rate has therefore been 32% (31.5); which is a remarkably high return rate for a highways project. Clearly there is significant local community interest in this project and as the summary table below indicates 30 (68%) of responses are in favour of the scheme as a whole; while 7 or (16%) object. A further 16% express other views which generally support the zebra crossing but have concerns at other aspects. Please see table 1 below for a summary of views.

Table 1 – Summary of Views

	N	%
Support	30	68%
Object	7	16%
Other view	7	16%
Total	44	100%

3.7 The majority of responses are from Park Avenue North and Priory Road. 83% of Park Avenue North responses are in favour of the proposals. Priory Road responses indicate 43% in favour with 29% objecting. A further 29% hold other views. Table 2 below shows the overall consultation results by road, however please see Appendix 3 for full details of representations by road.

Table 2 – Overall Consultation Results

	Views of residents - by road							
	Support		Object		Other view		Total	
	Count	Row N %	Count	Row N %	Count	Row N %	Count	Row N %
Park Avenue N	15	83%	1	6%	2	11%	18	100%
Park Avenue S	3	50%	2	33%	1	17%	6	100%
Priory Rd	6	43%	4	29%	4	29%	14	100%
Turners Court	1	100%	0	0%	0	0%	1	100%
Warner Rd	4	100%	0	0%	0	0%	4	100%
Danvers Rd	1	100%	0	0%	0	0%	1	100%
Total	30	68%	7	16%	7	16%	44	100%

4.0 Responses to Consultation

4.1 *The Haringey Cycle Campaign (HCC)*

The HCC welcomed the proposals.

4.2 *Warner Estate Residents Association (WERA)*

The WERA very much welcome the proposed zebra crossing scheme. They have also stated that this scheme will be particularly useful for all the school children having to cross the road twice daily on their way to and from school.

4.3 *Parking*

Residents have objected to loss of off street parking in front of their property as a result of the introduction of the zebra crossing. It should be noted that only 1 potential parking space will be removed which is not designated as an off street parking space.

4.4 *Build-outs*

Residents feel that narrowing Park Avenue North and Park Avenue South will make these junctions potentially dangerous to Priory Road traffic and will create traffic congestion. Resident also feels that the fire brigade's access to Priory Road will be severely compromised with the introduction of the buildouts. The width of the carriageway on Park Avenue North or Park Avenue South is 9.3m wide, our proposals would reduce the carriageway width to 7.3m which is adequate for the nature of the road. However, we have reviewed the scheme and will not be narrowing the pavement on Park Avenue North, so the fire brigade's access is not restricted.

4.5 *Raised Entry Tables*

Some residents feel that entry tables are not necessary, and will make turning into Park Avenue North or Park Avenue South from Priory Road difficult for motorists. An entry treatment is applied to the entry points of roads where drivers are expected to drive slowly since they are leaving the main road and entering a

residential area. This gives pedestrians more opportunities to cross safely as it slows down all approaching traffic.

5.0 Views from Statutory Bodies

- 5.1 The Council has received an objection from the local fire station which is located on Park Avenue South. LFB are concerned that fire appliances may be delayed from attending emergencies due to traffic at the junction of Park Avenue South and Priory Road whilst the crossing is in use, the Council believes that once the fire appliances sirens are turned on, both pedestrians and traffic will quickly disperse. The proposed zebra crossing will contain a central refuge island; this type of crossing can be dealt with as two separate crossings, allowing pedestrians to cross half the road and thus reducing the likely impact on the LFB's ability to respond operationally as well as reducing the waiting time for motorists. LFB have suggested relocating the crossing to 101 Priory Road which is not on the pedestrian/cycle desire line. LFB have also suggested as an alternative for the Council to introduce station controlled traffic lights and the introduction of a box junction. The Council has revised its proposals to include half a box junction on Priory Road at its junction with Park Avenue South. However, funding is unavailable to introduce station controlled traffic lights.
- 5.2 LFB have also objected to the buildouts and raised entry table on Park Avenue South, as they believe that traffic calming measures may delay them from attending to an emergency. Based on LFB concerns, we will remove the buildout element of the scheme. However, with regards to the raised entry table, our pedestrian count survey indicates that nearly 3000 people have crossed Park Avenue South within 7 days, and as the road is wide, we propose to proceed with the introduction of the raised entry table although we will amend the ramp gradient.

6.0 Pedestrian and cycle movements survey

Pedestrian/cycle counts were undertaken for 7 day during August 2011 between the hours of 7:00 – 19:00. It should be noted that the survey was undertaken in the school summer holiday season and therefore less pedestrians/cyclists would have been recorded. The data shows that 2666 pedestrians and 61 cyclists used the existing refuge island outside 85 Priory Road to cross Priory Road. 466 pedestrians and 34 cyclists crossed Priory Road outside number 83 Priory Road which is at the location of the proposed zebra crossing. The data indicated the need for a controlled crossing at either one of these location. Please see appendix 4 for a full break down of pedestrian/cycle counts.

