



Haringey Council

Agenda item:

Cabinet

On 15 December 2009

Report Title: **Palace Gates & Dukes Avenue Traffic Management and 7.5 tonne Weight Restriction Scheme**

Report authorised by: **Niall Bolger, Director of Urban Environment**

Signed:

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Wards(s) affected: Alexandra Ward - All

Report for: Key

1. Purpose of the report:

- 1.1 To summarise feedback from the formal consultation process carried out in May and October 2009 for the Palace Gates area traffic management scheme.
- 1.2 To summarise feedback from the statutory notification process carried out in August/September 2009 for the 7.5 tonne weight restriction in the Palace Gates and Dukes Avenue Area.
- 1.3 To seek approval to implement the 7.5 tonne weight restriction as detailed in Appendix A of this report.
- 1.4 To seek approval to undertake statutory consultation on the traffic calming and management scheme proposals for the Palace Gates area as detailed in Appendix B of this report.

2. Introduction by Cabinet Member

- 2.1 We have conducted extensive consultation within the local community to develop proposals that are widely supported and will enhance and improve the environment. The introduction of a 7.5 tonne weight restriction has been progressed following agreement with the local police that they will enforce the ban and provides a good example of partnership working with the emergency services.

3. State link(s) with Council Plan Priorities and actions and /or other Strategies:

3.1 The proposed scheme is linked to the following Council Priorities and Strategies:

Council Priorities

Priority 1 - Making Haringey one of London's greenest boroughs

These proposals will meet this priority by removing vehicles over 7.5 tonnes from the area and by the introduction of planting both as part of the traffic management scheme and as an environmental improvement in the area.

Priority 2 - Creating a Better Haringey: cleaner, greener and safer

The package of measures proposed in this report and appendices will improve road safety and the environment for the residents and traders in the area through the restriction of over-weight vehicles and the implementation of a 20mph speed restriction in the area that, amongst its required physical measures, also includes a number of pedestrian crossing points.

Priority 5 - Delivering excellent, customer focused, cost effective services.

The scheme has been developed with the aid of a focus group that has consisted of the Palace Gates Residents Association, local residents and a Ward Councillor.

Council Strategies

The proposals assist the Council in promoting the following strategies:

- *Community Strategy*
- *Unitary Development Plan*
- *Council Plan*
- *Safer for all (Safer Communities Plan)*
- *Greenest Borough Strategy*

4. Recommendations

4.1 The Cabinet is recommended to approve the implementation of a 7.5 tonne weight restriction as detailed in Appendix A of this report.

4.2 The Cabinet is recommended to approve the undertaking of a statutory consultation on the traffic calming and management scheme proposals for the Palace Gates area as detailed in Appendix B.

5. Reason for recommendation(s)

5.1 Extensive consultation has been undertaken, taking the form of area-wide stakeholder meetings, smaller focus group meetings, informal and formal consultations, a public exhibition and a statutory consultation.

5.2 The perceived problems within the area are:

- A high volume of through traffic
- A high percentage of HGV traffic
- Excessive congestion
- Speeding traffic

There have also been reported incidents of road rage and accidents due to aggressive driver behaviour.

5.3 To tackle these problems a scheme consisting of the following proposals was subject to public consultation:

- 7.5 tonne area wide weight restriction for the Palace Gates and Dukes Avenue areas
- 20mph speed restriction in the Palace Gates area
- Physical enforcement measures

5.4 We received 85% support for a 7.5 tonne area wide weight restriction covering both the Palace Gates area and the Dukes Avenue area. So a report was signed under delegated powers to progress this ahead of the 20mph zone proposals by statutory consultation in August/September 2009. The representations received are analysed in section 12 of this report and we are now recommending implementation.

5.5 The 20mph zone in the Palace Gates area is well supported. However, this is legally required to be supported by physical measures. The proposed physical measures have been amended since the previous consultation and, where possible, contentious issues have been resolved, removed or mitigated. So it is now proposed to carry out Statutory consultation on these measures.

6. Other options considered

6.1 The proposals have been developed with a focus group of representatives from the area, including a Ward Councillor and the Palace Gates Residents Association. The proposed scheme has been developed through this forum and public consultation exercises and they have fully explored a range of options.

7. Summary

7.1 The scheme forms part of the package of A406 complementary traffic management and calming measures being implemented in Haringey and Enfield designed to dissuade drivers from rat-running through borough roads.

7.2 The project has been funded by Transport for London and is currently in its 5th year. For Haringey, the project has already delivered traffic management and calming schemes in Creighton Avenue, the Dukes Avenue area, Woodside Road and Palmerston Road Areas.

