



ADVANCED PUBLICATION OF REPORTS

This publication gives five clear working days' notice of the decisions listed below.

These decisions are due to be signed by individual Cabinet Members
and operational key decision makers.

Once signed all decisions will be published on the Council's
Publication of Decisions List.

1. **WARWICK ROAD, N11 - WIDTH RESTRICTION** (Pages 1 - 18)
2. **TILE KILN LANE, N13 - SCHOOL STREET** (Pages 19 - 30)

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MUNICIPAL YEAR 2018/2019 REPORT NO.**ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY****PORTFOLIO DECISION OF:**

Cllr Guney Dogan
Cabinet Member for Environment

REPORT OF:

Director Environment &
Operational Services

Agenda – Part:	KD Num:
Subject: Warwick Road, N11 – Width Restriction	
Wards: Bowes	

Contact officer and telephone number: Jonathan Goodson, 020 8379 3474
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1. EXECUTIVE SUMMARY

- 1.1 The report considers the results of a recent consultation regarding the introduction of a width restriction in Warwick Road, designed to reduce the volume of large goods vehicles using the road as a link between the North Circular Road and Bounds Green Road.

2. RECOMMENDATIONS

It is recommended that the Cabinet Member for Environment approves:

- 2.1 To make a traffic management order pursuant to Section 6 of the Road Traffic Regulation Act 1984 and undertake all other necessary steps to implement the scheme shown at Appendix A, including:
- A 1.9m (6' 6") width restriction in Warwick Road, between Maidstone Road and Tewkesbury Terrance;
 - Associated double yellow lines either side of the restriction;
 - Advanced warning signs on both the North Circular Road and Bounds Green Road.
- 2.2 To fund the estimated £15,000 cost of implementing the scheme from the 2018/19 Corridors and Neighbourhoods LIP allocation.

3. BACKGROUND

3.1 Warwick Road, N11 provides a through route for traffic between the North Circular Road (NCR) and Bounds Green Road. Although parking on both sides of Warwick Road limits its width, and traffic calming features are also in place, the volume of traffic remains a concern to residents.

3.2 Warwick Road forms a signal-controlled junction with the NCR, with all turning movements currently permitted. This is in contrast to other side roads leading off the NCR, which are predominantly left-in/ left-out. Local traffic wanting to access the area from the west or to travel east therefore has to use Warwick Road. In addition, a significant element of non-local traffic is rat-running via Warwick Road due to other traffic management measures in the area, including:

- The banned left turn from Bounds Green Road onto Brownlow Road;
- The banned right turn from Brownlow Road onto Bounds Green Road;
- The banned right turn from the North Circular Road onto Brownlow Road (except for buses); and
- The banned right turn from Bounds Green Road onto the North Circular Road.

3.3 The Council has considered various options to try and reduce the level of rat-running traffic. However, a comprehensive solution that does not simply displace traffic onto other nearby streets has yet to be identified. Focusing on larger goods vehicles provides some immediate benefits for residents and the width restriction works both as a stand-alone feature and as part of a wider traffic management scheme, should this come forward in the future.

3.4 There is a part-ban on vehicles over 7.5 tonnes travelling through residential streets across the borough, including Warwick Road. However, the restriction allows access for vehicles with legitimate reason to be in the area. This makes enforcement difficult, historically relying on Police support to stop vehicles to check delivery schedules etc. The proposed width restriction will be self-enforcing and will be a far more effective way of reducing the volume of goods vehicles in Warwick Road, potentially by at least 230 vehicles per day.

4. Consultation

4.1 In August 2018 the Council ran a consultation exercise seeking local views on the proposed width restriction. The consultation leaflet (attached as Appendix B) was distributed to around 360 nearby homes, notably covering Warwick Road, Maidstone Road (including residents in

Haringey) and York Road. Residents were directed to fill in an online consultation or else call a direct number for assistance.

Consultation Summary

4.2 A summary of the consultation results is set out the below:

Street	Responses	Is the proposed width restriction...									Most common concerns (from tick list provided)					Objections	
		a good idea?		the best solution?			in the right place?				No major concerns	Does not address key local issues	Loss of parking	Won't be effective	Displaced traffic		
		Yes	No / Not Sure	Yes	No / Not Sure	Bad idea in general	Yes, will work well	Yes, with a second placed elsewhere	Better elsewhere	Not Sure							Bad idea in general
Warwick Rd	55	51	4	44	8	3	24	20	4	5	2	32	22	9	9	1	6
M'dstone Rd	5	4	1	4	1	0	1	1	1	2	0	3	1	1	1	1	1
York Rd	3	3	0	3	0	0	2	1	0	0	0	2	1	0	1	1	0
Other Roads	11	6	5	5	4	2	4	0	2	2	3	4	4	5	3	7	5
COMBINED	74	64	10	56	13	5	31	22	7	9	5	41	28	15	14	10	12

4.3 It can be seen that 64 of 74 respondents (86%) stated that the proposal was a good idea overall, compared to 9 who thought it a bad idea and 1 not sure. Responses from Warwick Road were most numerous, but positive responses also outnumbered negative ones across the other two main streets of interest.

4.4 56 (76%) of responses felt that a width restriction was the best type of intervention. 53 (72%) of responses also felt that the width restriction was in the right place, albeit 22 of these people supported the idea of a second width restriction.

4.5 Respondents were further invited to review a list of potential concerns the community might raise with a proposal of this type and select as many as they felt applied. The table above shows the options attracting the most interest. The response "no major concerns" attracted the most ticks with 41. There were 28 respondents who felt the proposals did not address the main concerns of the neighbourhood. The three next most commonly selected concerns were that the proposals would remove parking space (15); would not prove effective (14); would displace excessive traffic (10).

