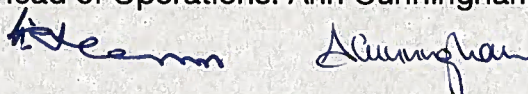


**Report for:** Record of Decision Taken Under Delegated Authority

**Item number:**

**Title:** To make safer traffic movements through the implementation of waiting and loading restrictions.

**Report authorised by:** Head of Operations: Ann Cunningham



Cabinet Lead Member for Environment : Councillor Kirsten Hearn

**Lead Officer:** Frederico Fernandes, Level 1 (South), River Park House, 225 High Road, Wood Green, N22 8HQ  
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**Ward(s) affected:** Highgate, Muswell hill

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

**Purpose**

To report the feedback of statutory notification carried out in July 2018 and August 2018 for the proposed introduction of 'At Any Time' waiting restrictions in Queenswood Road N6 and Wood Vale N6.

To set out officers' responses to the representations received.

To seek approval to proceed with the recommendations as set out in section 8.0 of this report.

## **1.0 Background**

1.1 To address concerns raised by the public and public services regarding access, obstructive parking and congestion issues at isolated locations listed below, the Council has proposed the introduction of Double Yellow Line (DYL) restrictions (No waiting at any time – 24 hours a day), at the locations indicated below and detailed on the plans contained in Appendix 1 of this report.

- Queenswood Road
- Wood Lane near its junction with Muswell Hill Road

1.2 The restrictions are aimed at improving road safety and access for motorists, pedestrians, emergency services and public service vehicles, including the Council's refuse collection service, by removing obstructive/inconsiderate parking, particularly at road junctions and bends.

1.3 It has previously been agreed in conjunction with the Council's Scrutiny Panel board that the Council would facilitate a rolling programme for the introduction of waiting restrictions.

## **2.0 Statutory Notification**

Statutory notification commenced in a single batch and consisted of two locations. As part of this process, a Notice of Intention was published in the London Gazette, local press and erected on site where the restrictions were proposed. The consultation began on Friday 20<sup>th</sup> July 2018 and finished on Friday 17<sup>th</sup> August 2018. We allowed an extra week for residents and businesses to respond due to it being the holiday season.

2.1 Although not a legal requirement, statutory notification letters informing residents and businesses of the process and proposals were posted to affected frontages located in close proximity. A copy of the Statutory Notice has been attached to Appendix 2 of this report.

2.2 As part of the statutory process, the views of the following bodies were also sought: AA, London Transport, Police (local), Fire Brigade, London Ambulance Service, Freight Transport Association, Road Haulage Association, RAC, Metropolitan Police (traffic), London Travel Watch, and Haringey Cycling Campaign.

### 3.0 Statutory Notification Feedback

- 3.1 A total of 33 individual representations were received during the statutory notification period. Of the responses received 36% were in favour of the proposals while 27% object. The remaining views were mixed, or offered other suggestions for the area.
- 3.2 The objections are summarised and addressed below. A report of all the representations received is contained in Appendix 3 of this report:
- 3.3 **Objection:** If the proposals are to proceed, this will further reduce parking availability for residents, as many spaces are taken by commuters and those visiting the woods. Consideration should be given to the introduction of a resident permit scheme/CPZ.

**Council Response:** If residents believe parking controls are required, then we would ask that they arrange a petition of support to be included within a CPZ. Then for this to be submitted via a local councillor, so that councillors are aware (and supportive). The petition will then be considered by the Cabinet Member for Environment, to be put on the CPZ works programme. We appreciate that this may seem like a laborious task but parking is often a contentious issue and so we must have evidence of local support for a CPZ before we can consider commissioning a consultation.

Information on petitions and e-petitions can be found at <http://www.haringey.gov.uk/local-democracy/meetings/petitions#epetitions>

- 3.4 **Objection:** I disagree strongly with this (proposed DYL's Wood Lane). We live nearby and we often park in front of our house to load or unload our car. People have said that cars parked opposite make it difficult to get out into the road. In all the years we have lived here, I have never experienced anyone asking for a car to be moved to get into the road, or been unable to get into the road. Modern cars have good turning circles and this complaint makes little sense to me. I think the other residents would also find a very extended double yellow line very inconveniencing.

**Council Response:** We are proposing the introduction of double yellow lines in Wood Lane, in response to complaints from local residents who have submitted photographic evidence of congestion caused by obstructive parking in this location which is forcing vehicles to mount the footway in order to avoid the parked cars.

