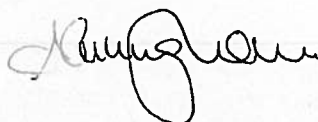


Report for: Record of Decision Taken Under Delegated Authority

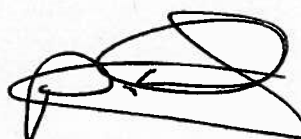
Item number:

Title: The Bank N6 – Proposed Traffic Management Amendments

Report authorised by : Head of Operations



Cabinet Lead Member for Environment:



14.2.17

Lead Officer: Michael Demosthenous, Alexandra House, 5th Floor, N22 7TR,
Michael.Demosthenous@haringey.gov.uk

Ward(s) affected: Highgate

Report for Key/
Non Key Decision: Non key decision

1.0 Describe the issue under consideration

- 1.1 To report on the feedback of statutory consultation carried out from 02 December to 23 December 2016, on proposals to introduce temporary traffic management measures, designed to reduce the risk of vehicles driving too close to the retaining wall and railings along The Bank, N6.**
- 1.2 To request approval to proceed to implementation, having taken objections into consideration.**

2.0 Recommendation

- 2.1 In order to remove the risk of further damage to the retaining wall and railings separating The Bank and Highgate Hill, it is recommended that the council proceeds with the proposed temporary traffic management scheme, which will restrict vehicles from driving too close to the retaining wall and railings along The Bank.**
- 2.2 As this scheme relates to a safety issue, the council has to take action to prevent vehicles driving too close to the retaining wall, which poses an accident risk.**
- 2.3 A permanent scheme which will involve strengthening works to the wall and railings will take place at a later date following further discussions with English Heritage. However, these interim measures may be in place for up to 3 years whilst funding for the permanent scheme is being secured.**

3.0 Reasons for decision

- 3.1 The council is required to consider the feedback received during the Statutory Notification period, in particular any objections to proposals, prior to proceeding to implementation.**

4.0 Alternative options considered

- 4.1 Please refer to 5.3.**

5.0 Background Information

- 5.1 An assessment of the condition of the retaining wall and railings separating The Bank and Highgate Hill was carried out and identified that vehicles hitting the wall poses a safety risk. Both cars and HGV's have been witnessed hitting the kerbs/railings along The Bank and therefore it is imperative that the council take action to prevent an accident from occurring.**
- 5.2 It has been concluded that there is a requirement to keep vehicles away from the wall so that the road can remain open for essential servicing and emergency vehicles. A scheme has therefore been developed to reduce the risk of vehicles hitting the wall.**

5.3 A statutory notification letter was initially distributed to local properties on 23 September 2016; street notices were placed on site and also advertised in the Ham and High local newspaper. Please refer to Appendix A for a copy of the initial consultation letter.

5.4 The letter stated that the presence of parked vehicles reduces road width which hinders passing traffic and also results in HGVs and other vehicles travelling too close to the wall and railings causing damage. Temporary measures to address the risk of the railings or wall collapsing were drawn up and were intended to compel vehicles to drive away from the wall and railings along the road. The temporary measures proposed were:

- Double yellow line parking restrictions along The Bank, except for a 10m length bay to allow loading/unloading (for a maximum of 30 minutes).
- Introduction of a hatched area next to the retaining wall/railings which will not be available for traffic.
- Introduction of a solid white line approx 1 metre away from the wall with root fixed planters and bollards along its length, to segregate this area.

5.5 Table 1 below shows the overall level of support, objection or other view to the initial consultation exercise.

Table 1:

		Count	%
Support or objection	Support	6	30%
	Object	7	35%
	Other view	7	35%
	Total	20	100%

Table 2 below shows the reason given for objecting to the initial consultation exercise (where applicable).

Table 2:

Reason		Support or objection			Total Count
		Support Count	Object Count	Other view Count	
	HGVs are the problem	0	3	3	6
	Support the measures	3	0	0	3
	Loss of parking spaces	0	3	1	4
	DYL will be ignored	0	0	1	1
	Other	3	1	2	6

5.6 In view of the feedback received during the initial consultation exercise, a meeting was held on Friday 21 October 2016, with council officers, the Cabinet Member for Environment and the Highgate ward councillors, to discuss this scheme further and agree on a way forward.

5.7 Following on from the meeting of 21 October 2016, the Highgate ward councillors arranged and chaired an informal public meeting on the 2 November 2016 at Channing School, to discuss the scheme in more detail with the local community; council officers and The Cabinet Member for Environment were also in attendance.

5.8 At the meeting it was clear that the main objection to the scheme was the loss of approximately 15 spaces along The Bank. There are also concerns that the 24 hour CPZ being introduced in Islington will place greater pressure on parking in the Highgate area. Please refer to Appendix B for the minutes of this meeting, which were circulated to all who attended the meeting by Councillor Morris.

5.9 As a result of the feedback received during the initial consultation exercise and the informal public meeting, the council amended the proposal to retain some of the parking at the southern section of The Bank. The amended proposal includes the removal of approximately 10 parking spaces along the Bank, as opposed to 15. It was also agreed to investigate the opportunities for the creation of additional parking within the area.

6.0 Statutory Consultation

6.1 Ward Councillors were informed of the revised proposals on the 17 November 2016, prior to consulting with the wider community.

6.2 Notification documents were distributed to properties in the vicinity of the proposals on the 2 December 2016. A copy of the statutory consultation document is shown in Appendix C and a copy of the consultation boundary can be found in Appendix D.

6.3 The Notification letter was uploaded on the council's website. Legal Notices were placed on street and in the Ham and High local newspaper. A copy of the legal notice is shown in Appendix E.

7.0 Responses to Consultation

7.1 Table 1a below shows the overall level of support, objection or other view to the revised consultation exercise.

Table 1a

		Count	%
Support or Object	Support	4	27%
	Object	8	53%
	Other view	3	20%
	Total	15	100%

Table 1b below shows the reason given for objecting to the initial consultation exercise (where applicable).

Table 1b

		Count	%
Reason for view	Loss of parking	7	47%
	Reduced cycling amenities	2	13%
	Support / other comments	6	40%

7.2 There is 27% support for the scheme, 53% who object and 20% who have other views. The main objection 47% is the loss of parking, followed by 13% who are objecting to the removal of the contra flow cycle lane on The Bank, whilst 40% have other comments. In Appendix F you can find the full consultation report from which the tables above were extracted from.

7.2.1 *Objections to the loss of parking*

Parking on The Bank and in the Highgate area is already very limited; especially during the day. The proposed removal of parking spaces along The Bank will result in motorists trying to find parking elsewhere in Highgate. Apart from the problems for residents this will cause, especially ageing residents, it will impact on businesses in the high street if customers cannot find parking. These businesses already suffer badly from limited parking in the area. Moreover, Islington council are proposing a 24 hour CPZ by Whittington Hospital, which will further increase parking pressures for Haringey residents. It should also be noted that a number of the existing spaces on both the north and side sides of Cholmeley Park have been removed due to the ongoing works at Channing School.