4.6 The 11 responses from streets outside the three main roads of interest (mainly from addresses nearby in the area) provide a more mixed response, with 5 of these making formal objections. In this group displacement of traffic was the concern selected most frequently.

Officer Response to Key Concerns

- 4.7 Some residents wanted more extensive measures to be introduced to remove through-traffic of any category from Warwick Road. However, with no suitable interventions of that type identified, the width restriction will provide a worthwhile benefit, despite its acknowledged limitations in changing general traffic patterns. In addition to denying access by oversized vehicles, it may also deter drivers of larger vans from using the street unless they require specific access. The restriction will impose a notable slowing effect on vehicles of any size as they pass it. This will further deter rat-running and by interrupting the ability of drivers to proceed at excessive speed, will help tackle the sense of traffic domination, even if overall traffic volumes remain high.
- 4.8 On balance, it is felt that the likely benefits and overall levels of support for the scheme outweigh the concerns about the localised loss of around 8 parking spaces. There is no doubt that the restriction will deny through-route access to lorries, as intended, and will hence prove effective in the aims that have been set out, despite the concerns raised on this theme.
- 4.9 Maidstone Road is the street where concerns about a short-term displacement of traffic were expected to feature most strongly; in fact, these residents expressed little concern within the consultation exercise. Officers feel the concerns about traffic displacement arising from other homes are likely to prove over-stated. For general traffic, no notable displacement is anticipated. For trucks, the pre-existing controls at Brownlow Road and Bounds Green Road already prevent drivers departing the NCR prematurely to cut the corner, so the use of Maidstone Road or York Road as a diversion around the proposed restriction was never viable. For either category of vehicle, the likely outcome will be that any through-traffic now avoiding Warwick Road will be most likely to remain on the NCR instead, which is the route most suitable to carry it.

Statutory Consultation

- 4.10 The proposed width-restriction requires the making of a traffic management order, for which there is a prescribed procedure for notifying the emergency services and other road user groups. In addition, notices were placed in the local press, the London Gazette and on-street. This did not prompt any additional objections.
- 4.11 The London Fire Brigade (LFB) were contacted at an early stage in the design process and their requirements for a gate that can be opened in emergencies included as part of the design. Neither the LFB nor other emergency services therefore objected to the proposal. No objections were received from the other statutory consultees either, including Haringey Council who were notified as the relevant highway and traffic authority for part of Maidstone Road.
- 4.12 Ward Councillors have been consulted and support the introduction of the proposed width restriction.

- 4.13 However, 12 of the consultation responses indicated that they wanted their comments to be treated as formal objections. These are considered further below.

Review of Formal Objections (12)

- 4.14 Warwick Road near width restriction (2): Two objections with closely matching written comments were made by residents living near the proposed width restriction. These residents dislike the localised loss of parking space. They suggest camera-based enforcement instead, and also new crossing facilities to tackle the main problem on the street as they see it: pedestrian safety.
- 4.15 *Officer Response: Officers feel that the likely benefits and overall levels of support outweigh the concerns about the localised loss of around 8 parking spaces. Camera-based enforcement in this scenario would be vastly more complex and expensive, whilst offering less certainty of its effectiveness. Slowing traffic and removing trucks from the mix of through-traffic will benefit pedestrians. There is, in any case, no recent history of pedestrian injuries within this street and the last recorded injury incident of any type (two cars colliding at a minor side road) dates back to 2014.*
- 4.16 Warwick Road away from width restriction (4): A common theme among this group is that uncontrolled rat-running by smaller vehicles is the key issue, which this proposal does little to tackle. Banned turns elsewhere have reduced traffic in other streets but have done nothing to help Warwick Road, they assert.
- 4.17 *Officer Response: Officers maintain that with no suitable interventions of a more definitive type identified, the width restriction will provide a worthwhile benefit, despite its acknowledged limitations in changing general traffic patterns.*
- 4.18 Maidstone Road (1): A single objector whose concerns are with the number and speed of vans. He proposes height restrictions instead.
- 4.19 *Officer Response: The proposal is not intended to hinder access by vans, which can double as domestic vehicles. It is intended to prevent misuse of the street by larger vehicles. The width restriction will provide a slowing effect on all traffic. Height restrictions are generally only used to protect low bridges etc. and a height barrier (as seen in car parks etc.) would not be appropriate on a public road.*
- 4.20 Other nearby roads (5): The most selected concerns among this group from the tick list were displacement of traffic and loss of parking. Amongst the individual comments submitted, one objector is concerned that the restriction will hinder access to his 7-seater car. Another believes the current lack of passing space for cars is the root of the congestion

problems, and favours footway parking in place of the existing street trees. Another calls the proposal a short-term solution, favouring camera-based controls extending to nearby side roads.

- 4.21 *Officer Response: The width restriction will be designed to match standard dimensions and hence will not deny access to larger cars or to vans.*
- 4.22 *The root cause of congestion and queuing vehicles in Warwick Road is most likely to relate to the acknowledged high volume of traffic and the delay drivers face when queuing to depart onto the NCR. Should additional passing space be needed within the road, localised sections of yellow line would be preferable to encroaching into pedestrian space and removing mature street trees. Outside of peak periods, when general congestion limits the speed of traffic, increasing the effective width of the road would tend to encourage higher speeds and make Warwick Road more attractive as a cut-through, which would contradict the aims of the intervention.*
- 4.23 *A width restriction is a permanent solution, not a short-term one. Camera-based enforcement in this scenario would be vastly more complex and expensive, whilst offering less certainty of its effectiveness.*
- 4.24 Having considered all of the objections, none raise issues that should prevent the scheme proceeding given the wider benefits that will be delivered.

