

**Report for:** Cabinet Member for Climate Action, Environment and Transport and Deputy Leader

**Title:** Heartlands bus proposals for routes 91, N91, and 232

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**Ward(s) affected:** Noel Park

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

**1 Describe the issue under consideration**

- 1.1 To determine whether proposed changes to the highway to facilitate extension of bus routes 91, N91 and 232 to the Heartlands area in Wood Green should be implemented. The extension of these bus routes was consulted upon by Transport for London (TfL) between October and December 2023 and a decision was taken on 14 March 2024 to proceed to extend these routes so that in the future they would serve the new Haringey Heartlands Development, which is near completion.
- 1.2 To enable the bus routes to run along Mayes Road, Coburg Road, Mary Neuner Road, Western Road and Clarendon Road (slightly different route for 91 and 232), statutory consultation on the proposed changes to the highway, outlined in Appendix A was carried out by Haringey Council between 17 January and 7 February 2024. This was carried out after TfL undertook its consultation but before it took the decision to proceed with the route extension.
- 1.3 The proposed highway changes consulted upon comprised new bus stops and a stand, revised highway alignments, waiting and loading restrictions, raised tables and a zebra crossing.
- 1.4 The proposed changes consulted upon, including their effect on parking, are detailed in paragraph 5.6 below and shown in the plans in Appendix A. These are summarised below:
  - Provision of 5 new bus stops.
  - Provision of 1 new bus stand.
  - Provision of 2 raised junction tables one with a zebra crossing at entrance to Heartlands development on Western Road.
  - Provide double yellow lines (138m) – loading permitted.
  - Provide double yellow lines (no waiting and no loading) (73.5m)
  - Removal of 17 shared (paid for or permit holder) spaces.

- Removal of 22 resident permit holder parking spaces
- Removal of 4 business permit holder spaces
- Removal of single yellow line parking (42m)

## **2 Recommendations**

It is recommended that the Cabinet Member for Climate Action, Environment and Transport:

- 2.1 Considers all feedback, including objections to the proposed traffic management orders, as set out in Appendix D, on the proposals outlined in Appendix A and summarised in Table 2 of this report together with officer's recommended response set out in Section 5 of this report.
- 2.2 Agrees that the Council shall exercise its discretion to not cause a public inquiry to be held (see paragraph 6.2).
- 2.3 Approves the implementation of the proposals outlined in Appendix A, except proposals necessary to implement the bus stand on Coburg Road.
- 2.4 Approves the implementation of the revised proposals for the bus stand on Coburg Road as detailed in Appendix B (change includes extending the proposed bus stand from 12m to 23m).
- 2.5 Approves the making of all necessary traffic management orders (TMOs) to give effect to the proposed changes set out in Appendix A (except changes for the bus stand in Coburg Road) and Appendix B for parking, waiting and loading changes required to implement a bus stand in Coburg Road.
- 2.6 Authorises the Head of Highways and Parking to make all necessary traffic management orders (TMOs) and publish notice of/notify objectors of the TMO/place a copy of the TMO with the documents available for public inspection at the Council's offices and to install/ undertake the highway infrastructure necessary to give effect to the design set out in Appendix A.

## **3 Reasons for decision**

- 3.1 Following a review of bus operations and future bus service needs for Wood Green, TfL consulted between October and December 2023 on changes to 4 bus routes that serve Wood Green High Road and Turnpike Lane: the 91, N91, 123 and 232.
- 3.2 Following this consultation exercise, TfL took the decision in March 2024 to implement its proposals which will mean two new bus routes, Route 91 and 232, will in the future serve the new Heartlands development (route 232 will have a temporary route in place until 2028, with changes to the permanent route after this date). The new routes will be via Mayes Road, Coburg Road, Western Road, Mary Neuner Road and Clarendon Road (slightly different route for 91 and 232). TfL plans to remove route 123 from Wood Green High Road.