- 3.5 **Objection:** I object to the proposal to add double yellow lines on Queenswood Road. This would remove parking that is useful to residents and visitors of residents. It would probably lead to more congestion as tradespeople and deliveries would have to park on the residential sections of road. It would lead to faster traffic, which would make that section of the road less safe for pedestrians contrary to the stated aim of the measure.

Furthermore I disagree with the premise that congestion is a problem on this section of road. This is a residential street not a major thoroughfare. Most of the day there is no issue, and I do not see it being any worse than other residential streets at busy times. There is already a problem with people speeding through Wood Lane. My preference would be to revert that section of road to a cul-de-sac.

**Council Response:** We are proposing the introduction of double yellow lines in Queenswood Road, in response to complaints from local residents concerned at congestion caused by obstructive parking in this location.

Comments relating to speed have been noted and we will monitor speeds before - and should the measures be approved - after the introduction of the double yellow lines and if a significant increase is noted, the council can consider remedial measures, subject to consultation and funding.

- 3.6 **Objection:** The proposals for Wood Lane do not go far enough. The road is just as narrow further along than where the current yellow lines are proposed. The lines should be extended all the way along Wood Lane.

**Council Response:** We are proposing double yellow lines up to No.8 Wood Lane. This should improve traffic flow and reduce congestion in the area where we have received most of the complaints (near the junction with Muswell Hill Road). We will keep the area under review and if congestion continues, we can consider extending the double yellow lines in the future subject to consultation and funding.

- 3.7 Given that there were mixed views to the consultation; officers met with Councillors from both Highgate and Muswell Hill wards to discuss the next steps. Councillors noted the responses received and agreed that the measures should be introduced as proposed and recommended by officers, on the following conditions:

- Consideration should be given to the introduction of a residential parking scheme (CPZ), if there is support from the local community.
- To monitor speeds in Queenswood Road and if speeds increase after the implementation of the double yellow lines to consider remedial measures.
- To monitor congestion along Wood Lane and if obstructive parking and congestion persists, to consider extending the double yellow lines further along Wood Lane.

The Council has considered all the objections and comments received during the statutory consultation period. Officers recommend that the council introduce the Double Yellow Line as proposed.

## **VIEWS FROM STATUTORY BODIES**

No representations were received from the statutory bodies during the statutory notification period.

### **4.0 Chief Financial Officer Comments**

- 4.1 The capital costs of measures outlined in this report can be met from the Parking Plan fund which forms part of the 2018-19 budget

### **5.0 Legal Requirements**

- 5.1 Before reaching a decision to make the necessary Traffic Management Order to implement the waiting restrictions, the council must follow the statutory notification procedures pursuant to the Road Traffic Regulation Act ("RTRA")1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations1996. In carrying out the notification the council must comply with the principles ("Sedley Principles") set out also by the courts which are: that notification must be at a time when proposals are still at a formative stage; that the proposer must give sufficient reasons for any proposal to permit of intelligent consideration and response; that adequate time must be given for consideration and response; and that the product of notification must be conscientiously taken into account in finalising any statutory proposals. All objections received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.

- 5.2 The council's powers to make Traffic Management Orders arise mainly under sections 6, 122 and 124 and schedules 1 and 9 of the RTRA 1984.

- 5.3 By virtue of section 122, the council must exercise its powers under the RTRA 1984 to 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. These powers must be exercised so far as practicable having regard to the following matters: -

- (a) The desirability of securing and maintaining reasonable access to premises.
- (b) The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
- (c) The national air quality strategy.
- (d) Facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
- (e) Any other matters appearing to the council to be relevant.

### **6.0 Comment of the Head of Legal Services**

6.1 Other than the requirements set out in section 5 above there are no other legal implications arising out of this report.

## 7.0 Equal Opportunities

7.1 During the statutory notification period any interested parties are permitted to make representations regardless of where they live or work.

## 8.0 Recommendations

It is recommended that the Head of Operations and Cabinet Member for Environment:

8.1 Note the feedback of the statutory notification process

8.2 Approve implementation of all the proposals as per plans in Appendix 1

- Queenswood Road
- Wood Lane near its junction with Muswell Hill Road

8.3 Approve that residents and businesses be informed of the council's decision.

# APPENDIX 1

## Location Plans of Proposed Double Yellow Lines at intervals along

**Queenswood Road and Wood Lane  
near its junction with Muswell Hill Road**

**APPENDIX 2**

**Statutory Notification Document**

# APPENDIX 3

## Consultation Report