5. ALTERNATIVE OPTIONS CONSIDERED

- 5.1 **Do nothing** – the Council could maintain the status quo and not introduce the width-restriction at this stage. However, this would not address the volume of goods vehicles using Warwick Road as a cut-through and do nothing to improve conditions for residents living in Warwick Road.
- 5.2 **Locate width restriction in a different position** – a number of alternative positions for the width restriction were considered. However, taking into account the borough boundary, a position between Tewksbury Terrance and Maidstone Road provides the greatest benefits with least risk of goods vehicles diverting onto other equally unsuitable residential streets.

6. REASONS FOR RECOMMENDATIONS

- 6.1 Proceeding with the width-restriction will help reduce the number of goods vehicles using Warwick Road as a cut through between the North Circular Road and Bounds Green Road, resulting in both safety and environmental benefits for residents. The scheme is also complementary

to other traffic management measures that could be introduced in the future to further reduce traffic volumes.

- 6.2 The presence of large lorries on Warwick Road has a disproportionate impact on the sense of traffic domination in the street. Removing 200+ lorries from the traffic mix will therefore go some way towards making walking and cycling along Warwick Road less intimidating than at present.

7. COMMENTS FROM OTHER DEPARTMENTS

7.1 Financial Implications

7.1.1 The estimated cost for implementing the parking controls is £15,000. The funding of the scheme will be met from the 2018/2019 Local Implementation Plan TfL allocation.

7.1.2 This is therefore wholly funded via external grant (TfL LIP grant) and no financial impact on the council's finances.

7.1.3 The release of funds by TfL is based on a process that records the progress of works against approved spending profiles. TfL make payments against certified claims that can be submitted as soon as expenditure is incurred, ensuring that the Council benefits from prompt reimbursement of any expenditure.

7.2 Legal Implications

7.2.1 Section 122 of the Road Traffic Regulation Act (RTRA) 1984 places a duty on the Council to secure, as far as reasonably practicable, 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'. The proposed width restriction and associated waiting restrictions are in accordance with the discharge of this duty.

7.2.2 The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 prescribe the procedure to be followed in making an experimental traffic management order. Any written objections or representations received during the period of the experiment must be conscientiously taken into account before deciding whether the order should be made permanent.

7.2.3 The recommendations contained within the report are in accordance with the Council's powers and duties as the Highway Authority.

7.3 Property Implications

None identified

8. KEY RISKS

The key risks relating to the scheme are summarised below together, where relevant, with steps taken to mitigate the level of risk:

Risk Category	Comments/Mitigation
Operational	Risk: Disruption during implementation. Mitigation: Traffic management arrangements will be limited and designed to minimise disruption for local residents. Roadworks will also be co-ordinated to take account of other work in the area.
Financial	Risk: Insufficient funds/cost escalation. Mitigation: Funding from TfL has been allocated to the scheme and the estimated implementation cost falls within the available budget. Controls are in place to ensure that order is not placed until price is known and budget confirmed.
Reputational	Risk: Opposition to scheme from some local residents/organisations. Mitigation: Consultation has been undertaken to take into account views of local residents. Introducing the scheme experimentally will give residents a further opportunity to provide their views.
Regulatory	Risk: Failure to comply with statutory requirements. Mitigation: Scheme being delivered by experienced designers, with support from TMO experts.

9. IMPACT ON COUNCIL PRIORITIES – CREATING A LIFETIME OF OPPORTUNITIES IN ENFIELD

9.1 Good homes in well-connected neighbourhoods

The scheme maintains access into and through the area for most vehicles, with only the largest vehicles forced onto more suitable alternative routes.

9.2 Sustain strong and healthy communities

The scheme will help to reduce the number of goods vehicles in residential streets, with a resulting improvement in both health and amenity due to lower levels of harmful emissions, as well as less congestion, noise and vibration.

9.3 **Build our local economy to create a thriving place**

The scheme simply reinforces the need for large goods vehicles to stay on the main road network, so will have a neutral impact on local business.

10. **EQUALITIES IMPACT IMPLICATIONS**

- 10.1 An initial screening has been undertaken (attached as Appendix c), which has concluded that a full predictive equality impact assessment is not necessary in this instance.
- 10.2 Nevertheless, it is recognised that local authorities have a responsibility to meet the Public Sector Duty of the Equality Act 2010. The Act gives people the right not to be treated less favourably because of any of the protected characteristics. We must therefore consider the needs of these diverse groups when designing and changing services or budgets so that our decisions do not unduly or disproportionately affect access by some groups more than others.
- 10.3 In recommending this proposal we have considered the needs of all highway users, including those from the protected characteristic groups. All members of the community have full access to the Borough's highways. However, it is recognised that some protected groups may have practical problems in using the service.
- 10.4 The Council are proposing to introduce the width restriction in Warwick Road to reduce the volume of large goods vehicles 'rat-running' through the area. The proposed scheme will ensure that everyone will continue to benefit from this service, although certain large vehicles (including dial-a-ride vehicles and non-emergency ambulances) may have to adapt their routing once the width restriction is in place.

11. **PERFORMANCE AND DATA IMPLICATIONS**

The scheme will have limited impact on performance when considered in isolation. However, the scheme will indirectly contribute to a number of key targets, including those relating to improving health.