Council Response

The council acknowledges that the removal of approximately 10 parking spaces along The Bank will add additional parking stress to the area. However, there is clearly a safety issue on The Bank that has to be addressed before an incident occurs.

Nevertheless, Haringey's Parking Schemes team have conducted an exercise in the area and have identified 7 spaces, which can be converted into parking. There is also a proposal to convert 6 business permit spaces on Highgate Hill to Resident permit. Therefore with these changes, there will be 13 additional spaces available to residents in the Highgate CPZ.

Furthermore, the council is proposing to convert existing Resident bays in Cholmeley Crescent into Permit Holder bays. These will then be available to resident permit and business permit holders (e.g. Channing School). The council has identified Cholmeley Crescent because parking surveys have shown there to be capacity in this road. This is believed to be a reasonable proposal as these bays will be available to business permit holders and resident permit holders.

The next steps will be to consult on these changes and subject to there being no objections, the changes will be implemented in March/April (in line with The Bank scheme). If there are objections, these will have to be considered by the Cabinet Member for Environment before any changes can be made.

7.2.2 *Objection to the removal of existing cycle contra flow*

The Haringey Cycling Campaigns (HCC) and a resident are objecting to the removal of the existing cycle contra-flow along The Bank. The HCC's view is that the proposed road widths should be acceptable and the reduction in car parking will

increase cycle safety as it reduces the risk of carelessly opened car doors causing injury. Contra flow cycles will be next to the pavement and with only a few parked cars, there should be no risk of them being forced in to the bollards or the railings.

Council Response

The council is committed to improving conditions for cyclists to encourage the uptake of this sustainable transport mode. Regrettably, on this occasion we are unable to retain the cycle contra-flow along The Bank due to the narrow road widths available and also the sharp railings which could pose a danger to cyclists if cyclists decide to cycle next to the railings. Nevertheless, we intend to progress a permanent scheme at a later date following further discussions with English Heritage, the local community and subject to funding availability, at which time cycle provision will be explored.

7.2.3 *Objection to the lack of walking, cycling elements and removal of previously proposed planters*

A Bank resident is concerned that there is a lack of reference to encouraging walking and cycling as part of this scheme. Moreover, the removal of the previously proposed planting, fails to conform to Haringey's Local Plan. It also does not conform to the Local Neighbourhood Plan.

Council Response

The proposed traffic management amendments are a temporary solution to address the current safety concerns along The Bank. When a permanent scheme is being designed, the council will ensure that both Haringey's Local Plan and Local Neighbourhood Plan's objectives are considered. However, this schemes main objective relates to safety, which cannot be compromised.

The omission of the planters from this revised proposal is in response to concerns raised at the public meeting of 21 October 2016. Local residents are of the view that they will end up being used as waste bins. As we know from Camden's Royal College Street scheme, planters can easily be knocked aside by motor vehicles and are less visible due to their low height. Moreover, they must be well maintained, kept clean of debris and also not be used as seats, especially on a narrow road such as The Bank.

7.2.3 *7.5t weight restriction*

Concerns have been raised regarding the proposed weight restriction and how it will be applied. Both Channing school and other properties along The Bank may require a vehicle over 7.5t to access The Bank, for essential building works.

Council Response

The Traffic Order for the 7.5t weight restriction will include an exemption for building works. It should also be noted that waste removal etc is permitted.

7.2.4 Objection to the loading bay at the top of The Bank

A respondent is objecting to the proposed loading bay at the top of The Bank, and suggests that it should be parking.

Council Response

The council is proposing 7m of single yellow line with no loading restrictions at the top end of The Bank. Therefore during the hours that the Highgate A CPZ is in operation (10:00-12:00), loading only will be permitted on this 7m section of single yellow line. Parking is permitted at all other times.

7.2.5 Objection to narrowing the first bays on The Bank

A respondent is objecting to the proposal to narrow the first few bays on The Bank, as there's no structural issue at the bottom end of The Bank to justify this.

Council Response

The height of the wall at the point where the parking bays start on The Bank is over 1.4m. Therefore, if a vehicle was to hit the kerb/railings at that point on The Bank, there's a risk that a pedestrian walking along Highgate Hill could be seriously injured, should the railings/bricks collapse from that height.

7.2.6 Objection to the bollards in the middle section of The Bank

A resident is objecting to the introduction of bollards in the middle section of The Bank and suggests that the less obtrusive orca and poles would be a more suitable alternative.

Council Response

The middle section of The Bank is the highest point along the road and therefore more robust measures are required to physically force vehicles away from the wall/railings, as a vehicle hitting the wall/railings at this point is likely to cause a more serious accident. It should also be noted that at this point there is a bus stop below the Bank, on Highgate Hill.

8.0 Contribution to strategic outcomes

8.1 This project will improve road safety for all road users contributing to the delivery of Haringey Corporate Plan Priority 3 (a clean, well maintained and safe borough where people are proud to live and work).

9.0 Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance Equalities

9.1 Comments of the Head of Legal Services

9.1.1 N/A

9.2 Chief Finance Officer Comments

9.2.1 Council Capital funding has been identified to fund these works.

9.3 Equal Opportunities

9.3.1 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.

9.4 Staff Side Comments

9.4.1 N/A

9.5 Summary and Response

9.5.1 During the consultation period a total of 15 responses were received in total. 27% (4) are in support, whilst 53% (8) are objecting to the proposed Traffic Management amendments. The majority of objections are due to the proposed removal of 10 parking spaces, to accommodate the introduction of bollards and wand orcas which will keep vehicles a safe distance away from the wall as recommended by the condition assessment carried out for the wall.

9.5.2 The council acknowledges that the removal of approximately 10 parking spaces along The Bank will add additional parking stress to the area. However, safety cannot be compromised and there is clearly a safety issue on The Bank that has to be addressed before an incident occurs.

9.5.3 Haringey's Parking Schemes team has identified 7 spaces in the area that can be converted into parking. This will offset the parking loss on The Bank. There is also a proposal to convert 6 business permit spaces on Highgate Hill to Resident permit bays. The council is then proposing to convert existing Resident bays in Cholmeley Crescent into Permit Holder bays. These will be available to business and resident permit holders. All the above will be subject to a further consultation, with a view to introduce the changes in March/April alongside The Bank scheme.

9.5.4 A permanent scheme which will involve strengthening works to the wall and railings will take place at a later date following further discussions with English Heritage.