- 3.3 In order to facilitate the new bus routes, the Council will need to make changes to the roads identified in paragraph 3.2 above and as recommended in paragraphs 2.3 to 2.5 above.
- 3.4 The decision does not result in a contract being awarded or expenditure in excess of £500,000 being incurred nor any virements, so it is not a key decision for that reason. The decision also relates to only one ward and so it is not a key decision for that reason as the effects of the decision will not have a significant impact on communities living or working in an area comprising two or more wards or electoral divisions in the area of the local authority.

## **4 Alternative options considered**

- 4.1 Do nothing
- 4.2 This option was rejected as it would conflict with the Council's duty described in paragraph 6.4 and the Cabinet's commitment to carry out a review of the impacts of new housing development.
- 4.3 The proposals will help facilitate the new bus routes which will benefit local residents and businesses including those occupying the new development as the bus routes will provide access to public transport in close proximity to the premises.
- 4.4 Proposals align with the Council's Transport Strategy (2018) which seeks to connect communities, workplaces and high streets in managing growth impacts, carbon emissions by prioritising sustainable transport choices. The aim of this is to result in safer and less congested highways.

## **5 Background Information**

- 5.1 The introduction of the new bus routes is part of the master planning of the Clarendon Square planning application and always formed a part of the scheme as secured by the section 106 legal agreement forming part of the condition under which the development was approved for implementation.
- 5.2 In October 2023, Transport for London (TfL) commenced consultation ([Haringey Heartlands and Wood Green - proposed changes to bus routes](#)) with regards to changes to 4 bus routes that serve Wood Green High Road and Turnpike Lane: 91, N91, 123 and 232. The TfL proposals are a result of a review of bus operations and future bus service needs for Wood Green, which includes having a local bus network to serve the Haringey Heartlands development on the site of the former Clarendon gas works.
- 5.3 The Heartlands development is "car free/ car capped" based on the planning policy definition. The Council will prohibit the issuing of parking permits to future occupiers of the residential element of the development, Disabled parking allocation is provided and agreed with the Council with each development. This equates to 0.25 parking spaces per unit, which will allow for approximately 10%

wheelchair accessible parking spaces. Also, the Public Transport Accessibility Level (PTAL) across the original site is a value between 4 and 6; therefore, the introduction of bus services into the area shall go some way to improving connectivity for the newly increased numbers of residents.

- 5.4 On 14 March 2024 TfL, published its decision which was to proceed with the changes as consulted upon. For this area, it would mean that bus routes 91 and N91 would serve Western Road, Mary Neuner Road, and Clarendon Road, whilst the 232 route would serve part of Mayes Road, Coburg Road and part of Western Road (temporary route until possibly 2028).
- 5.5 For the new bus routes to serve this area, Haringey Council will need to make changes to the roads to facilitate this. Numerous changes to the highway were considered to be required to facilitate this and these were progressed to statutory consultation. The proposals included changes to the footway and carriageway to provide new bus stops and a stand, waiting and loading changes to ensure buses can move and manoeuvre safely, new raised tables and a zebra crossing. These changes are detailed in Table 1 below.

### Proposals

5.6 Table 1 below provides a summary of the proposed changes.

Reference Drawing (TMO)	Location	Description	Reason for Proposal and operational hours	Changes to waiting/loading restriction required? Y/N
23-24/HBP/001	<b>MAYES ROAD</b> a) On north-east side of Mayes Road N22 outside No.108 to No.114	To remove resident permit holders parking bays to provide a new bus stand	Bus passenger amenity.	Y
	b) On north-east side of Mayes Road N22 outside No.108 to No.110, a length of 12 metres.	To introduce a bus stop.	Bus passenger amenity.	Y
	c) On north-east side of Mayes Road N22 outside No.110 to No.114, a length of 14.2 metres. d) On north-east side of Mayes Road N22 outside No.108 to No.100, a length of 26.9 metres.	To introduce double yellow lines/double kerb blips To convert the existing single yellow line to double yellow line	Provide the bus with clear access into and exit from the bus stop	Y