7.0 Comments of the Head of Legal Services

The Council has the power under the Highways Act 1980 to carry out works for the improvement of highways and for promoting safety on and around highways. Traffic calming measures such as build outs and signage are authorised by sections 90G - 90I of the Highways Act 1980 and must comply with the Highways (Traffic Calming) Regulations 1999. The Regulations also cover associated works which make the traffic calming work conspicuous, enhance the effect of the traffic calming work, promote the safety of persons using the highway, or preserve/improve the environment through which the highway passes.

Raised entry tables are authorised by section 90A of the Highways Act 1980 and must comply with the Highways (Road Humps) Regulations 1999, and pedestrian

crossings are authorised by section 23 of the Road Traffic Regulation Act 1984. The "no loading at any time" restrictions must be implemented by a traffic management order under the Road Traffic Regulation Act 1984.

The report sets out the consultation undertaken for the proposals and considers the representations received. The consultation, as reported, complies with the Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. As a result of the consultation minor changes to the scheme are being made as a result of representations received. The alterations are set out in paragraph 11.3 and it is not considered that the amendments proposed differ significantly from those consulted upon and therefore it is not considered necessary to undertake further consultation.

8.0 Chief Finance Officer Comments

8.1 Total funding of £70,000 is available from Transport for London for implementation of this scheme. However it should be noted that this funding relates to 2011-12 only and if the scheme does not progress this year, alternative funding would need to be sought to allow the scheme to proceed.

9.0 Equal Opportunities

9.1 The public consultation documents were distributed to all households/ businesses within the agreed consultation area.

9.2 The proposals described in this report will be of benefit to all sections of the community.

10.0 Staff Side Comments

10.1 n/a

11.0 Summary and response

11.1 The response rate for this scheme was 32%, which is a remarkably high return rate for a highways project. Clearly there is significant local community interest in this project. 68% of responses are in favour of the scheme as a whole; while 16% object. A further 16% express other views which generally support the zebra crossing but have concerns as section 4 above.

11.2 The Hornsey fire station have objected to the location of the proposed zebra crossing and have also objected to the entry table and buildouts on Park Avenue South, as these road safety measures may affect their emergency callout response times.

11.3 There is clearly a need for a controlled crossing on Priory Road at this point. It is therefore recommended that the Priory Road improvement scheme should be implemented with the following amendments made to accommodate the views of the residents and other stakeholders.

- The proposed location of the shared use zebra crossing will be moved from outside 83 Priory Road to the current location of the refuge island which is outside number 85 Priory Road.

- Buildouts will not be introduced on Park Avenue South so fire appliance access will not be reduced.
- As the width of the carriageway on Park Avenue South is 9.3m long, and buildouts will not be constructed, it is recommended that a raised entry table is constructed as a minimum with a shallower gradient.
- Half a box junction to be introduced on Priory Road at its junction with Park Avenue South, to help keep the junction clear for the LFB.

Conclusion

12.1 In view of the responses received from consultation, we believe the scheme should be approved for implementation.

12.0 Recommendations


12.1 It is recommended that the Lead Cabinet Member and Chief Officer grants final approval for the implementation of the shared zebra crossing scheme on Priory Road using the LIP funding of 70k, which is only available for 2011/12 financial year.

13.2 It is recommended that all measures from the amended proposals be introduced (see Appendix 5, drawing no SS-HI-10200-02 for amended proposal).

13.3 The works for the scheme will be carried out within the 2011/12 financial year.

Decision of Chief Officer

I approve the recommendation as set out in the attached report.

Signature 

Date 15/9/11

Concurrence of Cabinet Lead Member

I concur with the above decision.

Signature 

Date 15/9/2011

APPENDIX 1



#

21 July 2011

Statutory Notification

Shared Zebra Crossing on Priory Road N8

Dear Resident or Trader,

I am pleased to inform you that the Council has secured funding from Transport for London's Greenways programme for cycle and pedestrian accessibility improvements on Priory Road.

We propose to construct a shared use pedestrian/cycle zebra crossing on Priory Road with a central island. We also intend to convert the pavements on both the north and south sides of Priory Road to shared use. In addition, we propose 'building-out' the pavements and introducing 'no loading at any time' restrictions to make it easier and safer for pedestrians crossing Park Avenue North and Park Avenue South.

We further intend constructing raised entry tables at the entrances to Park Avenue North and Park Avenue South. The raised tables will reduce the speed of vehicular traffic at the junction and this, combined with pavement build-outs, will improve safety for all road users - particularly for pedestrians and cyclists. Other features planned for this busy crossing point include dropped kerbs for step-free access to pavements, non-intrusive signage, tactile paving, and paving to define clearly the shared use nature of the pavement.

Full details are set out in the plan overleaf. This notification letter marks the start of a consultation period during which we welcome comments and representations by email to Frontline.consultation@haringey.gov.uk or telephone our Project Engineer Michael Demosthenous on 0208 489 1694. Alternatively you can write to us at the address above. In view of the summer holiday season we are allowing extra time for views and comments, so please can you ensure these reach us no later than 02 September.