10.0 Use of Appendices

- Appendix A – Initial consultation letter
- Appendix B – Minutes of informal public meeting
- Appendix C – Statutory consultation document

- Appendix D – Consultation boundary
- Appendix E – Legal notice
- Appendix F - Full consultation report

11.0 Local Government (Access to Information) Act 1985

11.1 N/A

Appendix A

23 September 2016

The Bank N6 Proposed Traffic Management Amendments

Following an assessment of the condition of the retaining wall and railings separating The Bank and Highgate Hill, it has been concluded that vehicles have to be kept at least one metre away from the wall in order for the road to remain open for essential servicing and emergency vehicles. Moreover, damage is still being caused by vehicles hitting the railings.

In order to remove the risk of further damage to the railings or retaining wall, we propose to introduce the following temporary traffic management measures which will restrict vehicles from driving too close to the retaining wall:

- Double yellow line parking restrictions along The Bank, except for a 10m length bay to allow loading/unloading (for a maximum of 30 minutes).
- Introduction of a hatched area next to the retaining wall/railings which will not be available for traffic.
- Root fixed planters and bollards will be introduced next to the solid white line to segregate this area.


Full details are set out on the plan overleaf.

A permanent scheme which will involve strengthening works to the wall and railings will take place at a later date following further discussions with English Heritage and securing the necessary funding.

This notification letter marks the start of a three week period during which we welcome your comments using the enclosed Freepost feedback card. Please ensure that your comments reach us by 14 October 2016. If you have any queries please email us at Frontline.consultation@haringey.gov.uk

Your feedback will enable us to decide if we should go ahead with the scheme as planned, or if changes are required. Thank you for your interest and I look forward to hearing from you.

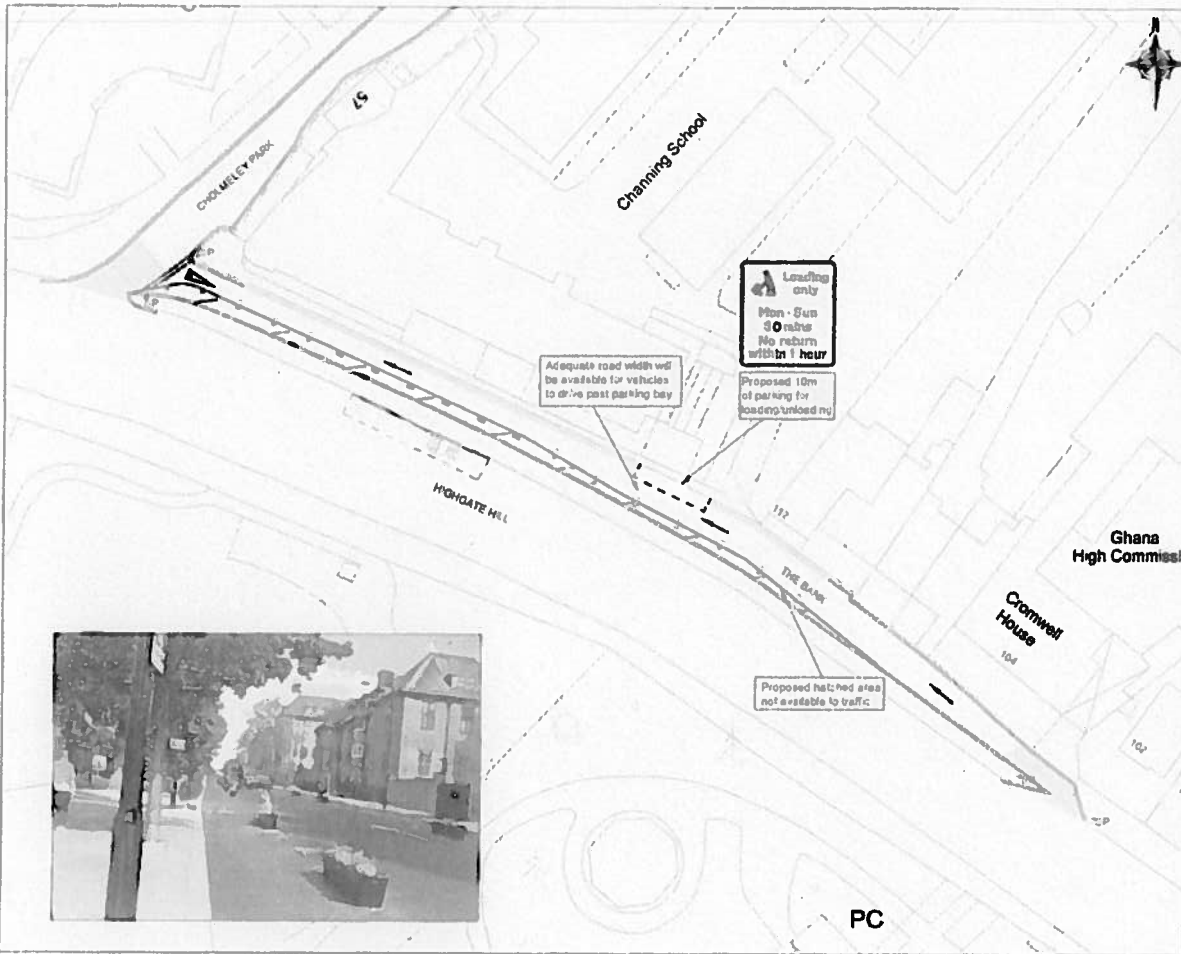
Yours faithfully


Sustainable Transport: Highways Engineering

Sustainable Transport
Level 5 Alexandra House
10 Station Road, Wood Green
London N22 7TR

020 8489 1000

www.haringey.gov.uk



NOTES

Key:

- Proposed double yellow lines
- Existing double yellow lines
- Placards with reflective strips