Reference Drawing (TMO)	Location	Description	Reason for Proposal and operational hours	Changes to waiting/loading restriction required? Y/N
	<b>COBURG ROAD</b> a) On the north-west side of Coburg Road N22 adjacent to No.83 Mayes Road, a length of 9.1 metres. b) On the south-east side of Coburg Road N22 adjacent to No.81 Mayes Road, a length of 20.7 metres.	To convert resident permit holders parking bays to double yellow lines	To prevent any parking to keep the junction clear for buses.	Y
	c) On north-west side of Coburg Road N22 outside the dropped kerb vehicle access to No.83 Mayes Road, a length of 7.1 metres. d) On south-east side of Coburg Road N22 adjacent to No.81 Mayes Road, a length of 8 metres.	To convert the existing single yellow line to double yellow line	To improve carriageway width and road safety.	
	<b>MARY NEUNER ROAD</b> a) Northeast side outside Silvana Mansions. b) Southwest side outside Avalon Mansions.	Removal of double yellow and introduce a bus stand.	Bus passenger amenity.	Y
23-24/HBP/002	<b>WESTERN ROAD</b> a) On the west side of Western Road N22 outside No.22 The Decorium, a length of 16.6 metres.	To convert the shared use permit holders parking/ pay-to-park bays to double yellow lines	Bus passenger amenity.	Y
	b) On the west side of Western Road N22 opposite the car park for Faith Miracle Church, John Raphael House.	To remove the shared use permit holders parking/pay to park bays. To provide new bus stop	To improve carriageway width	
	c) On the west side of Western Road N22 opposite the dropped kerb vehicle access to the car park for Faith Miracle Church, John Raphael House, a length of 9.4 metres.	To introduce double yellow lines.		

Reference Drawing (TMO)	Location	Description	Reason for Proposal and operational hours	Changes to waiting/loading restriction required? Y/N	
	d) On the east side of Western Road N22 outside lamp column WE/4S/, a length of 12 metres.	To convert double yellow lines to a bus stop	To provide clear entry to the bus cage.		
	e) On the west side of Western Road N22 outside lamp column WE/6/S, a length of 38.1 metres.	To remove the shared use permit holders parking/pay to park bays.	Bus passenger amenity.		
	f) On the west side of Western Road N22 outside lamp column WE/6/S, a length of 27 metres.	To introduce double yellow line	To improve carriageway width and space in the junction.		
	g) On Western Road N22, with the centre of the crossing located 64.6 metres north-west from the northern kerb line of Coburg Road.	A raised zebra crossing (this will be the full width of the carriageway).	To improve visibility at new zebra crossing and improve carriageway width for buses.		
	<b>COBURG ROAD</b> a) On the south-east side of Coburg Road N22 outside No.63 to No.77, a length of 19.6 metres.	To remove business permit holders' bay.	Provide safer facilities for pedestrians and vehicle speed reduction measure.	Y	
	b) On the south-east side of Coburg Road N22 outside No.63 to No.69, a length of 12 metres.	To introduce a bus stand.			
	c) On the south-east side of Coburg Road N22 outside No.71 to No.73, a length of 7.6 metres.	To introduce new double yellow lines.			
	23-24/HBP/003	<b>CLARENDON ROAD</b> a) on the west side of Clarendon Road N22 outside No.33 Civica Election Services (2x car lengths, 10 metres in length).	To convert the shared use permit holder parking/pay to park bays to double yellow lines		Y

Reference Drawing (TMO)	Location	Description	Reason for Proposal and operational hours	Changes to waiting/loading restriction required? Y/N
	b) On the west side of Clarendon Road N22 outside No.25 (1x car lengths, 5 metres in length).	To convert the resident permit holders parking bay to double yellow lines	To improve carriageway width and road safety.	
	c) On the north side of Clarendon Road N22 from its junction with Hornsey Park Road to lamp column CD60 opposite Jessica Buttons Factory, No.30.	To convert all permit holders parking bays to double yellow with double kerb blips		
	d) On the south side of Clarendon Road N22 located at the rear of Destiny Haven Nursery & Pre-school	To convert resident permit holder bays to double yellow line with double kerb blips.		

