

Report Cover Sheet

Report Title: West Green Road Waiting and Loading Proposed Changes
Date of Decision: 12 December 2023 Report Author: Simi Shah / Alex Djan
Contact No:
Corporate Board Lead (and date report agreed): Barry Francis 04/12/2023

Report Title	Answer/comments
*Legal Comments Provided by:	Matthew Barrett
*Financial Comments Provided by:	Emmanuel Atuanya
*Equalities Comments Provided by:	Dipastri Basu
*Procurement Comments Provided by:	N/A
Number of Appendices included	TBC
*Background documents listed that are available for public inspection or web links exists? [These are the documents that have been relied upon to a material extent in the preparation of the report. Any background papers that are listed must be retained and accessible for public inspection for a period of 6 years. It is the responsibility of the report author to ensure this is done.]	Yes. See section 10 "Access to Information" for links
Date considered by Corporate Board or Priority Board [Key decisions which are implementing MTFS agreed savings or are part of an overarching Council Policy would normally go to Priority Board meetings. Politically sensitive strategic key decisions would need to be considered by Corporate Board .] Please contact Ben Hunt on x1164 if you have any queries about which meeting your report should be considered at.	Not required
Date considered by CAB [Politically sensitive strategic key decisions would need consideration at CAB – Please contact James Huckle on ext 1627 with any queries about CAB.]	Not required
Is a briefing on this key decision required at Labour Group / Liberal Democrat Group meetings? When?	No
Is the decision compliant with the Council's Budget and Policy Framework as set out in Part Four Section E of the Constitution?	Yes

* Statutory requirements

Report for: Cabinet Member for Tackling Inequality and Resident Services

Title: West Green Road Waiting and Loading Proposed Changes

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Ward(s) affected: St Ann's, West Green

Report for Key/

Non-Key Decision: Key decision

1 Describe the issue under consideration.

- 1.1 To report on the outcome of the statutory consultation carried out between 18 October 2023 and 24 November 2023 on the proposed parking and loading changes along parts of West Green Road to ease congestion on narrow sections of road. The report makes recommendations for the making of permanent traffic orders where appropriate following the statutory traffic order making consultation.
- 1.2 To note the effect on parking loss of the changes detailed in 3.2 below and shown in the plans in Appendix A:
 - Loss of 3 permit holder spaces (15 metres in length)
 - Loss of 2 resident permit/ paid for parking spaces (10 metres)
 - Loss of single yellow line parking after restricted hours (237 metres)
- 1.3 To request approval to proceed to implementation having taken objections into consideration.

2 Cabinet Member Introduction

2.1 N/A

3 Recommendations

It is recommended that the Cabinet Member for Tackling Inequality and Resident Services:

- 3.1 Notes the summary of responses received to the statutory consultation for the waiting and loading changes in West Green Road.
- 3.2 Approves the making of permanent traffic management orders and the implementation of works giving effect to the changes in West Green Road detailed in Section 6.16

4 Reasons for decision

- 4.1 The proposals are aimed at addressing delays that buses are experiencing when travelling along West Green Road as sections of this corridor are narrow. The recommendations - which include removing sections of parking and loading along this corridor - will help mitigate the delay to buses (some of which has been experienced following the introduction of the low traffic neighbourhoods (LTNs) in St Anns and Bruce Grove West Green) whilst benefiting all motor vehicles using this corridor, including servicing vehicles.
- 4.2 Under the Traffic Management Act 2004, Haringey Council has a 'network management duty' under section 16 in its capacity as local traffic authority. In simple terms, the duty is to secure "the expeditious movement of traffic including pedestrians and cyclists on the authority's road network".
- 4.3 To address the identified problems, a traffic management order under the Road Traffic Regulation Act 1984 has been proposed. Under Section 122 of that Act, in carrying out that function, the Council must seek 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 and have particular regard to (Section 122 (2)):
- a) the desirability of securing and maintaining reasonable access to premises;
 - b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
 - (bb) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
 - c) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
 - d) any other matters appearing to the local authority to be relevant.
- 4.4 Before reaching a decision to make the necessary traffic management order to implement changes to parking restrictions and parking places, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act 1984 (as amended).