B

- Proposed Break-off Surface with yellow reflective strips

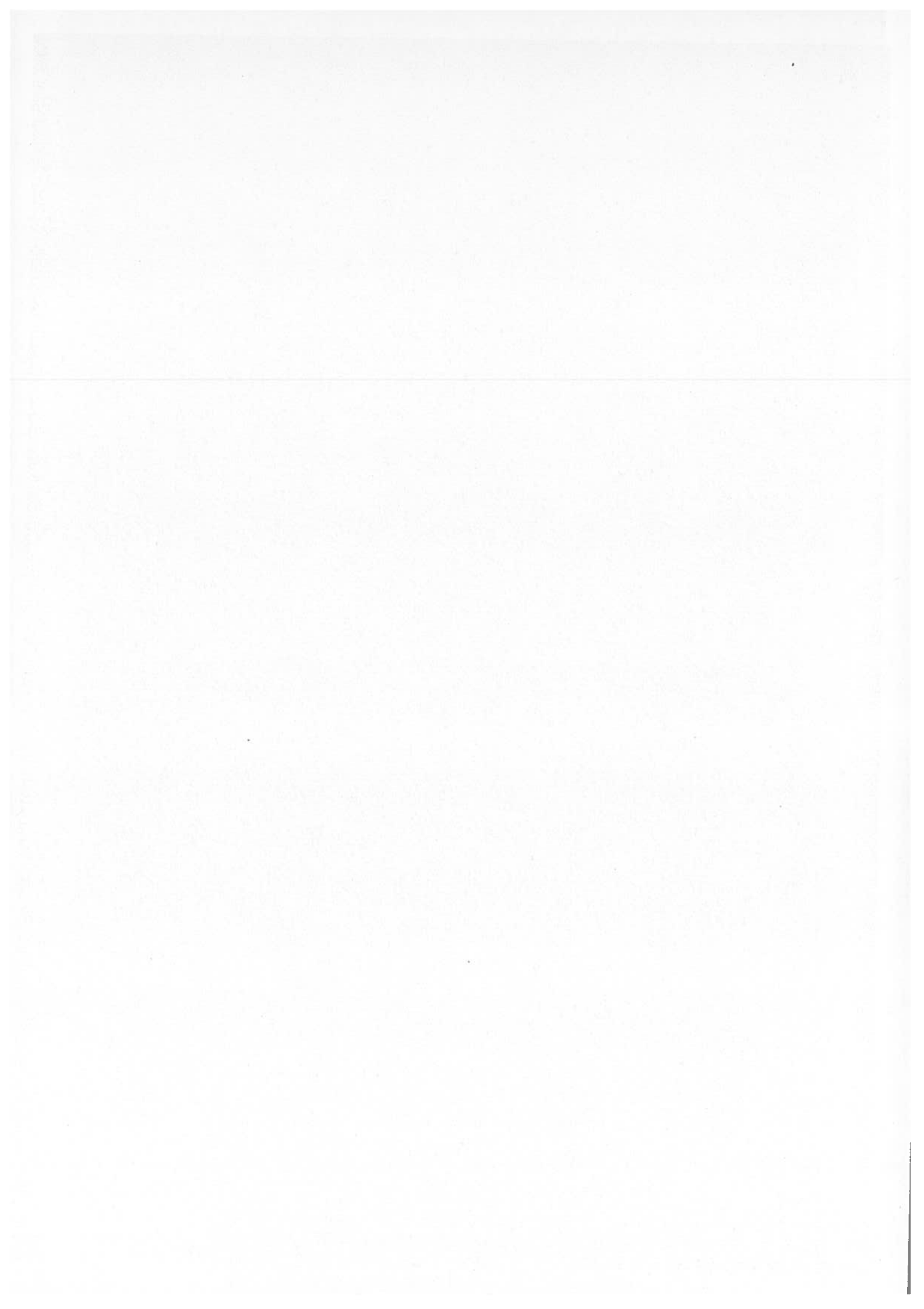
The Bank **NS**

Proposed Parking Amendments

MD	MD
NTS	Aug 2016
SS-M1-10205-E	
PLACE & SUSTAINABILITY	
S. J. J. New Ltd	



Appendix B



Traffic Management - Sustainable Transport

Meeting title	The Bank N6 – Traffic Management Amendments	Date	Wednesday 2 nd November 2016
Location	Channing School	Start time	17:00
Chair	Cllr Bob Hare	Finish time	19:00

Name	Title
Cllr Peray Ahmet (PA)	Cabinet Member for Environment
Cllr Liz Morris (LM)	Highgate Ward Councillor
Cllr Bob Hare (BH)	Highgate Ward Councillor
Ann Cunningham (AC)	LBH - Head of Traffic Management
Peter Boddy (PB)	LBH - Sustainable Transport Manager
Mahmood Ramjan (MR)	LBH - Highways Manager
Frederico Fernandes (FF)	LBH - Interim Parking Schemes Manager
John Yiangou (JY)	LBH - Structural Engineering Manager
Michael Demosthenous (MD)	LBH - Project Engineer
Roy Hill (RH)	Bursar at Channing
Richard Weber (RW)	Highgate Society and the Highgate Neighbourhood Forum
Gail Waldman (GW)	Chair of the Highgate Society Transport Group, Cromwell Avenue resident
Maggy King (MK)	Highgate Neighbourhood Forum, resident of Cholmeley Lodge
Nick Silver (NS)	The Bank resident
Jenifer Silver (PS)	The Bank resident
Louise Lewis (LL)	The Bank resident
Simon Briscoe (SB)	Highgate Neighbourhood Forum (Transport) and a Highgate Hill resident
Elizabeth	Local resident

BH – Welcomed everyone and explained that this meeting is to explore possible solutions.

LM - Explained how Islington Council are proposing a 24hr CPZ, which will increase parking pressures for Haringey residents. Parking beat surveys were conducted by Islington Council but they missed out two roads within Haringey (Highgate Hill and Highgate High Street). There are also reports that the Whittington Hospital car park is not full at night, and staff should use the car park as opposed to parking on residential roads.

FF - Haringey are seeking to find additional parking spaces in the area to accommodate the proposed loss of parking on The Bank.

BH – There appears to be several vehicles parked on Cromwell Avenue with other types of permits i.e. essential service permits, which increased parking pressures in the area.

AC & FF – We need to ascertain exactly what these permits are, as they could also be visitor permits. A survey will need to be conducted to identify exactly what these permits are. We are also exploring ways to better manage the allocation of essential service permits and also looking at more appropriate location where such permit holders can park e.g. in quieter roads.

LM & BH – Asked residents what outcomes from the meeting they would wish to see.

RH – would like access maintained on The Bank for deliveries, fire, disabled user access and staff with essential service permits.

Other resident's comments:

- HGV's should be banned from The Bank, however acknowledges that fire access needs to be maintained. Not convinced that removing parking is essential.
- HGV's are now travelling along Cholmeley Park to gain access into Channing School's new entrance, there is now also an increase in road rage at the pinch point on Cholmeley Park just before the Schools entrance. Two parking spaces have been removed to accommodate Channing Schools new crossover, which is contributing to the current parking pressures in the area.
- The wall/railings are dangerous and this issue should be resolved ASAP, especially as there is a 1.5m drop to the bus stop where passengers wait for a bus.
- Parking for residents is essential and therefore should not be removed.
- We need to start policing who travels and parks on The Bank, an example is a Mercedes 4x4 which is a wide vehicle and when parked, other large vehicles i.e. waste vehicles cannot manoeuvre through, and therefore are forced to mount the kerb. Moreover, this Mercedes 4x4 is parked illegally.
- There should be a rising bollard system to be used by certain people i.e. residents and school.
- Weight limit will be ignored by motorists. Other residents were of the view that it should be introduced. Highgate will receive a 7.5t weight restriction but not The Bank.
- The Bank should be blocked off at the top end but with planters.