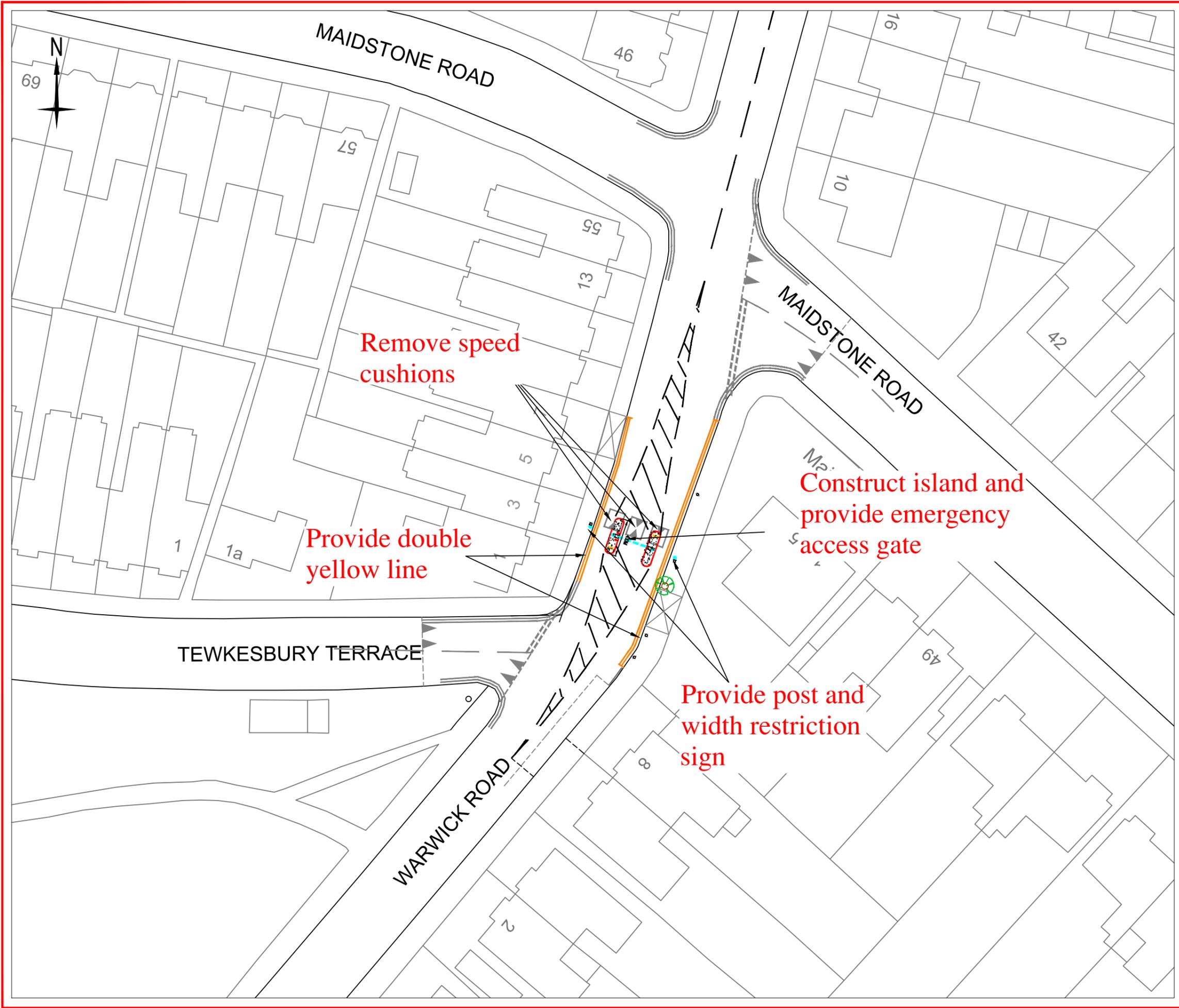
12. **PUBLIC HEALTH IMPLICATIONS**

- 12.1 Reducing the volume of large goods vehicles in Warwick Road will not only help to improve air quality but will also lead to a reduction in noise and vibration with a resulting positive impact on public health.

12.2 Removing 200+ lorries from Warwick Road will also go some way towards making walking and cycling along the street less intimidating than at present, encouraging greater levels of physical activity.

Background Papers

None.



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London Borough of Enfield LA 086363 2012

X-Reference **None**

-  Existing double yellow line
-  Proposed double yellow line
-  Metal Bollard
-  Lockable Gate
-  Flecta Bollard

Note
 Width Restriction consists of two 4mx1m fixed island and gated lockable emergency service access in the middle
 Lane width 1.9m (6' 6")

Rev	Drwn	Chkd	Revision Details	Date

Job Title
**WARWICK ROAD
 CONSULTATION**

Drawing Title
**PROPOSED
 WIDTH RESTRICTION
 DRAFT DESIGN**



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Date 01/08/18	Drawn TS	Checked
Scale NTS	Scheme/File No. ES0206	Frame Size A3L
Drawing No. LBE-TE/ 5015/02		Rev -

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Warwick Road, N11

Consultation on Proposed Width Restriction



Introduction

The Council is proposing to introduce a width restriction to prevent large lorries using Warwick Road as a short cut between Bounds Green Road and the North Circular Road.