5 Alternative options considered.

- 5.1 Do nothing.

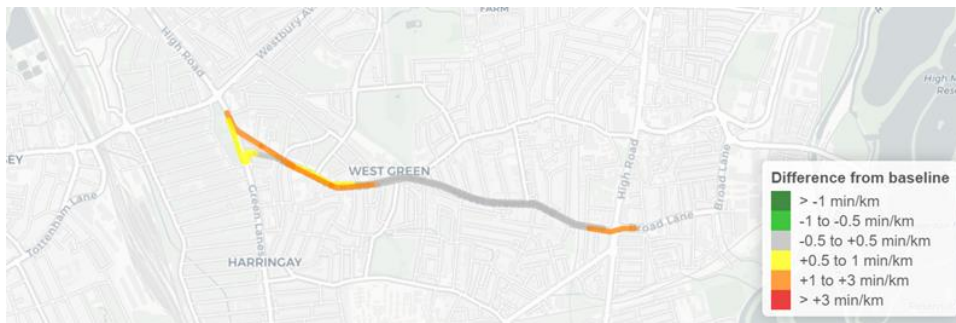
This option was rejected as it would be against the Council's network management duty and the Cabinet's commitment to carry out review of the impacts of the LTNs.

6 Background Information

- 6.1 Cabinet in December 2021 approved the proposal for the introduction of St Ann's LTN and Bruce Grove West Green LTN.

- 6.2 The traffic monitoring undertaken includes regular traffic count surveys carried out by automatic traffic counters (ATCs) before and after the LTNs' introduction. Formal monitoring is supported by observations on site by officers, and their investigations following concerns of traffic congestion resulting from feedback received from residents, local businesses and bus service operators. The full LTN interim monitoring results were presented to Cabinet on 11 July 2023.
- 6.3 A comparison of before and after traffic flows shows that the western end of West Green Road has experienced an average increase in traffic (ATC surveys near the junction with Etherley Road). This compares 24 hr daily flows data from 2021, before the introduction of the LTN's with 2022 data, captured after both St Ann's and Bruce Grove West Green LTN's were implemented. West Green Road to the east of Philip Lane junction is not impacted to the same extent.
- 6.4 Transport for London has monitored the traffic impacts on bus journey times since the LTNs were introduced. Figure 1 below shows the change in bus journeys (minutes per km travelled) during a week in May 2023, when compared with the same pre-LTN baseline journey. Bus travel is negatively impacted at the western and eastern ends of West Green Road. The waiting and loading changes proposed in Section 6.16 are designed to mitigate against delays that bus passengers have experienced and evidenced by TfL data, and the information the Council receives directly from the bus operating companies.

Figure 1. Bus Journey Time Heat Map



- 6.5 Inconsiderate and obstructive parking can be a cause of concern to road users of all types. As well as affecting other motorists, it can result in reduced sight lines contributing to an increased risk of collisions impacting on the road safety of pedestrians and cyclists. Poorly parked vehicles may impede access and contribute to road congestion. This can impact on the movement of buses, emergency services, waste collection and larger delivery vehicles.
- 6.6 Site observations by officers were done weekly between January and March 2023. This, together with the ATC surveys, enabled officers to come to a view concerning the suggested parking mitigations. The proposed parking changes were reviewed with the Cabinet Member for the Environment and Climate Action in the context of the interim review of the LTNs' performance and impacts on West Green Road being a joint boundary road. They were also discussed with ward councillors for the area.
- 6.7 Parking mitigations were also discussed with Transport for London (TfL) in March and their related impacts for bus services agreed in advance.

- 6.8 The total cost of the parking changes is £5,600 which is secured in the financial year - 2023/24 via capital within the Walking and Cycling Action Plan (WCAP) LTN delivery.

Engagement

- 6.9 An engagement exercise was carried out on 5 September 2023 with businesses fronting the affected areas of West Green Road. The businesses were approached face to face by officers who explained the detailed proposals for changes to waiting and loading, their aims and the potential impact on day-to-day kerb-side space activity. The feedback received is shown in Appendix B. However, there were no objections received by those business members who expressed an opinion.