NS - Parking on Highgate Hill should be marked out for individual parking spaces, to reduce indiscriminate parking.

LL - The Bank should be closed off to vehicles and therefore pedestrianised. However can compromise on the current proposal.

RW - Whatever scheme is decided upon, we should not introduce measures on The Bank alone, a holistic approach is required to resolve other issues in the area i.e. introduce kerb build-outs with a crossing on Highgate Hill and a crossing on Cholmeley Park. We need to talk to Camden Council regarding Haringey residents sharing their parking spaces along Highgate Hill.

NS - Highgate Hill has not been resurfaced for over 16 years, therefore the poor carriageway condition along Highgate Hill is likely to have a negative impact on The Bank. NS provided us with his observations of noise and vibrations of HGVs driving along Highgate Hill.

JY – Load assessment presentation.

Principal inspection and load assessment identified structural issues. Historic issues of vehicular damage to the wall. Channing School arranged the monitoring survey. A further assessment was undertaken by an external consultant on structural issues. It was concluded that vehicles have to be kept 1m away from the wall so a weight limit is not introduced.

PB – As this is a safety issue, we have to take action to prevent an accident from occurring. The presentation showed photos of both HGVs and cars clipping the kerbs along The Bank, illustrating the safety issues. Photos of damage to the kerbs and railings along The Bank were also shown to residents, which have been caused over the years following vehicular damage. PB also stated that

these interim measures are likely to be for 5 years until funding for the permanent scheme is secured.

MD – Explained the initial proposal to residents i.e. parking to be removed and bollards to force vehicles approx 1m away from the kerb along The Bank.

NS – Requested that parking for residents is maintained on The Bank and that it is unfair that residents should lose it. Parking is required for various reasons from large deliveries to loading/unloading food shopping.

PB – Presented revised proposal which includes parking at the top end of The Bank, which has been amended to include a single yellow line with no loading restrictions. PB stated that these are interim measures before funding is secured for permanent scheme. Unfortunately, we have to work with the narrow space that we have and are unable to extend the width of The Bank to accommodate parking. PB also stated that we can include 7.5t restriction if deemed necessary.

PB – A delegated report will be written with council recommendations along with feedback received during the statutory consultation period, which will be presented to PA and AC for approval. If approve the scheme will progress in quarter four i.e. by the end of March 2017.

GW – Losing 12-17 spaces before April 2017 will place extreme parking pressures in the area coupled with a further 2 spaces on Cholmeley Park, which were recently removed to facilitate for Channing Schools crossover. This is unacceptable.

FF – Parking team have conducted an exercise in the area to try and identify additional spaces. Possibly up to 20 spaces have been identified but not in close proximity to The Bank but 15 of these would be subject to further safety assessments. Was also happy to discuss further opportunities for additional parking identified by local community.

Some residents wanted the CPZ hours in the area increased other resident disagreed.

NS – Large cars and vehicles are causing the damage and not lorries. NS would like parking spaces at the bottom end of The Bank to be maintained. PB stated that there is insufficient space to accommodate this with the proposed scheme; however MD will meet NS on site to discuss further.

GW & NS – The Bank should have a CPZ in its own right. However, NS does not like this idea.

LL – Observations are that on evenings, weekends and mornings there are usually only 6 – 8 cars parked on The Bank. Also no residents live on the Camden side of Highgate Hill, so can Haringey discuss dual parking initiatives with them.

LM & AC – Further enforcement is required in the Highgate area. AC - we have increased civil enforcement activity in the Highgate area, therefore enforcement should have improved.

SB – Would like a commitment from the council not to take away 15 spaces until a solution has been found i.e. introduction of parking spaces in the area to offset the loss. Also from 12 – 7pm it's impossible to find parking in the area due to hospital staff parking, commuter parking etc and therefore would like CPZ hours extended.

The issue of spare parking capacity on the Camden side of the road was raised. FF agreed to investigate whether some form of arrange could be entered into for Haringey residents to have access to this parking.

FF – Any amendments to the current CPZ hours will need to be consulted upon and it is likely that there will be mixed views. This therefore could only be done as part of a comprehensive review of the CPZ. Haringey will however progress the investigation of the additional parking capacity in parallel to the scheme on The Bank.

PA - Safety cannot be compromised and there is clearly a safety issue on The Bank that has to be addressed before an incident occurs. Safety is the number one priority for The Bank.

RH - Does not want a 7.5t restriction introduced, as there could be a case where a scaffolding vehicle is required to drive up The Bank to rectify a collapsed roof etc.

PB & AC - The Highgate 7.5t restriction will exclude access for deliveries. AC - there are high expectations for 7.5t restrictions but they do not always work, as enforcement can be challenging due to the limited CCTV cameras available.

A suggestion was to introduce a rising bollard system, similar to Warwick Gardens N4, but officers advised the resident that this option is now possibly illegal and therefore is not a viable option.

JS & MD - JS removal of parking will lead to an increase of rat-running traffic and safety issues, as the road will be wider. MD - road markings, bollards and planters will be introduced in order to provide a visual deterrent to reduce speed.

NS - The Banks carriageway should be resurfaced before any new measures are introduced.

PB - A carriageway is ideally resurfaced every 25 - 40 years with priority based on condition, it's likely that the permanent scheme will incorporate resurfacing of the Bank.. In the interim, we will ask our Neighbourhood Action Team to inspect and repair accordingly.

The condition of the High Street was also raised and PB agreed to investigate where this sat on the priority list.

Elizabeth - Bad surfacing deters speeding, and therefore if resurfaced would like deterrent measures to reduce vehicular speeds i.e. speed humps.

PB - Vertical measures (humps etc) cannot be introduced legally next to a highways structure.

JS - There are currently no waste bins on The Bank or on Highgate Hill, therefore the introduction of planters on The Bank will lead to them being used as waste bins.

PB - We will raise the issue of bins with the Waste Service.

LL - Has volunteered to maintain the planters.

RH - The 20k S106 funding provided to Haringey Council by Channing School can be utilised to either resurface The Bank or to improve pedestrian crossing facilities in the area.

PB - We will need to review the S106 agreement terms and conditions. We will also discuss with Camden the concept of installing a build-out on the Camden side of the pedestrian crossing on the High street to improve safety and increase parking.

PB - Agreed that further discussion would take place with NS, including a site meeting if necessary to look at the possibility of retaining additional parking at the southern end of the bank but introducing narrower bays (1.8m is the legal minimum) In locations this would require residents to have to get out on the carriageway side. Cars parking outside marked bays could be subject to enforcement action. A revised proposal would subsequently be produced.