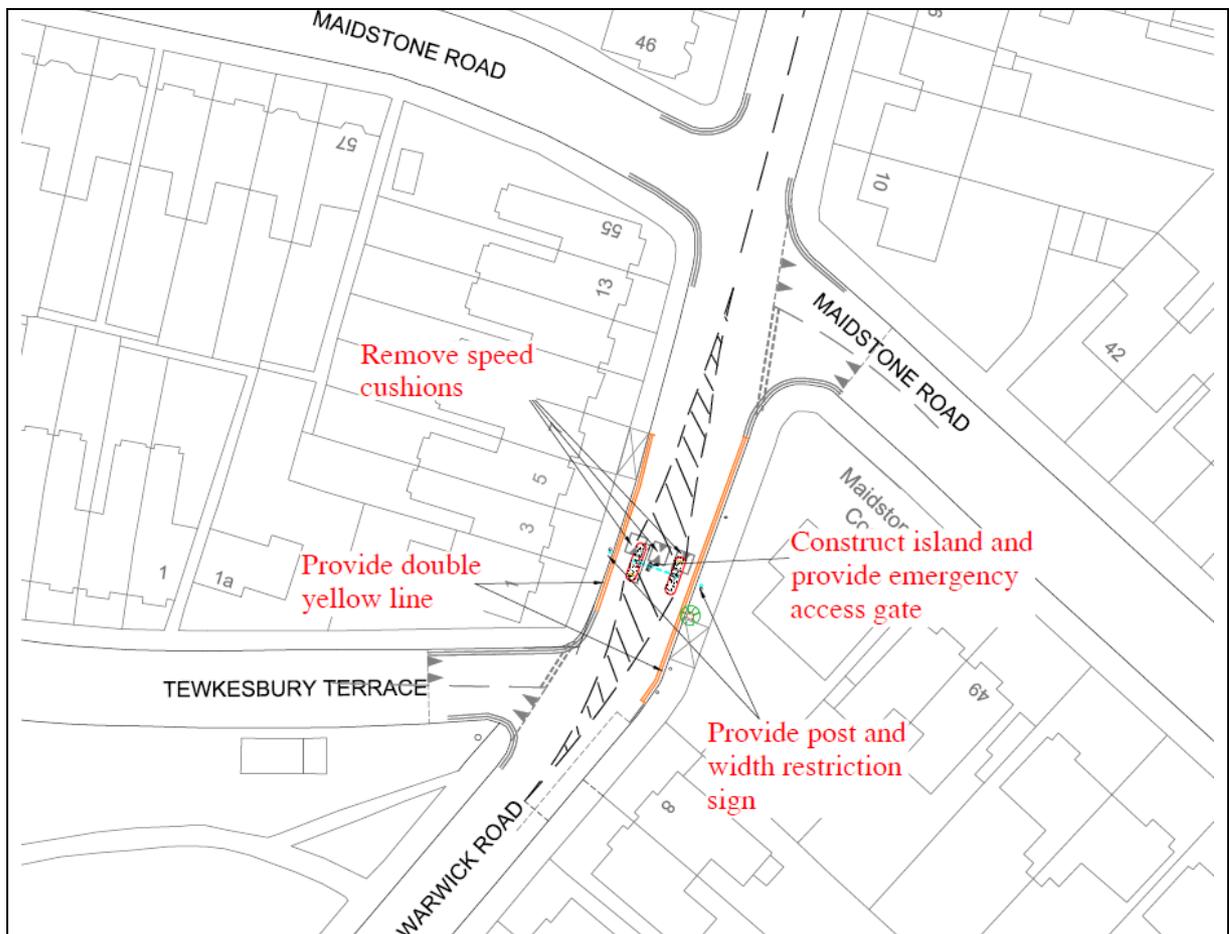
The restriction would be located on the section of Warwick Road between Maidstone Road and Tewkesbury Terrace and would look similar to that shown in the photo opposite.



Some of the key features of the proposal are:

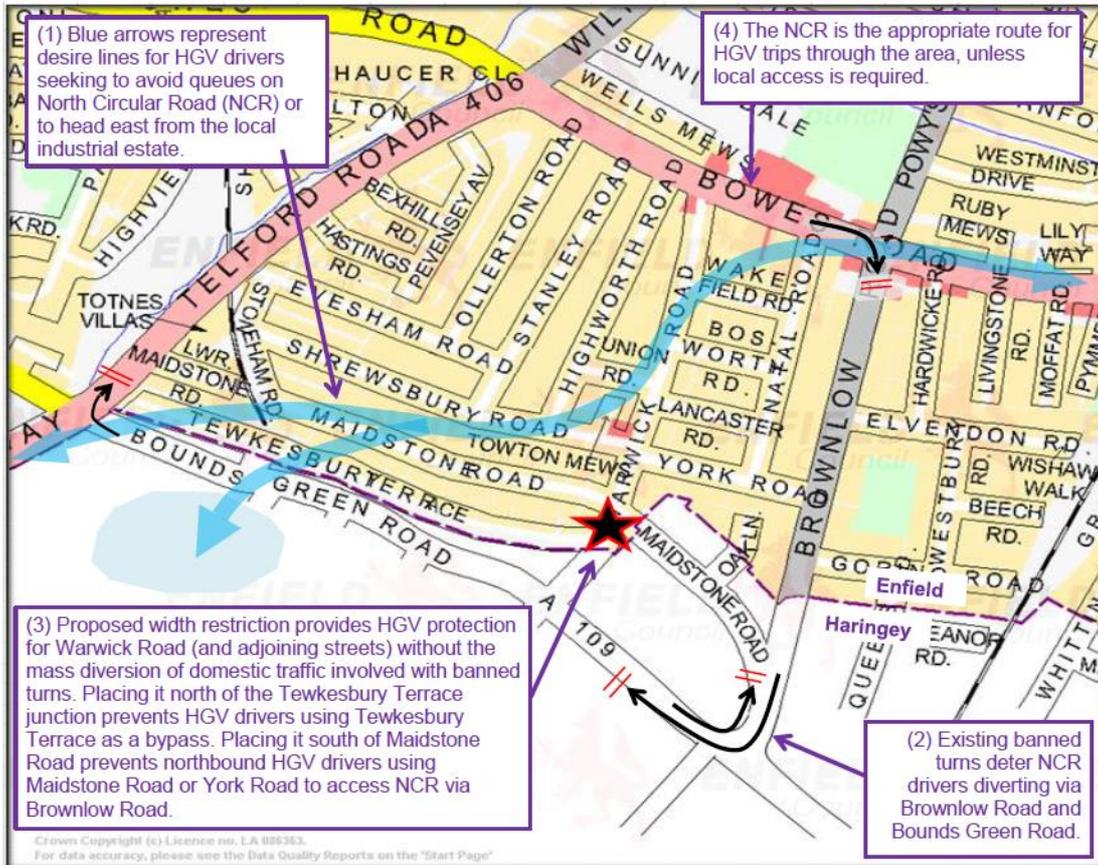
- Removal of the existing speed cushions outside No. 3 Warwick Road;
- Installation of a 1.9m (6' 6") width restriction with a central padlocked gate to allow access by emergency service vehicles;
- A short length of double yellow line on the either side of the width restriction to prevent it being blocked by parked vehicles;
- Additional signs to warn of the new restriction.

