

Report for: Cabinet - 11 July 2023

Title: Clinton Road Closure

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Ward(s) affected: St Ann's

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

1 Describe the issue under consideration

- 1.1 To report on the impact of the trial prohibition of motor vehicles in Clinton Road, N15, at the junction with West Green Road which was introduced under an experimental traffic order (ETO) in March 2022.
- 1.2 The location is within the experimental St Ann's Low Traffic Neighbourhood (LTN) and the was consulted upon as part of the LTN, which was approved by Cabinet in December 2021.
- 1.3 To consider any statutory objections received to the ETO.
- 1.4 To seek approval to make the traffic orders permanent for the prohibition of motor vehicles in Clinton Road at the junction with West Green Road.

2 Cabinet Member Introduction

- 2.1 This report aims to address the need for minimising disruption to Station Crescent and Clinton Road caused by motor vehicles. The implementation of a Low Traffic Neighbourhood scheme in St Ann's area, which includes the prohibition of motor vehicles in a section of Clinton Road near West Green Road, has garnered significant support from local residents. With only one objection raised, it is crucial to assess the impact of this scheme and make an informed decision regarding its permanence.
- 2.2 The Clinton Road closure was originally requested by local residents and the owners of the Banc restaurant to help direct traffic visiting the restaurant away from the residential streets, especially at night. Since an LTN was also being proposed the Clinton Rd closure became an integral part of the new St Ann's Neighbourhood scheme.

- 2.3 Before the traffic filter was introduced the increased traffic levels in the two impacted roads had caused a lot of upset and conflict. During the scheme's implementation, alternative access routes were available via Cornwall Road and Black Boy Lane (later renamed La Rose Lane). All properties within Clinton Road remained accessible through these alternative routes, which were maintained even after the wider St Ann's LTN was introduced.
- 2.4 Everyone deserves to live in a peaceful neighbourhood not blighted by traffic noise and pollution. Filtering roads aims to achieve this outcome and based on results from other schemes from around the capital should reduce traffic volumes on main roads as well after time. LTNs align with Haringey's Corporate Delivery Plan's high-level strategic outcome of creating a greener and climate-resilient environment. The reduction of traffic volumes in our neighbourhood roads aims to foster safer, cleaner, and more pleasant streets for pedestrians, cyclists, and the community.

3 Recommendations

3.1 Cabinet is asked to:

- a) Note the outcome of the trial prohibition of motor vehicles in Clinton Road at its junction with West Green Road (see plan in Appendix A); and
- b) Consider the objections received to the experimental traffic order (ETO) and officer's response to themes raised, as set out in Section 8 of this report.

3.2 Subject to the above, Cabinet is recommended to approve the making of a permanent traffic management order (TMO) subject to the outcome of any statutory traffic order procedures.

4 Reasons for decision

- 4.1 The reason for recommendation 3.1 is to ensure Cabinet has all the information necessary to reach a decision on how to proceed with respect to this experimental scheme which came into operation in March 2022. The six-month statutory objection period has ended, and the 18-month trial period (maximum period allowed under legislation) will expire in September 2023.
- 4.2 The reason for recommendation 3.2 is to ensure compliance with Regulation 23 of The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. In particular, the order making authority must consider all objections made and not withdrawn prior to making an order that gives permanent effect to an experimental order.

Alternative options considered

Do nothing - i.e., to let the experimental traffic order lapse

- 4.3 This option was rejected as the performance of the experimental scheme is effective in meeting the objectives of traffic reduction and tackling anti-social

behaviour. Do nothing will result in removal of the scheme infrastructure and therefore likely return of the issues experienced with anti-social behaviour.

- 4.4 Failure to retain an effective motor vehicle restriction would be contrary to the objectives set out in the Transport Strategy, the Climate Change Action Plan and the Walking and Cycling Action Plan.

5 Background Information

Decision history

- 5.1 In December 2021, Cabinet approved the trial introduction of St Ann's LTN. The prohibition of motor vehicles in a short section of Clinton Road near West Green Road was one of several measures included within the LTN scheme.
- 5.2 Following discussion with the Cabinet Member for Climate Action, Environment and Transport concerning safety and public nuisance, particularly at night-time, the Clinton Road scheme was introduced on 17 March 2022, in advance of other measures in St Ann's LTN (introduced on 22 August 2022).
- 5.3 The general effect of the ETO is to prohibit motor vehicles on Clinton Road from its junction with West Green Road to the southern property boundary of The Banc at all times, with exemptions for emergency services and other services as agreed by the Council. The scheme allows cyclists to pass through and improves the pedestrian experience at its junction with West Green Road. A copy of the ETO notice is provided in Appendix B.
- 5.4 The ETO is given effect through the placement of regulatory traffic signs and planters that are positioned in the carriageway. The ETO is enforced using a traffic enforcement camera located in West Green Road.
- 5.5 At the time the scheme was implemented, alternative access routes were available from Cornwall Road and Black Boy Lane (later re-named La Rose Lane). All properties within Clinton Road are accessible via alternative routes. Alternative suitable access routes were also maintained after the wider St Ann's LTN was implemented.