Yours faithfully

Joan Hancox
Head of Sustainable Transport

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NOTES:
KEY:

Proposed tactile paving

Proposed corduroy paving

Proposed block/shared use paving

Proposed paving slabs

Proposed anti-skid surfacing 50m in length

Proposed red colour tactile paving made up of 0.4m x 0.4m slabs

Existing lamp column

Proposed sign post

Proposed dropped kerbs

Existing double yellow line

Proposed double yellow line with blips

Proposed shared use paving slabs to be placed on entrance to shared area

Proposed keep left bollard

Existing tree

Proposed tree

Greenways Link 04

Priority Road / Park Avenue North
Proposed shared use zebra crossing

Project: ENISMS011HighwayFAIR/Sustainable Transport/TP
Group/Coding/Greenways/Link 04/Drawings

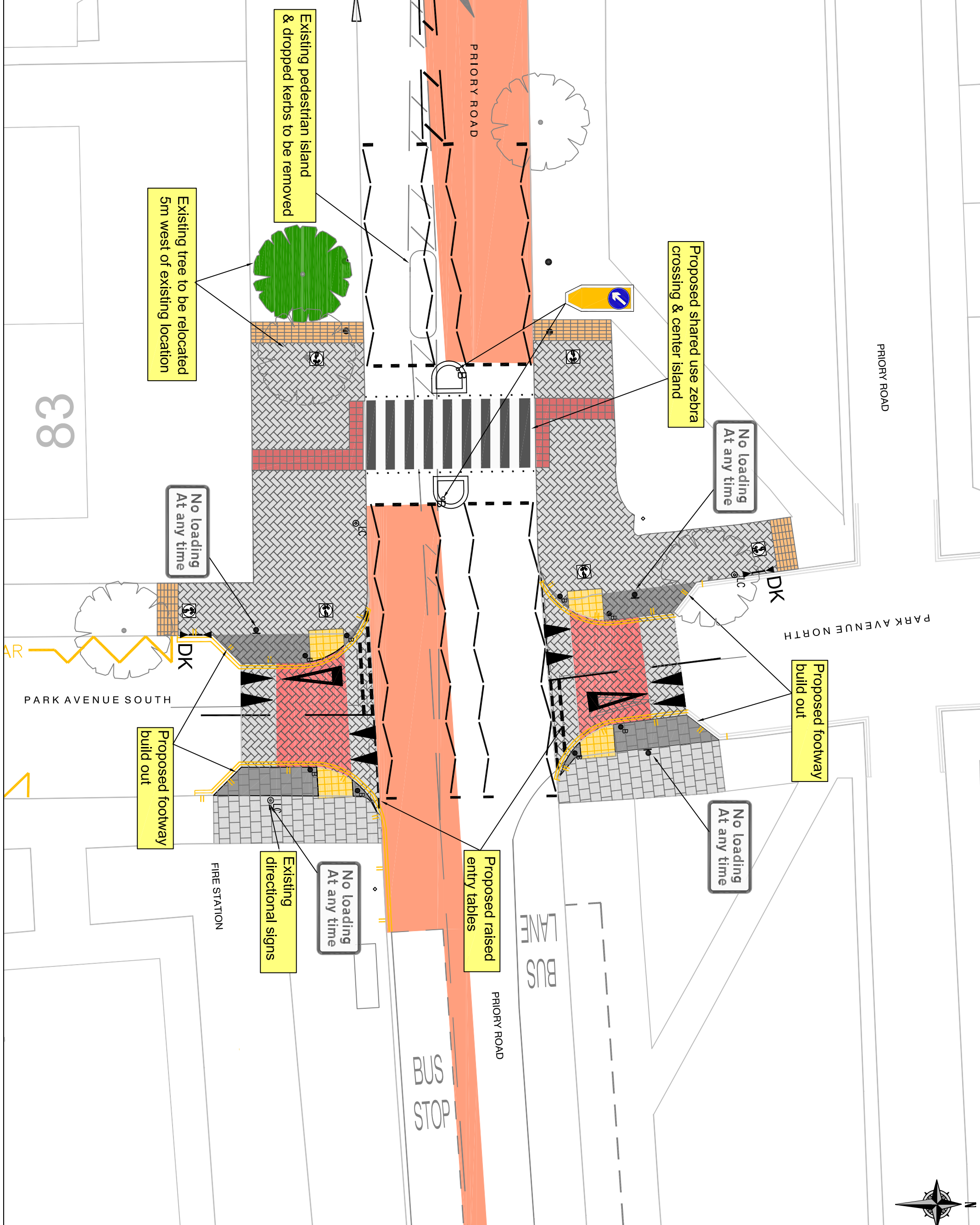
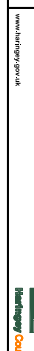
Drawn: MD
Checked: DG