Appendix C

2 December 2016

Statutory Notification and Works Notice

The Bank N6 - Proposed Traffic Management Amendments

Dear Resident or Business,

I would like to thank all who provided us with feedback on the traffic management improvement measures proposed for The Bank. The feedback was very helpful and revealed a range of views on the proposal.

As a result we have amended our proposals and will now be retaining some parking bays at the southern section of The Bank as well as introducing temporary traffic management measures, designed to stop vehicles from driving too close to the retaining wall. The revised proposal now consists of the following measures:


- Retention of two parking bays from 108 – 112 The Bank but with reduced width - from 2.5m to 2.0m
- Retention of two further parking bays outside Channing School
- Introduction of a 7.5 tonne weight restriction
- Introduction of double yellow line parking restrictions along The Bank, except for a 7m section of single yellow line with 'no loading' restrictions
- Introduction of a hatched area next to the retaining wall/railings which will not be available for traffic
- Installation of fixed bollards along part of the Bank, and 'Wand Orca' rubberised bollards along the remaining narrower sections of the road. These wands are flexible safety bollards which use modern technological design and will bend over to ground level if driven over by a vehicle or cycle.
- Removal of the existing cycle contra-flow following additional concerns over road safety.

Full details are set out on the plan overleaf. A permanent scheme which will involve strengthening works to the wall and railings will take place at a later date following further discussions with English Heritage and depending on securing the necessary funding.

We welcome your comments using the enclosed Freepost feedback card. Please ensure that your comments reach us by 23 December 2016. If you have any queries, please email us at Frontline.consultation@haringey.gov.uk.

If no major objections are received, we plan to start the road works in February 2017, which should take approximately two weeks to be complete, weather permitting. We will make every effort to minimise disruption while the work is in progress, but I would like to apologise for any inconvenience that may be caused.

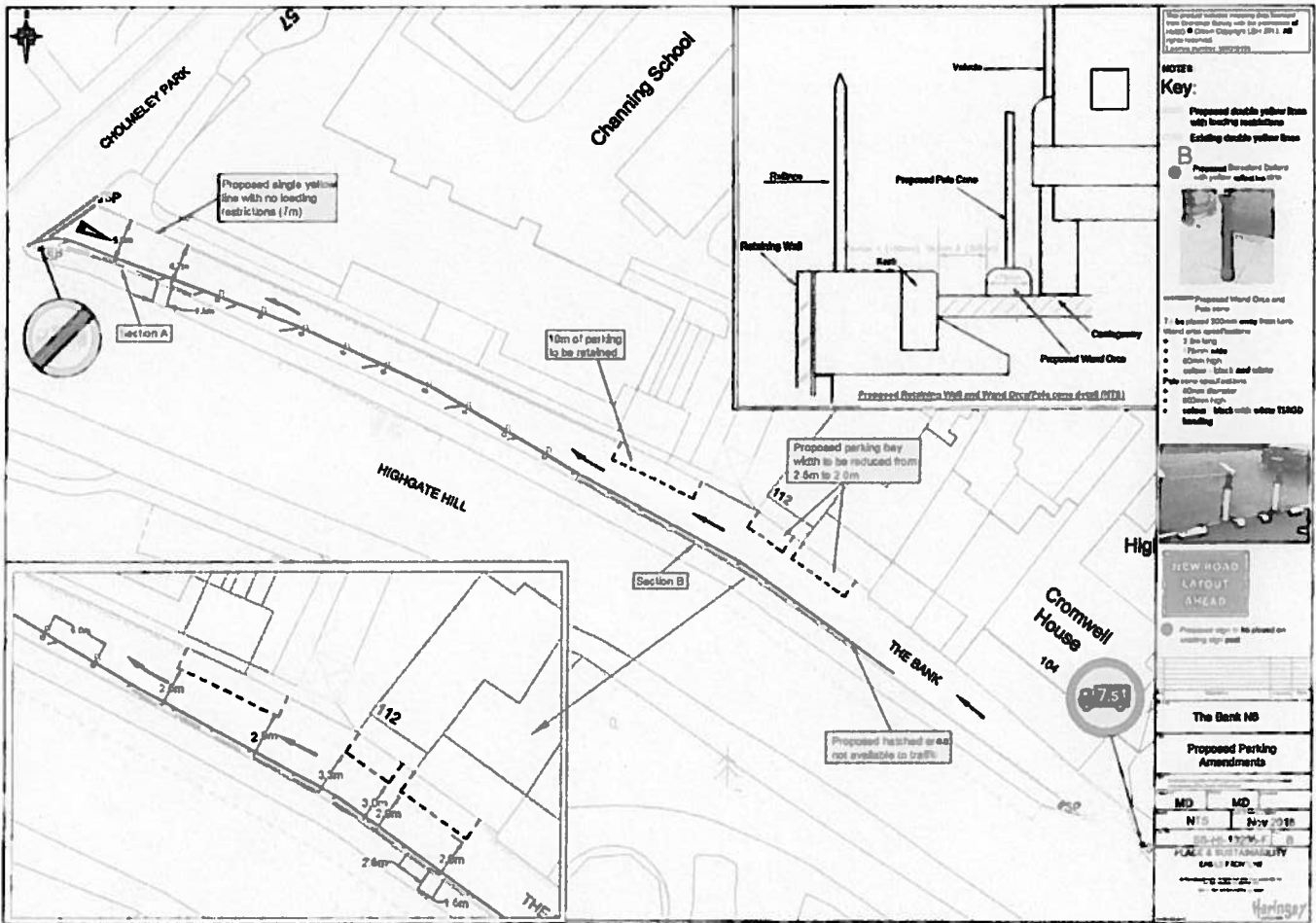
Yours faithfully


Sustainable Transport: Highways Engineering

Sustainable Transport
Level 5 Alexandra House
10 Station Road, Wood Green
London N22 7TR

020 8489 1000

www.haringey.gov.uk



Appendix D

NOTES
 Key:
 --- Consultation Boundary

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MD 1:10
 NTS Sept 2016
 PLACE & SUSTAINABILITY
 BUILDING FOOTPRINT

The Bank N6
 Consultation Area

1 to 16
 Cloisters Court
 77

Elizabeth House
 74

Vicarage
 82

Cromwell House
 12

Chana H C
 12

Cromwell School
 12

Kempson House
 23

1 to 16
 Cromwell Lodge
 19

WINCHES
 12

90

98

CROMWELL AVENUE

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Appendix E

Public Notice



**THE BANK N6 – PROPOSED EXTENSION OF, AND AMENDMENT TO,
WAITING RESTRICTIONS, REMOVAL OF PARKING PLACES,
INTRODUCTION OF A 7.5 TONNE VEHICLE LIMIT AND REMOVAL OF A
BICYCLE CONTRA-FLOW SYSTEM**