### **Statutory (TMO) Consultation**

- 5.7 In accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, referred to as LATOR, the authority must carry out certain procedures before making a traffic management order. This includes consultation of specified consultees, publishing a notice of proposal and any other steps it considers appropriate.
- 5.8 The statutory TMO consultation on the proposed highway changes began on 17 January 2024. The process consisted of a Notice of Proposal being published in the London Gazette, the Enfield and Haringey Independent and the notice being erected on site in the affected parts of Heartlands area. The relevant documents were deposited at the Council's offices as required under the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The closing date for objections and representations was 7 February 2024. Appendix C shows the statutory TMO notice and associated plans.
- 5.9 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 Heartlands Area. (See Appendix C for letter and accompanying plans showing the proposed changes to the highway).

- 5.10 A total of 700 properties were notified of the statutory consultation via the letter and plans shown in Appendix C with a letter detailing how they could object should they wish to do so. However, it was noted that some of the new properties may not yet be occupied. The letter and site notices explained that anyone wishing to raise an objection or representation to the proposed traffic orders must formally send this to the Council by 7 February 2024 via the online portal at <https://consultation.appyway.com/haringey>, doing so either by emailing [traffic.orders@haringey.gov.uk](mailto:traffic.orders@haringey.gov.uk) or in writing to the Council.
- 5.11 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**

- 5.12 34 responses were received to the statutory 21-day consultation; these are detailed in Appendix D. Officers considered all feedback received and grouped them into themes and provided a summary of these in Table 2 below together with an officer’s response to any objections. The Metropolitan Police Service (MPS) responded saying that it had no objection to the proposals.
- 5.13 Table 2: Summary of objections / feedback and officer comments

<b>Headline objections</b>	<b>Detailed objections</b>	<b>Officer comments</b>
Noise and Air pollution	Buses operating 24/7	The Council’s Transport Strategy (2018) seeks to connect communities, workplaces and high streets in managing growth impacts, carbon emissions by prioritising sustainable transport choices. The aim of this is to result in safer and less congested highways. The east-west bus route reduces need for car travel to Wood Green from Islington and the west of Haringey. TfL has made progress in greening its bus fleet. All buses in its fleet are either low or

		zero emission (at tailpipe) meeting the latest Euro VI standards. The buses contribute to improving air quality and minimise overall vehicle sound, with lower vibration levels for a more comfortable experience.
Traffic increase	<p>Congestion at Turnpike Ln – Clarendon intersection</p> <p>Congestion on Mary Neuner Road from cars / lorries</p> <p>Congestion on Mayes Road</p> <p>Disturbance – safety to children and health due to increase in heavy traffic.</p> <p>Traffic congestion already present on Clarendon Rd, Turnpike Ln, Hornsey Pk Rd and Wightman Rd. Introducing buses will add risk and traffic already present.</p> <p>Congestion is present and blocks access to the building which is concerning for wheelchair users</p>	<p>The proposals help to ensure that the local bus network provides an attractive alternative to private car use; helping reduce private motor traffic by encouraging travel on public transport.</p> <p>The recently installed road layout on Mary Neuner Road contains traffic calming measure to deter speeding; proposals on Western Road include installation of two speed tables and a zebra crossing. This helps further reduce speeding and provide a safe crossing point.</p> <p>If a decision is made to proceed with the proposals, when operational, TfL will be preparing a route timetable from bus stop to bus stop. The timings will be monitored to understand if there are delays on the route and whether possible mitigation measure will be made to reduce congestion.</p> <p>If the decision is made to proceed with the proposals, disabled users will have the opportunity to travel by bus which is currently not possible, this will allow them to have close access to the new developments on Western Road and Mary Neuner Road.</p> <p>We do not anticipate additional congestion which impact access to new buildings as proposal includes removal of parking bays at key locations to ensure clear and safe bus accessibility.</p>
Proposed bus route/ Nature of road is not suitable for buses Route along school on Western Rd	Risk Assessment – Due diligence taken place, and can it be shared?	<p>The proposals have been tested for route suitability by conducting a route test drive with TfL and Haringey Council officers. All safety concerns arisen from the route test have informed the designs. Tests will also be conducted post construction works, ensuring works are correct before the route is officially operational.</p> <p>The highway proposals will have independent road safety audits conducted pre and post implementation should a decision be made to proceed with the scheme.</p> <p>These documents will be shared by Haringey officers if requested.</p>
Anti-social behaviour	<p>Increase in crowds</p> <p>Anti-social behaviour – Avalon Mansions – bus stop will be outside main entrance</p>	<p>The proposed bus routes will predominantly run through residential and small business areas. As it is not on a main road or a busy high street, it is not expected to attract anti-social behaviour or congregation at bus stops.</p>