A detailed plan of our proposals is shown below:



How will this help?

The mapping below shows how the proposed width restriction would, together with existing restrictions, deter HGV drivers from using Warwick Road and other streets as a through route.



Advantages

- Will physically prevent larger lorries using Warwick Road to follow the unlawful primary desire line shown above;
- May deter similar use of Warwick Road by large vans;
- Will slow traffic at the restriction point (to a greater extent than the current speed cushions) which should further limit the appeal to all drivers of using Warwick Road as a short-cut.

Disadvantages

- Will result in the loss of approximately 8 on-street parking spaces on the approaches to the width restriction;
- May result in short-term displacement of some southbound lorries onto Maidstone Road while drivers become aware of the new restriction;
- Does not prevent movements on secondary desire lines using Warwick Road NW to SE, and vice versa.

How do I respond to this consultation?

Type the following address into your web browser:

<https://www.consultations.cycleenfield.co.uk/traffic-parking/WarwickRoad>

Alternatively visit Enfield Council's website as follows:

www.enfield.gov.uk/consultations

then follow the link >>> Warwick Road Width Restriction

Responses in this format are limited to one per dwelling. Please enter your full address to help us identify duplicated responses. Entering your name is optional. Your personal details will be kept confidential and managed in accordance with the General Data Protection Regulation 2018.

You can indicate at the end of the survey if you want your comments to be treated as a **formal objection**. Where members of the same household each wish to submit a formal objection, the first can be made online, but further objections would need to be submitted by letter or email. Please call for further advice on this subject.

To respond without going online or to ask questions please call:

020 8379 3523.

Your online response, and any additional objections, need to reach us by end **Friday 14 September 2018.**

What Happens Next?

The Council will consider your comments and decide whether to take forward the scheme. Further information will be provided at the web address given above by end September 2018.

Should the scheme go forward, the Council will aim to introduce the width restriction by the end of the year.

Equalities Impact Assessment – Part 1 – Initial Screening

Details of Officer completing this form:					
Name:	David Taylor	Job Title:	Head of Traffic & Transportation	Date:	6/11/2018
Dept:	Place	Service:	Traffic & Transportation		
What change is being proposed? Provide a brief description (and title if applicable)					
Introduction of width restriction in Warwick Road N11, together associated localised waiting restrictions.					
Briefly summarise the key objectives and expected outcomes of the change and explain why it is needed					
To reduce the volume of goods vehicles using Warwick Road as a cut-through between the North Circular Road and Bound Green Road.					
Does the proposal?					
Affect service users, employees or the wider community			<input type="checkbox"/> YES	<input type="checkbox"/> NO	
Have a significant impact on how services are delivered			<input type="checkbox"/> YES	<input type="checkbox"/> NO	
Plan to withdraw a service, activity or presence			<input type="checkbox"/> YES	<input type="checkbox"/> NO	
Plan to introduce a new service or activity			<input type="checkbox"/> YES	<input type="checkbox"/> NO	
Aim to improve access to, or the delivery of a service			<input type="checkbox"/> YES	<input type="checkbox"/> NO	
Involve a significant commitment of resources			<input type="checkbox"/> YES	<input type="checkbox"/> NO	
Relate to an area where there are known inequalities			<input type="checkbox"/> YES	<input type="checkbox"/> NO	
If you have answered NO to <u>all</u> of the questions above then the screening process is complete and you do not need to complete Part 2 – Full Equality Impact Assessment or Part 3 – Action Plan. This decision must be signed off by our Head of Service or Equality Lead below.					
Sign off by Head of Service:					
Name:	David Taylor	Signature:		Date:	06 11 2018
<p>Please note: If equality issues are identified during the course of the policy, plan or practice development/review, the EqIA Initial Screening will need to be revisited. This may result in a full EqIA being required where it previously was not.</p>					

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MUNICIPAL YEAR 2018/2019 REPORT NO.**ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY**

PORTFOLIO DECISION OF:
Deputy Leader of the Council

REPORT OF:

Director – Environment & Operational Services

Agenda – Part:	KD Num: N/A
Subject:	
TILE KILN LANE, N13 - SCHOOL STREET	
Wards: Bowes	

Contact officer and telephone number: Andrew Ruffell x3632
E mail: andrew.ruffell@enfield.gov.uk

1. EXECUTIVE SUMMARY

- 1.1 This report presents the outcome of the consultation on a 'school-street' in Tile Kiln Lane, together with other associated measures. The scheme forms part of the wider Cycle Enfield programme to promote active travel and improve the health of residents.
- 1.2 The scheme is estimated to cost approximately £30,000 and is funded from the Council's 2018/19 Local Implementation Plan allocation from Transport for London.

2. RECOMMENDATIONS

- 2.1 That the scheme shown on drawing QN\WOLVES\CLLR\0002 (Appendix 1) be implemented and the associated traffic management order for the 'school-street' be made without modification.
- 2.2 That the priority markings at the junction of Newton Way and Lister Gardens be amended as illustrated in Appendix 2.
- 2.2 To review the operation of the 'school-street' post-implementation and, working with the school, to identify additional measures to promote walking and cycling to Oakthorpe Primary School for implementation in 2019/20.