Date Drawing Created: 11/07/2011

Scale: A3@1:200

Doc No: SS/H/10200

Frontline Services
Highways Asset Group



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APPENDIX 2

LONDON BOROUGH OF HARINGEY

PRIORY ROAD, N8 AND ST. ANNS ROAD, N15 AREAS – NEW PEDESTRIAN CROSSINGS, ROAD HUMPS AND DOUBLE YELLOW LINES/BLIPS

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Haringey, hereinafter called the Council, propose to make Orders under the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Orders would be to introduce double yellow lines and double loading blips:-
 - (a) Park Avenue North and Park Avenue South, N8, within 10 metres of their junctions with Priory Road;
 - (b) Priory Road, N8, (i) the south side, from its junction with Priory Road eastward for 10 metres, (ii) both sides, outside the Moravian Church;
 - (c) St. Ann's Road, N15, both sides, (i) from its junction with Hermitage Road eastward for 60 metres, (ii) from a point 30 metres west of Hermitage Road westward for 15 metres;
 - (d) North Grove, N15, at the cul-de-sac by No. 1.
3. FURTHER NOTICE is given that the Council will introduce new zebra pedestrian crossings at the following locations:-
 - (a) Priory Road, N8, outside No. 83;
 - (b) St. Ann's Road, N15, (i) outside No. 289, (ii) 10 metres west of its junction with Avenue Road;
 - (c) Hermitage Road, N15, at the side of No. 289 St. Ann's Road.
4. FURTHER NOTICE is given that the Council proposes to introduce road humps. The road humps would be constructed to cover the full width of the carriageway, with a maximum height of 100 millimetres from the carriageway at the following locations:-
 - (a) Park Avenue North and Park Avenue South, N8, at their junctions with Priory Road;
 - (b) St. Ann's Road, N15, (i) outside No. 289, (ii) 10 metres west of its junction with Avenue Road;
 - (c) Hermitage Road, N15, at the side of No. 289 St. Ann's Road.
5. Copies of the proposed Order, the Council's statement of reasons for making the Order and plans showing the locations and effects of the Orders, pedestrian crossings and road humps may be inspected during a period of 21 days from the date on which this Notice is published, during normal office working hours at Transport Policy and Projects Group, River Park House, 2nd Floor (South), 225 High Road, Wood Green, N22 8HQ.
6. Any person desiring to object to the proposed Order or road humps or make other representation should send a statement in writing of either their objection and the grounds thereof or of their representation to the Transport Policy and Projects Group, River Park House, 2nd Floor (South), 225 High Road, Wood Green, N22 8HQ within 21 days of the date on which this Notice is published.

Dated: 21st July 2011

Joan Hancox, Head of Sustainable Transport, Urban Environment

APPENDIX 3

Priory Road Feedback: Case Summaries

	Your road	Your view	Comments
	Park Avenue N	Support	Excellent project. I do hope there will be adequate warning signs and traffic calming, as vehicles travel much too fast along Priory Road.
	Park Avenue N	Support	-
	Park Avenue N	Support	Brilliant proposal
	Park Avenue N	Support	I'd be grateful if you can also erect a new road sign for Park Ave N, because existing one is broken beyond repair
	Park Avenue N	Support	Can the Park Ave N road sign be renewed at the same time? It's on the NE corner of the junction and has been broken for 5 years
	Park Avenue N	Support	Zebra crossing good idea - PROVIDED adequate lighting and beacons. Footway build-out possibly superfluous as already hard to get in and out. Our son has visual handicap so all extra safety measures welcome
	Park Avenue N	Support	Very much support. Could we also have a table at junction of Park Avenue N and Clovelly Rd? Elders and those with reduced hearing will be safer crossing the road.
	Park Avenue N	Support	<p>I am a resident of 35A Park Avenue North, N8 and wish to strongly support the proposed improvements for pedestrian and cyclist safety on Priory Road.</p> <p>I need to cross at this junction at least twice a day, along with many other public transport users, schoolchildren and pedestrians, and it has become increasingly dangerous, time-consuming and frightening, given the speed and conduct of many motorists.</p> <p>In terms of suggestions, I would like to propose that the crossing is very clearly marked for motorists on Priory Road, as much of the traffic travels at very high speeds (current 30mph illuminated lights as calming measures do not work!). I am concerned that traffic simply will not stop, or that we will be marooned in the middle of keep left bollards, without even the current protection of a tiny centre island, if both sides of traffic do not stop at once. This was the case with the zebra crossing by Priory Park entrance, which was subsequently changed to a pelican crossing. It would be good to have contingency plans for lights and/or other speed restrictions. Also, traffic overtakes, often at speed, whilst buses are letting passengers alight at the bus stop on the south side and drivers cannot see pedestrians crossing Park Avenue South or Priory Road, so there is a need for 'no overtaking' measures. Overall, this is a much needed improvement (which many residents have been seeking for years), so I am delighted that funding has now been secured.</p>
	Park Avenue N	Support	Side of Priory Rd., a blind spot is created by eastbound buses and cars overtake the stationary buses at speed. Are Fire services satisfied?