Experimental traffic orders (ETOs)

- 5.6 The procedures for an ETO are defined by legislation¹. An ETO can last for a maximum of 18 months and involves a 6-month statutory consultation that

¹ See above para 4.1

commences from the date that the order comes into effect. After the end of the 6-month consultation period (but before 18-months has expired), the Council must decide whether to revoke the ETO, amend the ETO (and invoke another 6-month consultation period) or make the order, and thus the scheme, permanent.

- 5.7 ETOs allow the Council and the public to assess the scheme in operation, rather than try and predict their impact. Implementation using ETOs also encourages the wider public to experience and assess the scheme in its “live” state and provide feedback on that basis.
- 5.8 The ETO associated with Clinton Road prohibition of motor vehicles came into operation on 17 March 2022. The statutory objection period finished on 17 September 2022 and it is now possible for the Council to take a decision on whether to make permanent traffic orders associated with the motor vehicle prohibition of Clinton Road at its junction with West Green Road.

Consultation process

- 5.9 In December 2021, Cabinet approved three (Phase 1) LTNs and a range of complementary measures including new pedestrian crossings, cycle hangars and six trial School Streets.
- 5.10 The decision took account of three stages of engagement, carried out over the Spring and Summer 2021, as well as the strategic context that transport plays in terms of the Climate Emergency, air quality and public health.
- 5.11 The Clinton Road proposals formed a part of the St Ann’s LTN consultation carried out in 2021.
- 5.12 In April 2022 officers consulted the emergency services on the detailed design of the Clinton Road scheme.
- 5.13 In March 2022, notification was given to all properties in the vicinity of the scheme. This was a notice for the introduction of the scheme and an explanation of the statutory consultation process associated with the ETO. The notification informed of the plan to introduce the wider LTN in the St Ann’s area at a later date.
- 5.14 The notification invited residents and business to e-mail their views to the dedicated St Ann’s LTN inbox StAnnsLTN@haringey.gov.uk and send formal objections to the ETO to traffic.orders@haringay.gov.uk, to provide their reasons for objection. A copy of the statutory documents is shown in Appendix C.
- 5.15 Public notices associated with the ETO were placed on-street and published in the local press, in accordance with the Regulations.
- 5.16 Public feedback was sought through a “Commonplace” survey, as part of St Ann’s LTN, which launched in January 2022 approximately 6 months after implementation of the full LTN scheme.

Responses to the consultation

- 5.17 Analysis of the feedback received to the St Ann's Commonplace shows there was no feedback made specifically in relation to the prohibition of motor vehicles in Clinton Road.
- 5.18 The council received one formal objection to the ETO for the prohibition of motor vehicles on Clinton Road which is the subject of this report. This is listed below and paragraphs 5.22 to 5.27 provide officer's response. The objection is dated 15 March 2022.
- 5.19 Resident objection: Resident stated that they live on Cornwall Road which suffers from heavy traffic and closing it will make the situation worse.
- 5.20 West Green Road traffic is slow in comparison to Cornwall Road where speed humps have been provided but these are ineffective as they don't slow down traffic. Those who live on Cornwall Road have a greater challenge to traffic volume and speed and change would not improve conditions for residents. If the main reason council is looking into this is because of traffic conditions, then Cornwall Road needs to be looked at first.
- 5.21 Resident's flat faces Cornwall Road and the poor air quality has led to health issues with the family and feels that air quality and traffic issues do not benefit his family, on the contrary, it will get worse hence the reason for objection.

Council response to objection

- 5.22 The objection precedes both the introduction of Clinton Road closure and the subsequent LTN. St Ann's LTN was implemented in August 2022 which was 5 months after the Clinton Road closure was introduced. It is likely that traffic volumes in Cornwall Road may have initially increased marginally for a period of time during Spring 2022. The additional traffic can be attributed to access to properties in Clinton Road and Station Crescent.
- 5.23 Two-way daily motor traffic flows on Cornwall Road measured as an average of two automatic traffic counter sites have reduced by 82% since introduction of the LTN. This reduction compares 'before' traffic counts (November 2021) with 'after' traffic counts (January 2023).
- 5.24 The traffic surveys referred to above also measured vehicle speed in Cornwall Road. The survey showed that, compared to before the introduction of the LTN, the average motor vehicle speeds have remained the same after the LTN introduction, at the 17.9 mph level where the speed limit is 20mph.
- 5.25 Since motor traffic in Cornwall Road has significantly reduced following introduction of the LTN and the LTN introduction has not had a measurable effect on vehicle speeds it is reasonable to expect that the scheme will have had a positive impact on air quality.
- 5.26 There is an air quality monitor in Cornwall Road which measures levels of NO₂ pollution. The results from this monitor show a small (8%) increase in NO₂ levels when comparing the same months before the LTN introduction with the same months after its implementation. However, it is very important to note that:

- The background level of NO₂ measured across the whole borough since 2021 has shown a 13% increase as activity after the pandemic has returned to normal levels. The 8% NO₂ increase in Cornwall Road is below the borough wide rate of increase
- The levels of NO₂ measured before and after the LTN introduction are well below the national threshold for pollution (40 µg/m³). The average value after the LTN introduction is 24 µg/m³

5.27 The background level of NO₂ measured across the whole borough since 2021 has shown a 13% increase as activity after the pandemic has returned to normal levels. The 8% NO₂ increase in Cornwall Road is below the borough wide rate of increase in view of the reduction in traffic volume in Cornwall Road and that air quality has not worsened at the same rate as the borough overall, it is reasonable to conclude that the scheme is having a positive benefit in this location.

Collisions

5.28 In London, collision data is recorded by the Metropolitan Police Service (MPS) and made publicly available by Transport for London.

5.29 At the time of this report, validated collision data is only currently available up to January 2023. The collision data shows that there have been no casualties recorded at the Clinton Road junction with West Green Road since the motor vehicle restriction was introduced at the junction.

6 Contribution to the Corporate Delivery Plan 2022-2024 high-level strategic outcomes

6.1 Low Traffic Neighbourhoods are specifically identified within the 'Responding to the Climate Emergency' theme of the Corporate Delivery Plan, under the following high level strategic outcome:

- A Greener and Climate Resilient Haringey: Reduced through traffic leading to safer, cleaner and more pleasant streets for people to walk, wheel, cycle and gather.
- A Low Carbon Place: it is expected that LTNs will help achieve a built environment that supports carbon reduction – through transport modal shift - and climate adaptation – through the planning of street trees.

7 Statutory Officer Comments

Finance

7.1 The cost associated with the recommendations contained in this report is approximately £5,000 and this covers the cost of publishing the required traffic notices. The cost is expected to be accommodated within the Authority's Parking revenue budget.

Strategic Procurement

- 7.2 Strategic Procurement note the contents of the report and recommendations in section 3 and that they are not related to a procurement matter.

Head of Legal & Governance (Monitoring Officer)

- 7.3 Section 2, as applied to London by Section 6 of the Road Traffic Regulation Act 1984 allows London authorities to introduce waiting and loading restrictions. Section 9 allows the introduction of such measures in an ETO. As set out in the report, this permits for a wide consultation process as well as the opportunity to review the operation of the provisions in the light of representations before they are made permanent or abandoned as the case maybe.
- 7.4 As an ancillary to this, the Council must execute any works (including the placing, erection, maintenance, alteration and removal of road markings and traffic signs) required in connection with a road closure or restriction.

Equality

- 7.5 The St Ann's LTN EqIA published in 2021 (Appendix D) cannot reflect the impact of the Clinton Road closure at the junction with West Green Road in isolation. However, it did assess the likely impacts of the proposed St Ann's LTN as a whole, and complementary measures on groups with protected characteristics as defined by the Equality Act 2010 as well as a number of other marginalised groups. The LTN measures are considered to advance equalities for many protected groups, and making permanent the Clinton Road closure recommended included in the proposal contributes to these benefits and is consistent with the 2021 EQIA.
- 7.6 The EqIA did also identify potential negative impacts for those reliant on motor vehicles for transport whose journeys may be different or take longer. These impacts have been mitigated so far through the granting of exemptions for residents to pass through some filters under particular, limited circumstances. It is, however, noted that exemptions are not provided for at this particular traffic filter.
- 7.7 The overall EqIA is being updated as part of the Interim review of the LTN and Exemption Procedures, brought to Cabinet at the same time as this report. Those reports recommend new exemptions which, if approved, will further lessen the impact of the LTN on persons with a blue badge who are reliant on a motor vehicle, by permitting more and easier access to LTN areas other than the one in which they reside.

8 Use of Appendices

- Appendix A – Clinton Road scheme design
- Appendix B – Statutory Consultation Letter
- Appendix C – Copy of ETO Notice
- Appendix D – St Ann's LTN Equality Impact Assessment (2021)

9 Local Government (Access to Information) Act 1985

- [7/12/2021 Cabinet: St Ann's LTN](#)
- [Corporate Delivery Plan 2022/23 and 2023/24](#)
- [The Local Authorities' Traffic Orders \(Procedure\) \(England and Wales\) Regulations 1996 \(legislation.gov.uk\)](#)