	People congregating outside bus stops	
Parking	<p>Katerina House relies on parking located on Clarendon Road</p> <p>WestPoint’s apartments rely on parking located on Clarendon Road</p> <p>Lack of disabled parking for Blue Badge holders</p> <p>People will have to park further away from home and walk longer distances</p> <p>Cannot afford to lose parking on Mayes Road</p> <p>Disabled people rely on parking on Mayes Road</p> <p>Disabled parking on Mary Neuner Road outside Silvana Mansions.</p>	<p>Unfortunately, following extensive route testing and a joint safety review by TfL and the Council’s Highways and Parking Service, a number of car parking spaces must be removed to facilitate safe movement of the buses along Clarendon Road and Mayes Road. This may have a negative impact on some existing residential developments adjoining these roads. However, as per the consultation documentation, there will be sufficient car parking spaces within a short walk of the buildings. Also note that the proposal will not result in removal of any marked disabled parking spaces which can be used by any Blue Badge holder. The loss of car parking spaces and resulting impact on residents is regrettable and we have taken great steps to try and minimise this by only removing the spaces absolutely necessary to facilitate the new bus routes.</p> <p>The introduction of the new bus route’s loss in these car parking spaces is supported by the Council’s adopted Local Plan and Transport Strategy which seek to:</p> <p><i>“Use transport infrastructure as a catalyst for growth such as allowing higher density development near stations and in town centres.”</i></p> <p>1) The removal of the 43 car parking spaces will provide the catalyst for the introduction of 2 new bus connections will facilitate some additional trips per day in an area which is experiencing high density growth and requires the complimentary transport infrastructure to ensure that this growth is sustainable and is in line with the Council’s Local Plan.</p> <p>2) Capacity and Connectivity - Providing additional east/ west connectivity which is currently not served by public transport will reduce the need for car use resulting in a better less congested highway network.</p> <p>3) Parking Pressures – The reliance on car use to access employment or services, and the growth of households with multiple cars, is having a significant impact on urban and residential amenity. The introduction of the two new bus routes’ alignment will provide</p>