Park Avenue N	Support	I think anything that slows the traffic on Priory Rd is a good idea, and that this zebra crossing is welcome. We have, for many years now, been trying to get a crossing at the junction between Danvers and Priory Rd. However, I can't see there being the funding for 2 crossings so close to each other, so this is better than nothing, but I think we also need to look at ways of reducing the speed on Priory Rd. It's as if, as cars slowly come down from Muswell hill, drivers are so relieved to find a clear patch they all speed up, especially white vans!
Park Avenue N	Support	This is a very dangerous road and this will be a good thing - particularly with all the school children crossing
Park Avenue N	Support	
Park Avenue N	Support	Should help - especially as we get older!
Park Avenue N	Support	Suggest also traffic calming measures between the crossing near Priory Park and the new crossing
Park Avenue N	Support	Excellent scheme! A must for pedestrian safety between the bus stops. But not the narrowing of P.A.N. which will cause more traffic problems. Scheme will help elders cross Priory Rd to the sheltered housing project and will slow traffic on Priory Rd
Park Avenue N	Object	You're potentially making this a v dangerous junction. You try tuning into Park Avenue and you'll see. From Hornsey there's a bus stop and white lines; from Muswell Hill there's a bus lane to contend with. Narrowing will create serious obstacles
Park Avenue N	Other view	I want the zebra crossing but I don't want the raised entry tables. It's already too difficult to get out at the T-junction
Park Avenue N	Other view	Support zebra crossing but thinks the build-out and entry table will be dangerous
Park Avenue S	Support	
Park Avenue S	Support	It looks like a great way to help families cross the road safely at that point
Park Avenue S	Support	
Park Avenue S	Object	People already drive as if it's a one-way street. Narrowing the road will reinforce this dangerous practice. Need clear arrows on the road to remind users it's two way traffic (as in Farrer Rd). I'm also concerned that fire engines won't be able to get out easily. The bus shelter by the fire station obscures view of traffic approaching from Priory Rd when trying to turn right. Need clear glass in the adshel instead of adverts. Finally the scheme is unnecessary and expensive
Priory Rd	Object	Don't object overall but to the narrowing of the entrance to Park Ave. Turning from Priory Rd is already awkward and in future could cause obstruction
Park Avenue S	Other view	Please don't put in yellow lines or humps, we already have entrance form priory Rd only and this has solved the speeding issues
Priory Avenue	Support	WERA I agree that this would be very welcome and particularly useful for all the children having to cross the road twice daily on their way to and from school.

		<p>I am delighted with the plan to introduce a zebra crossing at the corner of Park Avenue North/South and Priory Road. Many of us have been concerned for some time about the dangers of crossing this very busy and fast road. There are, however, one or two issues.</p> <p>1. How is this going to affect the eastbound bus stop, the present position of which would be within the zigzag line area?</p> <p>2. Shared use between cyclists and pedestrians is only acceptable if the footway is wide enough to accommodate separately marked areas. The footway here is not wide enough on the north side if cars are going to continue to be allowed to park on the footway. Is it proposed that the cycle lane will only be on the south side or is it proposed that the parking bays for cars on the north side are going to be withdrawn?</p> <p>3. There is an area west of the Priory Park entrance where cars are able to park on the footway but where the road is wide enough to accommodate them on the road. Is it proposed to remove these parking bays?</p>
Priory Rd	Support	
Priory Rd	Support	<p>Please make sure the central island is big enough for a bicycle - the current one is too small</p> <p>Traffic speeds up as it comes off Muswell Hill. Adequate notices of zebra crossing coming up are needed. I have wanted a zebra crossing here for 40 years. I have 3 teenagers who have to cross here twice a day or more. Any chance of an additional crossing outside The Priory Old People's home near Danvers? It would slow down the traffic and calm speeding.</p>
Priory Rd	Support	
Priory Rd	Support	<p>I support the proposal - I cycle regularly up Park Ave and turn right into Priory Road and I think the proposal would make this crossing safer for me - and also for my son who uses this route to school both by foot and cycle. Please confirm the tree is young one and not one of the Planes</p>
Priory Road	Support	<p>I very much welcome the proposed zebra crossing, as I have to negotiate that crossing more or less daily, as do numerous others, including large numbers of school kids. However, most traffic goes at such a lick along Priory Road (generally ignoring the 30 mph warning flashers), that I'm worried that drivers won't see the crossing in time. I hope the Council will think about how to make the new crossing highly visible, and consider traffic-calming measures approaching it.</p>
Priory Rd	Object	<p>This project is a total waste of money. The Fire Brigade's access to Priory Rd will be severely compromised, therefore endangering lives. It will cause even more congestion on this main road. Move the pedestrian crossing to no 101. There is absolutely no need to spend all our council tax on this hideously ill-thought out plan. It is Crazy to narrow the road. There is not a great deal of pedestrian traffic so the fire brigade must have priority and this scheme will be a disaster</p>