3. BACKGROUND

- 3.1 'School-streets' form an integral part of the Council's Cycle Enfield project, aimed at creating 'healthy streets' where walking and cycling takes precedence over through traffic. Specifically, 'school-streets' can be used in the immediate vicinity of a school to prohibit most traffic at times when children are travelling to and from school. Along with school travel plans and other initiatives, 'school-streets' can therefore play a role in promoting active travel for journeys to and from school.
- 3.2 The current proposals focus on three key elements:
- A 'school-street' in Tile Kiln Lane, enforced by camera, which prohibits all traffic between 8:15am - 9:15am and 2:45pm - 4pm, except vehicles accessing off-street parking areas;
 - A new zebra crossing in Chequers Way; and
 - Changed priorities at the junction of Lister Gardens and Newton Way
- 3.3 A trial 'school-street' was introduced in Tile Kiln Lane in January 2016 which was signed but was not actively enforced. Despite the lack of enforcement, the trial resulted in a reduction in traffic of approximately 40% at school drop-off and pick-up times.
- 3.4 Consultation on the current proposals, both statutory and informal, was carried out in September 2017 by means of a leaflet directing residents to an online questionnaire with a plan showing the measures in detail. The leaflet (copy attached at Appendix 2) was delivered to local residents, Oakthorpe Primary School, and other interested parties.
- 3.5 No formal response was received from the statutory consultees, with the exception of the Police, who raised concerns about the proposed location of the zebra crossing in Chequers Way. The local ward councillors were notified of the proposals, but no written comments were received.
- 3.6 A number of responses were received from key local stakeholders:
- **Oakthorpe Primary School fully supported the proposal.**
 - **Weir Hall and District Ratepayers' Association** raised concerns about the location of the zebra crossing and the associated loss of on-street parking.
 - **Better Streets for Enfield** were supportive of the proposals, but raised concerns about the position of the zebra crossing as well as the level of through traffic in the area.
- 3.7 In total, 43 responses were received, of which 28 (65%) were supportive of the proposals. Three respondents (7%) objected to some aspects of the

proposals, and two respondents (5%) offered no comment. The remaining responses were general comments about the scheme rather than specific objections.

- 3.8 The table below shows the level of support for the scheme taking into account whether responses originated from either inside or outside the area immediately affected:

	Support	Object	No Comment	Comment
Inside Area	14	2	1	8
Outside Area	13	1	1	1
Address Not Given	1	0	0	1

- 3.9 As can be seen from the table above there is clear support for the scheme from people both within and outside the area. However, a number of objections were received and each is considered in turn in the table below:

Objection	Response
The proposed time restrictions at Tile Kiln Lane are not acceptable as these will not allow parents to drop off and collect their children from the Little People Nursery which is held at Wilkinson Hall on a daily basis.	The order will allow vehicles that require access to properties with off-street parking. In the case of the Nursery, there is ample off-street parking and parents will therefore be able to access Wilkinson Hall during the hours of operation of the school street.
The pavement is so narrow which forces us parents to walk in the street with fast and careless drivers! The school finished at 3.30 so if the road was to be restricted then it should be from 2.15 or later but until about 3.45 the earliest not the time stated 2.15-3.30 as this will defeat the object	The reference to 2:15-3:30pm refers to an earlier option. The restrictions now proposed will operate 8.15-9.15am and from 2.45-4.00pm. The scheme will be monitored post-implementation and further changes could be made if necessary.
Object to the decrease in parking spaces	The only loss of parking is associated with the zebra crossing zig-zag markings. In view of concerns raised by the Police, it is recommended that the zebra crossing is not installed – the revised scheme will therefore have no impact on on-street parking.

Objection	Response
<p>“The proposal to add a zebra crossing is also an excellent idea however would suggest that the zebra crossing best be placed further up towards Tile Kiln Lane on Chequers Way near to where the roundabout is (where the parade of shops is). My reasons for this are as follows:</p> <p>1. As you are aware the surrounding roads are used as a 'cut through' from the Wood Green area to the Great Cambridge Roundabout. Vehicles drive at speed despite traffic calming measures (road humps) and where the proposal indicates the zebra crossing will be placed is close to a bend in the road which may limit the visibility to pedestrians and road users alike.</p> <p>2. By placing the zebra crossing where proposed means that it is geared more towards pedestrians leaving the school to get to where the flats are in Millicent Grove. By placing it closer to the parade of shops and roundabout means that it will be further accessible to people walking up to Tottenham Road towards Princes Avenue and will support with serving more people”</p>	<p>It is not feasible to install a zebra crossing adjacent to Chequers Parade due to a number of constraints, including the proximity to the junction, the location of the new bus stop and the need to maintain loading for local businesses.</p> <p>Other options for improving conditions for pedestrians close to the junction will be assessed and designed this financial year so that they can be implemented in 2019/20.</p>

- 3.10 No objections were received to the proposal to change the priority at the junction of Lister Gardens and Newton Way and it is recommended that this be taken forward.
- 3.11 Having considered all the objections and representations received, it is proposed that both the Tile Kiln Lane School Street and the changed priority at the junction of Lister Gardens and Newton Way be implemented. However, in light of the consultation comments received, as well as recent changes to the bus stopping arrangements in Chequers Way, it is recommended that a further review of options to improve pedestrian access to the school be undertaken. The revised scheme is illustrated on drawing QN\WOLVES\CLLR\0002, attached as Appendix 1.

4. ALTERNATIVE OPTIONS CONSIDERED

- 4.1. **PROCEED WITH THE INSTALLATION OF THE ZEBRA CROSSING AS ORIGINALLY PROPOSED** – This is not recommended in view of the safety concerns raised by the Police.
- 4.2. **OMIT THE SCHOOL STREET** – This would not address the congestion that currently occurs at school peak times and the resulting poor environment for children travelling to and from school.

5. REASONS FOR RECOMMENDATIONS

- 5.1. The trial of a School Street in Tile Kiln Lane proved effective, reducing traffic by approximately 40%. With additional camera enforcement, a further reduction in traffic levels is anticipated, encouraging walking to Oakthorpe School and improving the local environment.
- 5.2. The change to the priority at Lister Gardens and Newton Way was originally suggested by residents and has received no negative feedback as a result of the recent consultation.