**The Haringey (Highgate A CPZ) (Section 6) (Amendment No. *) Order
201***

**The Haringey (Highgate A CPZ) (Designations) (Amendment No. *) Order
201***

The Haringey (Prescribed Routes) (No. *) Traffic Order 201*

The Haringey (Prescribed Routes) (Amendment No. *) Traffic Order 201*

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1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Haringey proposes to make the above mentioned Orders under sections 6, 45, 46 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Orders, in relation to the Bank N6, would be to:-
 - (i) extend the length of existing "at any time" waiting restrictions located on the north-east side, between a point 7 metres south-east of the south-eastern kerb-line of Cholmeley Park and a point 10 metres north-west of the vehicle entrance to Channing School;
 - (ii) convert the existing 7 metres length of double yellow lines waiting restrictions on the north-east side at its junction with Cholmeley Park into single yellow line waiting restrictions operating Monday to Fridays between 10 a.m. and noon;
 - (iii) reduce the width of the existing parking places located outside Nos, 110 and 112 The Bank;
 - (iv) introduce a 7.5 tonnes vehicle weight limit into the Bank, with an exemption for essential works;
 - (v) remove the existing bicycle contra-flow system.

These proposals supersede the previous proposals for The Bank, advertised on 23rd September 2016.

3. Copies of the proposed Orders, and of the Council's statement of reasons for making the Orders, and plans showing the location and effect of the Orders may be inspected during normal office working hours until the end of a period of 6 weeks from the date on which the Orders are made or the Council decides not to make the Orders, at the reception desk, Alexandra House, 10 Station Road, Wood Green, N22 7TR or can be viewed online at www.haringey.gov.uk/traffic_orders.
4. Any person desiring to object to the proposed Orders or make other representation should send a statement in writing of either their objection and the grounds thereof or of their representation to the Traffic Management Group, Alexandra House, 5th Floor, 10 Station Road, Wood Green, N22 7TR or to traffic.orders@haringey.gov.uk within 21 days from the date of this Notice.

Dated 2nd December 2016

Ann Cunningham,
Traffic Management

Appendix F

The Bank Traffic Measures Consultation Report

January 2017

Consultation Analysis

Table 1a

		Count	%
Support or Object	Support	4	27%
	Object	8	53%
	Other view	3	20%
	Total	15	100%

Table 1b Reason for support / objection

		Count	%
Reason for view	Loss of parking	7	47%
	Reduced cycling amenities	2	13%
	Support / other comments	6	40%

Respondents' comments are set-out below:

Table 2 Comments

Road	Support or Object	Comments
Not Stated	Support	To protect the wall between The Bank and Highgate Hill it would be much better to block off the Chomeley Park end of The Bank and so prevent the through traffic. Allowing through traffic up the road will be of limited value in protecting the wall. Support retaining parking spaces
Cholmeley Lodge	Object	On behalf of the Cholmeley Lodge Residents Association of which I am a Director. Our building is adjacent to the Bank. We have considered your proposal for works which will lead to the reduction of parking spaces from 15 spaces to 4 spaces. We are extremely concerned that this will put additional pressure on the parking spaces on Cholmeley Park, many of which are used by residents of Cholmeley Lodge. A number of the existing spaces on both the north and side sides of Cholmeley Park have been removed from use by the Council, and others have been removed due to the ongoing works at Channing School. We would be entirely supportive of the Bank project if these spaces were reinstated by the Council; but as things stand, please take this letter as our formal objection

The Bank (Channing School)	Support	Latest proposal meet many of the concerns so we are broadly supportive. One slight concern relates to the weight restriction and how it will be applied. This is because dustcarts, recycling lorries and some delivery trucks are heavier than 7.5t. Skip lorries, bullders' trucks also need occasional access. Obviously some residents would at times require similar services so we do need confirmation that vehicles over 7.5t will be able to use The Bank for access purposes. If this is not possible then we would have to object to the measures.
Cholmeley Lodge	Support	
Highgate Hill	Support	
Bisham Gardens	Object	In Bisham Gardens parking is at a premium. Because of its proximity to the High Street, two major schools and Waterlow Park there is rarely any parking available during the day, even with parking restrictions (businesses always find a way round these). The problem has become acute. Two young families have actually moved out of the street because of the stress of finding parking. Because we live in Camden on the cusp of three boroughs, our options are very limited for parking. A CA-U parking permits is limited to very few streets around us. Once Haringey removes the parking on the Bank, a favoured place for Channing teachers and other staff to park, those cars will gravitate to the next nearest parking area - which is Bisham Gardens. I entreat you to think again about removing yet more parking spaces from around this area (on top of the 10 we lost last year!) Apart from the problems for residents - especially ageing residents like ourselves - it will impact on businesses in the high street if customers cannot find parking. These businesses already suffer badly from limited parking in the area. And surely anyway, if the reason for removing these parking spaces on The Bank is because the road needs repairing, surely as a feature of Highgate's historic past, it should be carefully repaired rather than take these short term measures. Needless to say, I'm aware of how cash strapped councils are at the moment, but this is a false economy. Already in the High Street there are a number of empty shops which even charities don't seem to want. I understand Waitrose refused to take the Highgate grocery store because of parking problems. You are losing council tax from these closed shops and this can't be good for Highgate or Haringey. Please think again.
Highgate Hill	Object	What's the justification for the continued reduction in parking places over the years? It's a real pain already having to find a space and being forced to park far down Cromwell Avenue. I object to the reduction. What options have you considered for maintaining or increasing the number of CPZ places for residents? We're paying for the privilege of parking far from our homes!