Priory Rd	Object	<p>The loss of off street parking spaces - It is already an issue for us trying to find a parking space near to our homes on this main rd. We would also appreciate a clarification of 'no loading' on the entrance to Park Avenue south – does this mean we lose the car parking spaces here as well? You seem intent on making things difficult - This is a further obstruction in the pathway used each day by the public and creates a problem for Mothers with prams etc.. Also it seems to be a public toilet for dogs. The tree is not a necessity. We have an abundance of trees on Priory Rd. Alternatively, if people object to this, the tree could remain in its present position and move the Zebra crossing nearer to the corner.</p>
Priory Rd	Object	<p>The loss of off street parking spaces - It is already an issue for us trying to find a parking space near to our homes on this main rd. We would also appreciate a clarification of 'no loading' on the entrance to Park Avenue south – does this mean we lose the car parking spaces here as well? Moving the tree will be a further obstruction in the pathway used each day by the public and creates a problem for Mothers with prams etc. Also it seems to be a public toilet for dogs. The tree is not a necessity. We have an abundance of trees on Priory Rd. Alternatively, if people object to this, the tree could remain in its present position and move the Zebra crossing nearer to the corner.</p>
Priory Rd	Object	<p>Will we lose the car parking spaces here as well? Moving the tree will obstruct the pathway. The tree is not essential as we have plenty of trees</p>
Priory Rd	Other view	<p>Building out seems dangerous to Priory Rd traffic and will create traffic jams</p>

Priory Rd	Other view	<p>I have put this proposal to a friend who is a long experienced Road Planner. His comments are I've used what remaining grey cells I have in ruminating over Haringey's proposed junction improvements during the weekend, and have to say that they are very much in line with current thinking. That is to slow motorists down and improve safety by physical means for pedestrians and cyclists.</p> <p>Part of the consultation process will include the emergency services, so the Fire Brigade and Ambulance Service will both have their say about the tables, and their eventual design should take into account fire engine wheelbase length and weight. However, on the latter you could point out that one has yet to see a table constructed whose ramps can stand up to the pounding received from heavy vehicles, particularly when under additional power-steering turning load. Also, I would not think cyclists safety is improved by tables, possibly the reverse, as they tend to increase potholing on either side due to the vehicle bounce effect. Fire engines with a full load of water when turning in an emergency situation would certainly put huge stress on the Park Avenue South table.</p> <p>Green Bike Route funding comes from a completely different pot to road mending, so you are not on to a winner here. Funding anything in the public sector needs a PHD to understand, but I suspect Sustrans and similar sources will be providing the bulk of the cost in this case, and Haringey will be doing the designing and overseeing the construction. Haringey will be obliged to use this funding toward the Green Bike Route, and have possibly thrown in some of your Council tax to make Priory Road safer to cross for pedestrians.</p> <p>Narrowing the junction widths would mean less space for cyclists when passing through at the same time as vehicles, unless dedicated cycle gaps are proposed, physically separated from the carriageway.</p>
Priory Rd	Other view	<p>I am pro road safety (esp. school children) but concerned at loss of 5 parking spaces. This will affect me as a single female parent with child and luggage.</p> <p>Please consider alternative arrangements</p>
Priory Rd	Other view	<p>I've used what remaining grey cells I have in ruminating over Haringey's proposed junction improvements during the weekend, and have to say that they are very much in line with current thinking. That is to slow motorists down and improve safety by physical means for pedestrians and cyclists.....</p>
Turners Court	Support	<p>Allow some parking in front of the building so that residents can unload shopping etc</p> <p>As a local resident I fully support the proposed plans for a shared zebra crossing on Priory Road as per the plans detailed on Haringey Council's website. Priory Road is a busy road and a dangerous one for pedestrians to cross. This is especially important given the proximity of a children's nursery and a sheltered housing complex for elderly residents. This particular location between Park Avenues North and South is also an extremely busy crossing point for pedestrians alighting from the W3 and 144 buses</p>
Warner Rd	Support	<p>As a local resident I fully support the proposed plans for a shared zebra crossing on Priory Road as per the plans detailed on Haringey Council's website. Priory Road is a busy road and a dangerous one for pedestrians to cross. This is especially important given the proximity of a children's nursery and a sheltered housing complex for elderly residents. This particular location between Park Avenues North and South is also an extremely busy crossing point for pedestrians alighting from the W3 and 144 buses</p>

Warner Road	Support	<p>WERA. Very pleased this is going ahead. The traffic on Priory Road can make the area north of it feel isolated and the present refuge is too small for a group of pedestrians, and for cyclists. We have discussed at previous WERA meetings but felt that not much was likely to be done. Should we now make a formal response saying that we as an association welcome the proposals?</p>
Warner Road	Support	<p>WERA. The zebra crossing seems a good idea, although it will probably increase local traffic on Redston Road and Linzee Road because of queues along Priory Road. I can't make out from the leaflet where the cycle track is going though, apart from the ends of PAN and PAS and across the zebra.</p>
Warner Road	Support	<p>WERA As a pedestrian/bus user I'm delighted that after previous unsuccessful campaigns there's now funding (via TFL Greenways) for a safer way to cross Priory Road,</p>
Danvers Road	Support	<p>WERA. I very much welcome the proposed zebra crossing, as I have to negotiate that crossing daily, as do numerous others, including large numbers of school kids. However, most traffic goes at such a lick along Priory Road (generally ignoring the 30 mph warning flashers), that I'm worried that drivers won't see the crossing in time. I hope the Council will think about how to make the new crossing highly visible, and consider traffic-calming measures approaching it.</p>
44	44	44