		<p>additional connectivity and capacity to reduce the reliance on car trips.</p> <p>The existing disabled parking bays on Mayes Road will remain in place so they are not affected by the proposal if they proceed. A proposed bus stop on Mayes Road will help less abled users who do not have a car travel to the area.</p> <p>Existing disabled bays located on Mary Neuner Road, within proximity of Silvana Mansions will be retained.</p>
Transport facilities nearby	Wood Green, Station Road and Turnpike Lane are all short walking distances away	Haringey and TfL aim to encourage travel by sustainable modes of transport wherever possible. The proposals provide public transport access to the new residential area while reducing surplus capacity on Wood Green High Road where it is not needed. The future of the Heartlands area provides more car free residential areas where availability of public transport will be key to good accessibility to the area.
Access on event days	On event days the two care centres use up most parking on Clarendon Road and park illegally causing congestion	If the scheme is implemented, illegal parking outside hours of controls will be monitored to ensure buses can travel along the route without obstruction. If there are issues preventing buses travelling safely through these roads, then further changes to road alignment/enforcement will be considered.
Safety	<p>Will be more unsafe for children with buses on the route</p> <p>Speeding concerns as kids play outside</p> <p>Buses will make it less safe for children crossing the road, particularly on Mary Neuner Road</p> <p>More people will be using Jack Barnett Way to get to the proposed bus stop on Mayes Road, making ladies particularly feel more vulnerable</p> <p>Parking further away from home will make it less safe for car users.</p> <p>Less safe for disabled people crossing the road as Buses will be driving towards them.</p>	<p>Mary Neuner Road has been designed to accommodate buses, and based on the various bus route tests completed there is nothing to suggest that the introduction of the new bus route will impact on the safety of children crossing the road. The scheme will promote the connectivity of the regenerated local area with the rest of Haringey and beyond. It improves the accessibility by public transport of new residents who may not have direct access to a private vehicle.</p> <p>The Council supports travel to school by sustainable modes of transport.</p> <p>Introduction of buses may encourage sustainable transport which in turn may result in less private car use, thus promoting road safety.</p> <p>Jack Barnett Way is a footpath connecting Mayes Road to Parkland Road. The path is illuminated by street lighting columns managed by the Council; it is surrounded by residential units where a proportion of the houses directly front the path. This provides users a level of protection promoting safety,</p>

		<p>even if the number of people using the path increases.</p> <p>Anyone living on Parkland Road or nearby wishing to travel by bus will have the option to walk to the bus stops located on Station Road, which may influence the number of people choosing to use Jack Barnett Way.</p> <p>TfL drivers operating buses have undergone training to ensure they drive buses safely and responsibly, therefore disabled people crossing the road should not face greater risk. To ensure vehicle speeds are reduced, the proposals include two raised tables on Western Road and a zebra crossing to help all users cross safely.</p>
Quality	Lower standard of development (Mary Neuner Road)	The introduction of the bus route is part of the master planning of the Clarendon Square planning application and always formed a part of the scheme as secured by the section 106 legal agreement forming part of the condition under which the scheme was approved for implementation. Newly built developments along Mary Neuner Road such as the Silvana and Avalon Mansion are all car free developments with parking facilities mainly allocated to disabled users. Several similar car free developments are planned within close proximity. If no transport links are provided, business and resident will have limited choice of direct access to the area.
Emergency Services	Has consultation with emergency services been done, especially police on Western Road	Emergency services were consulted as part of the statutory traffic order process. Meetings with the Metropolitan Police have also been had, and they have not raised any objections to the proposals.

## 6 Traffic Order Making Process

- 6.1 After considering the statutory consultation responses including discussion with TfL buses, officers recommended that the proposed changes as set out in Appendix A, except the proposals for the bus stand on Coburg Road, be implemented. For the Coburg Road bus stand, officers recommend the revised design for this be implemented, as detailed under Appendix B.
- 6.2 It is noted that Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996 (LATOR) provides that local authorities must hold a public inquiry before making a TMO if a TMO prohibits loading or unloading or prohibits or restricts the passage of public service vehicles and an objection has been made and not withdrawn other than an objection which does not relate to the

loading/unloading prohibitions or the prohibition/restriction on the passage of public service vehicles. The TMOs will prohibit loading and unloading, but none of the objections relate to the prohibition on loading and unloading and so there is no obligation to hold a public inquiry.

6.3 Local authorities also have a discretion whether to hold a public inquiry or not prior to the making of a TMO. This report does not include the recommendation to hold a public inquiry as the project will contribute towards achieving numerous policy objectives including facilitating travel by sustainable modes/reducing motor traffic in the area and holding a public inquiry would lead to expense and delay while being unlikely to alter the ultimate decision.