Statutory Consultation

- 6.10 The statutory TMO consultation took place between 18 October and 8 November 2023. The process consisted of a notice of proposal being published in the London Gazette, Enfield, and Haringey Independent and the notice being erected on site in the affected part of West Green Road. The closing date for objections and representations was 8 November 2023. Appendix C shows the statutory TMO notice.
- 6.11 It is not a legal requirement to provide statutory notification letters. However, a letter to residents and business informing of the proposals and process, was also posted to affected frontages located within the proposed West Green Road waiting and loading change areas. Appendix D shows the residents letter informing of the statutory consultation delivered to affected residential frontages. A total of 90 properties were notified of the statutory consultation with a letter detailing proposals and how they could object, should they wish to do so. The deadline for responses to be received was until 24 November 2023.
- 6.12 As part of the statutory process, the following statutory bodies were also notified:

- AA
- London Transport
- Police (local)
- Fire Brigade
- London Ambulance Service
- Freight Transport Association
- Road Haulage Association
- RAC
- Metropolitan Police (traffic)
- London Travel Watch
- Haringey Cycling Campaign

Responses to Consultation

- 6.13 One response to the statutory 21-day consultation notice was received. This was from the Metropolitan Police Service (MPS) stating that the MPS had no objection to the proposal. No objections were received from residents and businesses.
- 6.14 Before making an order, the Council should consider whether to hold a public inquiry, but in the light of the extensive consultation process and the fact that only

one response and no objections were received, it is recommended that the Council proceeds without holding an inquiry.

6.15 After considering the statutory consultation responses and noting that there were no objections to the proposals, it is recommended that the proposed waiting and loading changes in West Green Road as detailed in Table 1 below should be introduced with no further changes.

Proposals

6.16 Table 1 is a summary of the proposed changes.

Table 1 Proposed Changes to Waiting and Loading

Reference Drawing	Location	Description	Reason for proposal and operational hours	Changes to waiting/loading restriction required? Y/N
002	Outside 12 -13 Wordsworth Parade	Convert shared residents permit holder/ pay for parking bay, to double yellow line with double kerb blips.	The removal of the bay will ensure vehicles turning around the bend have adequate space to approach the junction in 2 lanes.	Y
	a) South side of Alfoxton Avenue near No.22 b) West Green Road to Wordsworth Parade junction with Green Lanes c) West Green Road, Alfoxton Avenue to Willow Walk	Convert single yellow line to double yellow line with double blips adjacent to green space.	To prevent any parking to keep the carriageway clear for buses.	
	Outside 22 Alfoxton Avenue	Single yellow line to be converted to double yellow line with single blips (No loading 7-10am and 4-6:30pm)	This is to keep the bend clear during peak hours.	

Reference Drawing	Location	Description	Reason for proposal and operational hours	Changes to waiting/loading restriction required? Y/N
	From 22 Alfoxton Avenue to 14 Alfoxton Avenue	Existing double yellow lines to now include double blips (no waiting or loading at any time)	To keep the bend clear of vehicles to ensure the approach to the junction is kept unobstructed.	
009	Opposite 222 - 224 West Green Road	Convert permit holder spaces to double yellow line with double blips	This section is currently a narrow point which has observed to be a struggle for two-way movement	Y
013	<p>(a) Junction of Bedford Road/West Green Road both sides.</p> <p>(b) West Green Road from Bedford Road to No. 146.</p> <p>(c) West Green Road from Bedford Road to No. 144.</p> <p>(d) West Green Road Elmar Road to opposite No. 146.</p>	Double blips to be lined adjacent to existing double yellow lines.	The carriageway is narrow along this stretch; therefore, this would ensure it is kept unobstructed for two-way moving traffic.	Y
	Outside 146 West Green Road	Convert a permit holder parking space to double yellow line with double blip.	This space is currently very close to the bus cage on the opposite side of the road and removing this space would allow space for passing traffic.	