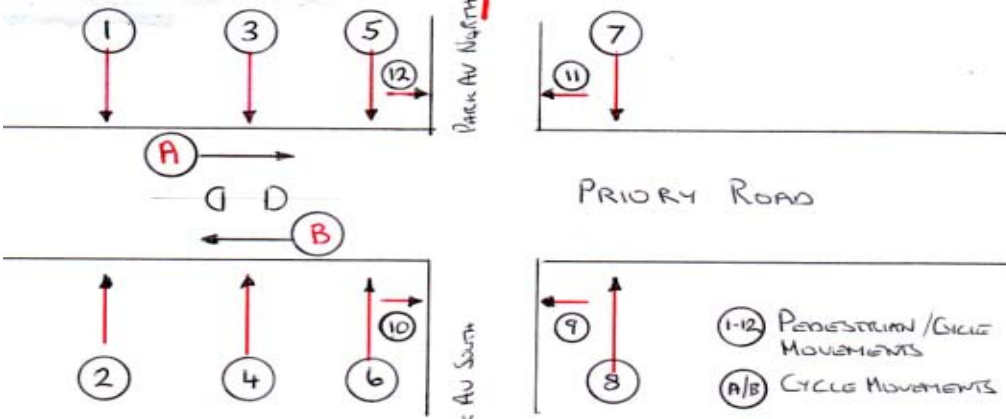
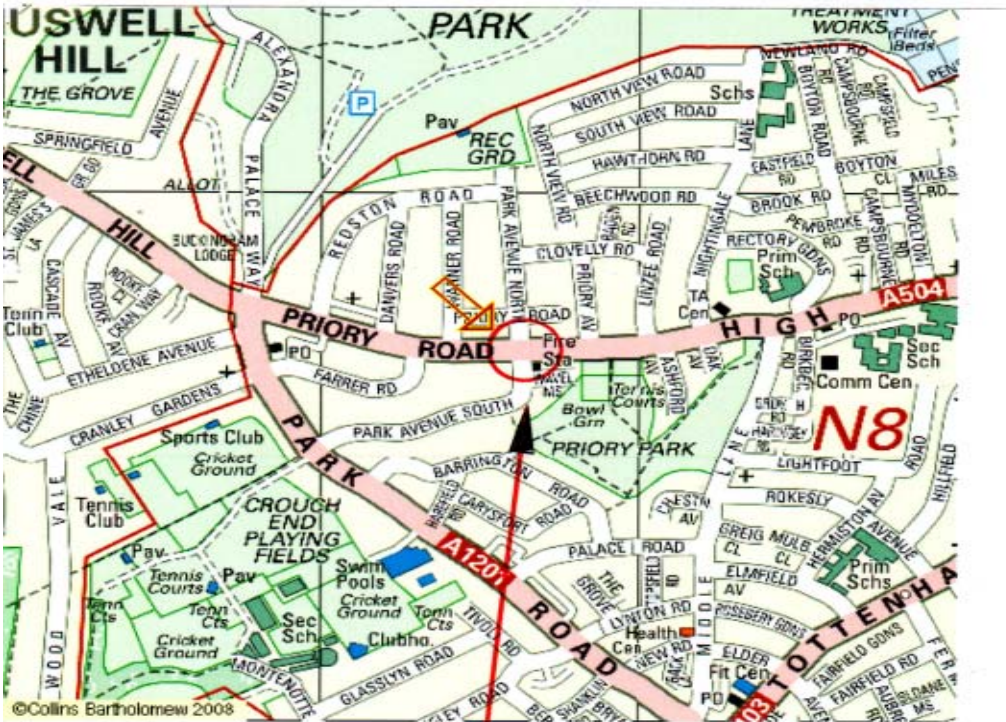
APPENDIX 4

Prory Road Pedestrian and Cycle Survey Movement Plan

7 day between 12/08/11 - 18/08/11

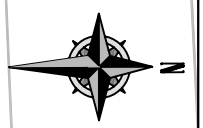
Movement No:	Pedestrian	Cycle
1	57	1
2	65	0
3	1109	30
4	1557	31
5	147	13
6	319	21
7	416	17
8	365	5
9	1788	64
10	1171	61
11	746	8
12	1084	25
Total:	8824	276

A 481
B 464



APPENDIX 5

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PRIORITY ROAD

PARK AVENUE NORTH

PARK AVENUE SOUTH

38

NOTES:
KEY:

- Proposed tactile paving
- Proposed corduroy paving
- Proposed block/shared use paving
- Proposed paving slabs
- Proposed anti-skid surfacing (black colour)
- Proposed red colour tactile
- Existing lamp column
- Proposed sign post
- Proposed dropped kerbs
- Existing double yellow line
- Proposed double yellow line with blips
- Proposed shared use paving slabs to be placed on entrance to shared area
- Proposed keep left bollard
- Proposed cycle logo
- Existing tree