6.4 The Council has a duty under section 122 of the Road Traffic Regulation Act (RTRA) 1984 to (in summary) “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 having regard to securing and maintaining access to premises, preserving or improving the amenities of the areas through which school street runs, national air quality, facilitating the passage of public service vehicles and safety and convenience of people using such vehicles as far as practicable.” Officers consider that the following are of particular relevance, given the objectives of this project:

- The proposal will reduce road danger by reducing the risk of speeding and collisions, thus securing the safe movement of traffic and, in particular, vulnerable road users;
- The proposal will facilitate, and further improve, the passage of public service vehicles (buses) and secure the expeditious and convenient movement of those vehicles and those using such vehicles;
- The proposal promotes the use of sustainable transport modes (over and over the private car) which, in turn, brings improvements to local air quality. Therefore, the proposal has due regard to the national air quality strategy, prepared under section 80 of the Environment Act 1995;
- The proposal supports the new Heartlands regeneration area which is in the process of occupation.

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

7.1 The recommendations in this report support the following high-level strategic priority outcomes contained within the Corporate Delivery Plan:

Theme 1: Resident experience, participation and collaboration

- Positive Resident Experience
- Inclusive Public Participation

Theme 2: Responding to the Climate Emergency

- A Greener and Climate Resilient Haringey
- A Just Transition
- A Low Carbon Place

## Theme 8: Placemaking and Economy

- Placemaking

### 7 Carbon and Climate Change

- 7.1 The recommendations support the Responding to the Climate Emergency Theme in the Corporate Delivery Plan. The proposals will improve bus journey flow throughout the new corridor through prioritising kerb space use and helping promotion of use of buses as a sustainable travel mode.

### 8 Transport policy objectives

- 8.1 Improvements to bus services and associated infrastructure help deliver policies and targets set within the Mayor of London's Transport Strategy (MTS). These policies and targets have since been adopted by Haringey through the Haringey Local Implementation Plan and Walking and Cycling Action Plan (2022):

- The MTS uses the Healthy Streets Approach to improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live, work, play and do business.
- Mode share – 88 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041 (77% in 2019)
- Physical activity – all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day by 2041 (currently 32%)

- 8.2 The proposed changes to parking places and waiting and loading restrictions align with the Council's CPZ policy and Transport Strategy (section 4.4) which include:

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

- 8.3 Delivery of the proposed changes will help the Council to provide safer travel by improving sightlines, visibility and traffic flow for pedestrians, cyclists and other road users.

### 9 Statutory Officer comments

#### Finance

- 9.1 This report seeks the approval for the implementation after completing statutory consultation of changes to waiting and loading in the Heartlands area at a cost of £450,000. The cost of this proposal will be fully met by the budget provision of £150k from TfL LIP, and £330k will be from the Housing Department budget cost code 20006606.