- 7.3 The Palace Gates Area is the penultimate scheme to be delivered and leaves only the Blake Road and Bidwell Gardens schemes to be completed.
- 7.4 Focus groups have been formed in each of the areas to identify problems and help design meaningful solutions.
- 7.5 The improvement works being undertaken on the A406 by Transport for London are due to commence in April 2010 and should be completed by 2012. The projects Haringey is delivering will be completed by the end of the 2010/2011 financial year.

7.6 Consultation summary

Extensive consultation has been undertaken, taking the form of area-wide stakeholder meetings, smaller focus group meetings, informal and formal consultations, a public exhibition and a statutory consultation. The detailed results are in the main body of the report.

8. Chief Financial Officer Comments

- 8.1 The cost of the recommended option with respect to Palace Gates can be fully met from Grant Funding allocated by Transport for London. Work on the 20 mph proposals is likely to be funded by Transport for London in 2010/2011; work will not be progressed until funding has been confirmed.

9. Head of Legal Services Comments

- 9.1 There are no legal implications arising out of the recommendations. The Council has powers to implement the schemes under the Highways Act 1980 and Road Traffic Regulation Act 1984.
- 9.2 Section 6 of the Road Traffic Regulation Act 1984 empowers the Council to make a traffic order with respect to the prescription of streets which may not be used by certain vehicles. This report summarises the statutory consultation which was carried out in accordance with this legislation for those measures.
- 9.3 Road hump works are authorised by s90A of the Highways Act 1980 and must comply with the requirements of the Highways (Road Humps) Regulations 1999. Traffic calming works are authorised by sections 90G – 90I of the Highways Act 1980 and must comply with the Highways (Traffic Calming) Regulations 1999. The Council must follow the procedure prescribed Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 for the making of speed limit orders. This report seeks approval for the required statutory consultation for those schemes.

10. Equalities and Community Cohesion Comments

- 10.1 The consultation sought the views of all residents and traders within the area.
- 10.2 The scheme has been developed in conjunction with a focus group that expresses views and aspirations representative of the area. The scheme has therefore enabled the local community to find workable solutions to their perceived problems.

11. Consultation

- 11.1 Following the key stakeholder consultation event held in April 2009, a number of Focus Group meetings have been held with residents of the Palace Gates area.
- 11.2 A delegated report was submitted to progress the 7.5 tonne restriction to statutory consultation, while further development work was undertaken on the remaining proposals.
- 11.3 The 20mph scheme proposals were well received at the public meeting and this report recommends that a statutory consultation be undertaken. It is anticipated that the scheme will be implemented in 2010/2011 financial year and provision has already been made in our LIP submission to deliver this.
- 11.4 The statutory consultation for the 7.5 tonne weight restriction commenced on 30th July 2009. The 21 day statutory notification was extended to 35 days as this was undertaken during the summer holiday period. The statutory period concluded on 3rd September 2009 and a copy of the document can be found in Appendix C.
- 11.5 Approximately 2500 statutory consultation letters were distributed to households within the Palace Gates and Dukes Avenue area. All addresses in Palace Gates Road, Crescent Rise, Crescent Road, Dagmar Road, Alexandra Park Road, Victoria Road, Albert Road, Clifton Road, Harcourt Road, Clyde Road, Outram Road, Princes Avenue, Talbot Road, Vallance Road, Elgin Road, The Avenue, Lansdowne Road, Grove Avenue, Roseberry Road, Curzon Road, Methuen Road, Cecil Road, Cranbourne Road, Donovan Avenue, Dukes Avenue, Muswell Road, Muswell Avenue, Coniston Road and Elms Avenue were hand delivered the document. Notices were posted at regular intervals along these roads and the orders were also advertised in the London Gazette and local newspapers. Various statutory consultees were also contacted with the proposals.
- 11.6 A total of **96** responses were received. Of these, **5** (5%) were objecting to the proposals and **88** (92%) supported the proposals. The **3** remaining responses, (3%) contained comments on the design and requests for extensions to the scheme.
- 11.7 A summary of the 5 objections received follows:

Road Name	Comments
95 Albert Road	<ul style="list-style-type: none">▪ No point to this proposal - no lorries in the area▪ The money should be better spent elsewhere▪ The ban will encourage other drivers to our local streets