Rev	Description	Checked	Date

Project: Greenways Link 04

Title: Priority Road / Park Avenue North
Proposed shared use zebra crossing

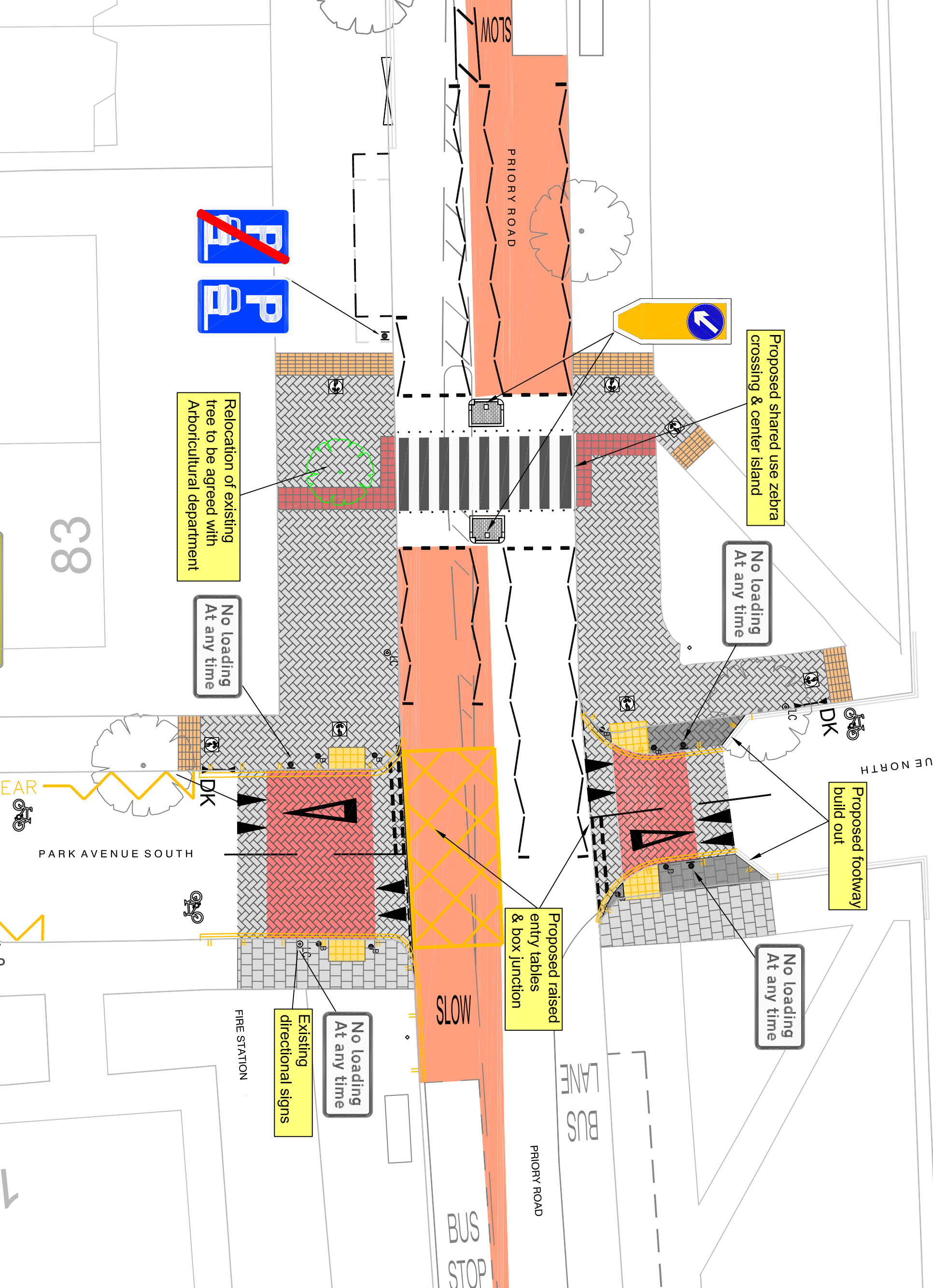
Drawn: MD
Checked: DG

Scale: 1:100
Date Drawing Created: 14/09/2011

Drawn By: NTS

Project No: SS/HH/10200/2

Client: PLACE & SUSTAINABILITY
TRANSPORT POLICY & PROJECTS
TRANSFORMATIONS ASSET GROUP
2nd Floor South Wing, 100 Victoria Street, London, UK EC6P 2DF
Tel: 020 7493 9000 Fax: 020 7493 9001
www.placeandstay.com



Relocation of existing tree to be agreed with Arboricultural department

Proposed shared use zebra crossing & center island

No loading At any time

Proposed footway build out

No loading At any time

Proposed raised entry tables & box junction

No loading At any time

Existing directional signs

No loading At any time