## Legal

- 9.2 The Council has power to install raised tables under section 77 of the Highways Act 1980 and pedestrian crossings under section 23 of the Road Traffic Regulation Act 1984.
- 9.3 The Council also has power under section 115A of the Highways Act 1980 to place objects or structures on a highway for the purposes of providing a service for the benefit of the public or a section of the public to install markings on a highway to delineate a bus stop clearway under the Traffic Signs Regulations and General Directions 2016 and to vary no parking restrictions/introduce no waiting and loading restrictions under Sections 6 and 124 of the Road Traffic Regulation Act 1984.
- 9.4 Before installing a pedestrian crossing/raised table/varying parking restrictions/introducing no waiting and loading restrictions, the Council must consult with the parties described in paragraph 5.11 of this report and place/publish notice of the proposal(s) and make the draft order/notice available for inspection at its offices at Alexandra House, Station Rd, London N22 7TY.
- 9.5 When a consultation has been undertaken, the Council must take into account the representations received in response to that consultation when taking a decision. The consultation responses received are set out in Appendix D to this report and officers' consideration of the same are set out in Table 2 of this report which must be taken into account before the decision whether to implement the zebra crossing/make the necessary TMOs is taken. A judgment is to be exercised as to how much weight each representation should carry and whether or not to approve any of the measures in the proposals in light of those representations.
- 9.6 The Courts have held that a decision maker must consider consultation responses with 'a receptive mind' and be prepared to change course if persuaded by a response but is not under a duty to adopt the views of consultees.
- 9.7 Section 122 of the RTRA requires the Council to have regard to factors pointing in favour of imposing a restriction on the movement of traffic and those pointing in favour of securing the convenient and safe movement of such traffic, balancing the various considerations and concluding that the restrictions represent an appropriate outcome.
- 9.8 The factors which have pointed in favour of introducing a controlled pedestrian crossing are set out in paragraph 5.6 of this report.
- 9.9 Regulation 9(1) of LATOR sets out when an authority must hold a public inquiry before making an order and when it has a discretion to hold one. [The TMOs will prohibit loading or unloading at any time each day but not prohibit or restrict the passage of public service vehicles as stated under section 5 above and objections received to the TMO so there is an obligation on the Council to hold a public inquiry]. Having considered the objections to the proposal, it would be lawful for the Council to decide not to hold a public inquiry for the reasons explained in paragraph 6.2 of this report.

9.10 The decision to approve the installation of a new pedestrian crossing/raised table/bus stop clearway and varying no parking restrictions/introduce no waiting and loading restrictions is an executive decision that can be exercised by the Cabinet Member for Climate Action, Environment and Transport in accordance with the Council's Constitution/the Leader's allocation of the taking of such decision to that Member by the Leader of the Council in the Forward Plan 5 February 2024 – 31 May 2024.

## Equality

9.11 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.

9.12 The three parts of the duty apply 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.

9.13 Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

9.14 The proposal to recommend proceeding with the proposed changes listed in Table 1 at various locations in the Heartlands area is a necessary step that recognises and takes account of the health and safety and parking needs of Haringey's existing and new residents, visitors, shoppers and businesses and public transport providers.

9.15 The consultation notice was provided to all relevant residents and businesses. Four objections were received from individuals holding disability protected characteristics. Table 2 sets out officers' responses to those objections and it is considered that the proposals will overall have a positive impact on individuals with protected characteristics in the local area including:

- No loss in allocated disabled parking.
- Net air quality improvement (TfL buses will use Euro VI emission vehicles or electric buses) which will have a positive impact upon those groups most vulnerable to poor air quality (young, old and those with pre-existing health conditions which correlates with those from poorer socio-economic backgrounds).
- Access will be retained by bus for less abled users, who have no access to private vehicles.

- 9.16 No negative impacts on individuals with protected characteristics are anticipated from the decision at this time. Paragraph 5.13 table 2 sets out officers' responses to representations and objections to the TMO consultation and it is considered that the proposals will overall have a positive impact on individuals with protected characteristics in the local area including the opportunity of disabled people to travel by bus and cross the carriageway safely by installing a levelled zebra crossing.
- 9.17 New bus stops and zebra crossing, and the associated measures installed, will be of benefit to all sections of the community. It will improve accessibility, the local environment and road safety for all road users particularly vulnerable groups such as disabled people, children, the elderly and pregnant women and those with young children. 'Age' is a protected characteristic - by increasing the safety of children, it will also have a positive equalities impact.

### **Strategic Procurement**

- 9.18 Strategic Procurement has been consulted in the preparation of this report and the recommendations.
- 9.19 Strategic Procurement notes that the recommendation does not include a procurement decision.

## **10 Use of Appendices**

- Appendix A – Residents letter including plan showing Haringey's proposed changes.
- Appendix B - Revised plans for bus stand on Coburg Road
- Appendix C – Statutory TMO notices and plans
- Appendix D – Public responses to the statutory consultation

## **11 Background Papers**

- [Haringey's Corporate Delivery Plan](#)
- [Haringey's Walking and Cycling Action Plan](#)
- [Haringey's Climate Change Action Plan](#)