70 Palace Gates Road	<ul style="list-style-type: none"> ▪ Changes will not improve anything, but rather worsen them ▪ Why does the road need to be narrowed ▪ Speed humps do not deter, and make our house shake ▪ The money should be better spent elsewhere
Muswell Hill Avenue	<ul style="list-style-type: none"> ▪ Lorries are not the problem ▪ The problem is our road is being used as a rat-run / the ban will encourage more drivers to use our road ▪ The money should be better spent elsewhere ▪ No more signs cluttering the environment with no enforcement. ▪ Haringey should introduce chicanes, pinch points & one way blocked off streets
93 Victoria Road 108 Victoria Road	<ul style="list-style-type: none"> ▪ There is no problem with HGV's ▪ No more ugly signage ▪ Waste of money ▪ Will cause unnecessary disruption and inconvenience

11.8 Officer response to comments and objections received:

- **Objection from 95 Albert Road.**
- *Officer Response – It is appreciated that Albert Road suffers less than some of the other roads in the area from heavy goods vehicle traffic, however, it is important to build a holistic scheme that would not displace this larger traffic to other inappropriate roads. If Albert Road were excluded from the proposals, whilst they may not have a problem now, the concern of the focus group has been that they may inherit the problem through displacement. Conversely to the objection, the concept of the proposals is to reduce heavy goods vehicle traffic in the area.*
- **Objection from 70 Palace Gates Road.**
- *Officer Response – These comments appear to relate to the original 20mph scheme proposals rather than the proposed 7.5 tonne weight restriction. The 20mph scheme design has been improved and a separate statutory consultation is proposed in this report.*
- **Objection from Muswell Hill Avenue.**
- *Officer response – A similar issue to Albert Road, whilst Muswell Hill Avenue may not consider itself to have a problem with heavy goods vehicles, if the restriction is not implemented on an area-wide basis, the displacement caused by treating Dukes Avenue will generate a problem in Muswell Hill Avenue. It has been important to look at the area in a holistic way to ensure that the traffic is managed so as not to be detrimental to residents and traders in the area. It is not possible with the 7.5 tonne weight restriction proposals to implement traffic calming measures in Muswell Hill Avenue, these will need to be the subject of a new study, funding permitting.*

- **Objections from 93 & 108 Victoria Road.**

- *Officer response – This is the same issue as Albert Road and Muswell Hill Avenue. It is not desirable to exclude Victoria Road from these proposals, as the area-wide treatment would not work if heavy goods vehicles were permitted in this road. Whilst residents may not consider there to be a heavy goods vehicle problem at present, if Alexandra Park Road/ Palace Gates Road is restricted, heavy goods vehicles would detour onto Victoria Road. It is our intention to only use efficient entry-point signing for the area restriction, thus keeping the quantity of additional signing to a minimum. Unfortunately, traffic signs are an inevitable and significant part of any kind of restriction on the public highway.*

11.9 With respect to the 20mph scheme proposals, a public meeting was held on 15th October 2009 where the outcome of the April 2009 consultation and public exhibition were reported together with plans of the improved 20mph scheme design.

11.10 2000 leaflets were distributed to 15 roads during the consultation period. 485 questionnaires were returned, of which 400 were from residents and traders within the study zone of Palace Gates. This represents a 24% response rate.

11.11 A summary of the questionnaire responses can be found in Appendix D.

12. Service Financial Comments

12.1 These proposals form part of the package of measures being delivered through the A406 Complementary Traffic Management and Calming Measures project. TfL has allocated £4m to Haringey and Enfield Councils to design, consult and build a variety of measures to help persuade drivers to remain on the A406 instead of rat-running through Borough roads. TfL will be commencing improvement works on the A406 in April 2010. This financial year £140,000 has been allocated to Palace Gates to cover staff cost, consultation and implementation. The scheme will not exceed this budget.

12.2 With respect to the 20mph scheme proposals, for which we are seeking approval to undertake a statutory consultation exercise, Transport for London have funded design and consultation this year. We have submitted the implementation costs to Transport for London and expect this funding to be made available to us in the 2010/2011 financial year.

12.3 Regarding the 7.5 tonne weight restriction, funds have been allocated to implement this during the current financial year.

13. Use of appendices /Tables and photographs

13.1 This report contains the following appendices:

- Appendix A – 7.5 tonne weight restriction area plan
- Appendix B – 20mph area proposals
- Appendix C – 7.5 tonne statutory consultation document
- Appendix D – Results of the April 2009 public consultation exercise

14 Local Government (Access to Information) Act 1985

- 14.1 Unitary Development Plan
- 14.2 Safer for all (Safer Communities Plan)
- 14.3 Greenest Borough Strategy
- 14.4 Road Safety Strategy

Appendix A – 7.5 tonne zone

Appendix B – 20MPH Layout Plan

Appendix C – Consultation Document

Appendix D – Representations / Feedback