Not stated	Object	<p>·I see no reason for the loading bay at the top of The Bank. It should be parking. What does "proposed single yellow line with no loading restrictions" mean? ·I see no reason for narrowing the first bays on The Bank. There's no structural issue at the bottom end of The Bank to justify this. No testing has ever been done (trial pits) and there are no visible wall issues. Please can you explain? ·There's no need for the wand orca and pole cones opposite the parking bays as the road is wide enough at that point. There is no evidence of damage to the railings. ·I think that what's left of the main bay can be more than 10m. I'd suggest 30-35m. The real problem with the wall (I've had an engineering friend look at it) is the top 30m or so. The Beresford bollards are not needed in the middle area - the less obtrusive orca and poles would work fine. ·the proposed orca and poles at the top end will do nothing to stop reversing lorries damaging the signs/railings/wall - there needs to be something more robust there - the Beresford bollards or similar. ·I think that lorries need to be banned - not just a sign put up. How about (un)lockable bollards that limit width, allowing cars but not lorries to pass? Such a system would stop standard deliveries but allow emergency vehicles, removal lorries etc. ·I think there should be cctv (perhaps on the bus stop?) to look at behaviour at the top end of the Bank. ·There seems to be no plan about parking more generally - this cannot be approved until there is one. Please confirm that this scheme is temporary as explained at the meeting. ·The top end of The Bank does not need 5m or so of double yellows. Allow CPZ parking as it is not dangerous. If it was that dangerous now the council would ticket those parking there. ·Nothing is said about repair to the surface, walls, rails and generally making up for years of neglect. I do not endorse this plan even with those changes.</p>
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Not stated	Object	<p>As a Highgate resident and HGA vehicle permit holder, I am wholeheartedly against any plans for the Bank which will limit or restrict parking for resident permit holders in any way. - Competition for resident parking in Highgate is already intense. Are you planning on introducing new parking spaces elsewhere in HGA to compensate? I'm sure statistics will evidence a growing demand/need for spaces for council tax paying, parking permit paying residents, which would seem to support improved maintenance and expansion of existing parking rather than a strategy of scrapping spaces altogether. - Vehicle crime in the council's existing HGA resident bays is unacceptably high at around 4/5 incidents in roughly the HGA CPZ area per month - and The Bank, with its more difficult access and Channing School's security cameras, provides a more adequate level of security. (When I used to park on Cromwell Avenue from December 2014 til February 2016, less than a year and a half, I had one car stolen and previously broken into and my current car has been broken into). If you are forcing residents like me off the Bank, are you introducing security measures around HGA to ensure there are at least some uncontested equivalently safe spaces to park in? (by that, I do not mean spaces with neighbourhood watch signs near them but monitored by CCTV or security patrols) I am interested to know why it has taken a note left on my car by a Simon Briscoe to inform me of the actual effect of your proposals and this was not obviously apparent on the official notices themselves, placed on lampposts? (image attached) Please tell me what is needed to stop the council proceeding with these plans and instead maintaining its highways and resident parking bays, an ever more necessary resource for council tax and permit residents of the area. I look forward to receiving your response as soon as you are able.</p>
Not stated	Object	<p>My two main concerns are that the removal of the existing cycle contra flow and the lack of reference to encouraging walking and cycling, including the omission of the previously agreed planting, fails to conform with Haringey's Local Plan, DM31 B,5.2 and 11. Nor does it conform to the Local Neighbourhood Plan, TR1 and CA33. While the Neighbourhood Plan has not yet been adopted, it is currently with the examiner and so should be taken into consideration. I have attached a letter with further details.</p>
Not stated	Other view	<p>Please ensure proper, full repairs to this historic road, and then re-instatement of enough parking spaces on Highgate Hill/High Street and tributary roads. Cromwell Avenue, for example, is already over-full and if more spaces are lost on the Bank and Hill, vehicles will be forced to try to park there and other side-roads. Haringey should be more open about its plans and publish its reports and orders within the time limits, which they failed to do in this case.</p>
Highgate Hill	Object	<p>I object to the measures proposed for The Bank. I particularly to the dramatic reduction in the number of resident parking bays on The Bank which the proposed works necessitate. Highgate Hill and The Bank already suffer enormous parking stress and are extremely poorly served in terms of resident parking. I have two children under the age of four and it is a daily struggle to park close to our home. I would urge you to retain a greater number of parking spaces or to delay the proposed scheme until alternative parking can be designated for residents. In either circumstance I would urge an immediate extension in resident parking hours to ensure that the limited parking available can be retained for the use of residents only.</p>

<p>Highgate Hill (Flat)</p>	<p>Other view</p>	<p>PB - A delegated report will be written with council recommendations along with feedback received during the statutory consultation period, which will be presented to PA and AC for approval. If approve the scheme will progress in quarter four i.e. by the end of March 2017. May I ask if you ever received this report and how did you respond? It seems to me that the modifications to the plan were unduly influenced by the vociferous car lobby. The emphasis on parking meant that, rather than discussing how to preserve and enhance The Bank, we were side tracked into talking about how we could handle parking issues. I never got the chance I was promised by the chair, to put my proposals to make The Bank a shared pedestrian/cyclist space, with access only for cars. One of the key changes is that limited parking will be allowed. At the meeting, I conceded the possibility of limited parking, as a compromise for a temporary measure with planting to soften the 'roadscape'. The second major change is that planters have been removed from the scheme All we shall have is ugly, hard, bollards. Planters would enhance the views, increase neighbourliness, and, properly planted, reduce pollution. Finally, there is a proposal to restrict cycling to one way only. Speaking as one of the few regular cyclists, if not the only regular cyclist, on the Bank, I object to cycling being restricted in this way. I cannot see it is any more dangerous to cycle downhill under this plan, than it is at the moment and, as far as I am aware, there has never been an accident here. As we are discouraging cars from using the road, there is even less likely to be a problem. While I welcome the 7.5 tonne weight restriction. I would also like a 5 mph speed restriction. I strongly support a planting scheme and am against the ending of the exemption for cyclists from the one way restriction. I know it is a busy time of year but I would appreciate a response to this e-mail. regards Louis</p>
<p>Not stated (HCC)</p>	<p>Other view</p>	<p>I checked the existing minimum road width to parked cars today and it is 2.6m, which is the same as in the new proposal. In view of this I suggest it should be acceptable to retain the existing 2-way cycling. In practice the reduction in car parking will increase cycle safety as it reduces the risk of carelessly opened car doors causing injury. Contra flow cycles will be next to the pavement and the very few parked cars, so there should be no risk of them being forced in to the bollards or the railings.</p>

Not stated	Object	<p>I have looked at the plan and it still doesn't really give sufficient parking for residents. We need another 4 meters from the school gates going up the hill as there are six residences. Also the spaces are not delineated so one car can selfishly take up the space of two , which is one of the key Issues that I brought up before. Further, the weight restriction is irrelevant as all the heavy vehicles are authorised anyway. As the school has still not moved it's rubbish bins to Chomondley Park the 14 tonne (unloaded) garbage truck still has to drive down the Bank the wrong way. This is a major source of stress to the structure and could be sorted out immediately. We need a sign that says access only!!!! There is also the Issue of the type of cars using the road. It was not designed for BMW X5 , Audi Q7 Range Rovers etc and the school should simply ban the use of the road for pick up /drop off. Channing School run should not be an excuse for materialistic parents to display Chelsea tractors. I am going to speak to xxx tomorrow about this and see if we can find a workable solution. It might be an idea if this discussion could be widened to all the schools in the area to develop a coherent strategy. Although I am a champion for individual expression, driving one child in a 4 wheel drive truck with blacked out windows is a misplaced ideal in the village. We need a sign that says access only !!!! I also think that it would be a massive help if correct side parking was enforced during term time and if Haringey and Camden marked out spaces on Highgate Hill which would increase the available space massively.</p>
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