Reference Drawing	Location	Description	Reason for proposal and operational hours	Changes to waiting/loading restriction required? Y/N
	Outside 144 to 142 West Green Road	Single yellow line to be converted to double yellow line with double blips.	This section is currently a narrow point and not sufficient for two-way movement if there is a vehicle stopped/loading. The changes would ensure the carriageway is unobstructed.	
016	Outside No. 3- 7 West Green Road (Sainsburys) to No. 1a – 1b (Tottenham Wine)	Single yellow line to be converted to double yellow line with single blips (No loading 7am - 10am & 4pm – 6:30pm)	This will ensure this area is kept clear during peak hours in order to allow for two-way movement for all vehicles.	

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

7.1 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 outcomes:

- 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 planting of street trees.

7.2 The introduction and management of parking places along with waiting and loading restrictions aligns with the Council’s current Transport Strategy (section 3.2) and CPZ policy. The proposed waiting and loading changes to West Green Road will support the objectives set out in these documents as well as the wider

initiatives to improve air quality and support the health of residents as per the Council's [Climate Change Action Plan](#).

7.3 The changes proposed in Section 6 Table 1 align with the Council's Transport Strategy 'aims' of:

- Improved air quality and a reduction in carbon emissions from transport and
- A well-maintained road network that is less congested and safer

7.4 Delivery of the proposed changes in Section 6, Table 1 will help the Council to provide safer travel by improving sightlines, visibility and traffic flow for pedestrians, cyclists and other road users. A later review in 6 months will consider the effectiveness of the proposed waiting and loading changes and changes considered where appropriate.

8 Carbon and Climate Change

8.1 The work also supports the **Responding to the Climate Emergency** Theme in the Corporate Delivery Plan. The proposals will improve bus journey flow through the corridor through prioritising kerb space helping promotion of use of buses as a sustainable travel mode.

9 Statutory Officers' comments

Comments of the Chief Financial Officer

9.1 This report seeks the approval for the implementation after completing statutory consultation of changes to waiting and loading in West Green Road which form a boundary road between Bruce Grove West Green LTN and St Ann's LTN at a cost of £5,600. The cost of this proposal will be fully met by the budget provision of £1.2m earmarked under capital scheme 4014 - Walking and Cycling Action Plan (WCAP) LTN delivery.

Comments of the Head of Legal Services and Governance

9.2 The report sets out the main statutory obligations and powers. Achieving the aims of the report requires a traffic management order and it is important to note that, before making that (or carrying out any other function under the Road Traffic Regulation Act 1984), the Council has to consider the factors set out in Section 122. It is crucial that the Council properly considers the Section 122 aims.

9.3 In this case, at the least, the aim in Section 122 (2)(c) is clearly engaged and that in (bb) is also relevant.

9.4 Regulation 8 of the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 requires a Council proposing to make an order to invite objections and the report sets out that the Council has exceeded the statutory minimum requirement in that regard. Regulation 9 requires that the Council considers holding a public inquiry. That issue is addressed in the report and due to the total absence of any objections a decision to proceed without an inquiry is fully justified.

- 9.5 As an ancillary to this, the Council must execute any works (including the placing, erection, maintenance, alteration and removal of marks and traffic signs) required in connection with a parking restriction.

Equality Comments

- 9.6 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
 - Advance equality of opportunity between people who share those protected characteristics and people who do not
 - Foster good relations between people who share those characteristics and people who do not
- 9.7 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status apply to the first part of the duty.
- 9.8 Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.
- 9.9 The proposal to recommend proceeding with the proposed changes listed in section 6, Table 1 at various locations in West Green Road is a necessary step that recognises and takes account of the health and safety and parking needs of Haringey's residents, visitors, shoppers and businesses and public transport providers. The engagement was carried out during the initial design stage affording frontagers the opportunity to comment before the statutory TMO consultation.
- 9.10 The consultation notice was provided to all relevant residents and businesses and there were no objections received from individuals holding protected characteristics. We anticipate no negative impacts on such individuals from the decision at this time. However, should the Council receive any feedback over the next 6 months, it shall be considered in the later review as given in 7.4 and mitigations provided.

10 Use of Appendices

- Appendix A – Parking changes plans
- Appendix B – Engagement with business comments received
- Appendix C – West Green Road pre and post LTN traffic counts
- Appendix D – Residents and business letter