In view of concerns about the position of the proposed zebra crossing it is recommended that this aspect of the scheme is not taken forward. Instead, the effectiveness of the 'school-street' will be monitored and other options for improving pedestrian facilities in the vicinity of Chequers Parade investigated and reported back to the Deputy Leader for approval in 2019/20. Alternative measures will be designed this financial year with an indicative allocation of £15k set aside in 2019/20 for implementation.

6. COMMENTS FROM OTHER DEPARTMENTS

6.1 Financial Implications

- 6.1.1 The estimated cost for implementing the revised scheme £30,000, including the cost of the camera installation. The funding of the scheme will be met from the 2018/2019 Local Implementation Plan TfL allocation.
- 6.1.2 Once approved by Transport for London, expenditure will be fully funded by means of direct grant from TfL, hence no costs fall on the Council.
- 6.1.3 The release of funds by TfL is based on a process that records the progress of works against approved spending profiles. TfL make payments against certified claims that can be submitted as soon as expenditure is incurred, ensuring that the Council benefits from prompt reimbursement of any expenditure.

6.2 Legal Implications

- 6.2.1 Section 122 of the Road Traffic Regulation Act 1984 places a duty on the Council to secure, as far as reasonably practicable, the 'expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians)'. The proposed measures are in accordance with the discharge of this duty.
- 6.2.2 Regulations prescribe the procedure to be followed in making a traffic management order and require consultation with specific persons, publication of proposals in the local press and the giving of adequate

publicity as appropriate by, for example, the display of notices or the delivery of letters to premises likely to be affected by any provision of the order. Any written objections or representations received as a result of these notifications must be conscientiously taken into account.

6.2.3 The recommendations contained within the report are in accordance with the Council's powers and duties as the Highway Authority.

6.3 Property Implications

None identified.

7. KEY RISKS

7.1 The key risks relating to the scheme are summarised below together, where relevant, with steps taken to mitigate the level of risk:

Risk Category	Comments/Mitigation
Operational	Risk: Disruption during construction. Mitigation: Traffic management arrangements will be designed to minimise disruption for local residents. Roadworks will also be co-ordinated to take account of other work in the area.
Financial	Risk: Insufficient funds/cost escalation. Mitigation: Funding from TfL has been allocated to the scheme and the estimated implementation cost falls within the available budget. Controls are in place to ensure that order is not placed until price is known and budget confirmed.
Reputational	Risk: Opposition to scheme from some local residents/organisations. Mitigation: Consultation has been undertaken to take into account views of local residents.
Regulatory	Risk: Failure to comply with statutory requirements. Mitigation: Scheme being delivered by experienced designers, with support from TMO experts.

8. IMPACT ON COUNCIL PRIORITIES – CREATING A LIFETIME OF OPPORTUNITIES IN ENFIELD

8.1 The scheme directly contributes to the following Council priorities:

Good homes in well-connected neighbourhoods

8.2 The scheme will improve connectivity by:

Reducing congestion, improving air quality and encouraging people

to walk and cycle through the continued implementation of Cycle Enfield and associated active travel programmes.

Sustain strong and healthy communities

- 8.3 The scheme also contributes to the aim to address obesity and improve people's health by promoting active travel to school.

9. EQUALITY IMPACT IMPLICATIONS

- 9.1 Local authorities have a responsibility to meet the Public-Sector Duty of the Equality Act 2010. The Act gives people the right not to be treated less favourably because of any of the protected characteristics. We must therefore consider the needs of these diverse groups when designing and changing services or budgets so that our decisions do not unduly or disproportionately affect access by some groups more than others.
- 9.2 In recommending this proposal we have considered the needs of all highway users, including those from the protected characteristic groups. All members of the community have full access to the Borough's highways. However, it is recognised that some protected groups may have practical problems in using the service.
- 9.3 The Council are looking to introduce a school-street in Tile Kiln Lane to reduce the conflict between children and vehicles outside Oakthorpe Primary School. The current scheme will ensure that everyone will continue to benefit from this service, although special arrangements may need to be put in place to enable school children with restricted mobility to be picked-up and dropped-off during the 'school-street' operational hours.

10. PERFORMANCE AND DATA IMPLICATIONS

The scheme will have limited impact on performance when considered in isolation. However, the scheme will contribute to a number of key targets, including those relating to improving the health of adults and children in the Borough, reducing the number of vulnerable road users injured on our roads, and increasing the use of sustainable means of travel.

11. PUBLIC HEALTH IMPLICATIONS

- 11.1 This scheme will improve public health by restricting motor vehicles from entering the road adjacent to the school, thereby reducing congestion and pollution associated with congestion and idling vehicle engines.
- 11.2 With vehicles, being restricted to parking further away this will allow pedestrians the opportunity to walk and cycle to complete their journey therefore providing physical activity that has health benefits.

11.3 It is noted that it is estimated that increasing active travel to levels seen in The Netherlands would save the NHS £17 billion per year (excluding cost-savings through air pollution).

Background Papers

None

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Quieter Neighbourhoods Consultation

We have now developed our Quieter Neighbourhood plans for those streets shown on the map below. As well as this overview document, detailed designs are available to download if you wish. You now have the opportunity to share your views on these plans, including raising any objections on any of the statutory consultation elements. To do this please complete the online survey (paper copies can be requested by calling 020 8379 4859).

WOLVES LANE

ZEBRA CROSSING



Zebra crossings give priority to pedestrians however, there will be a loss of some parking due to the zig zags but we are responding to residents' requests for a crossing on Chequers Way to improve walking access for children going to Oakthorpe School.

NEW/CHANGES TO ROAD MARKINGS



Road markings inform and guide road users. We are responding to residents' concerns about hazardous junctions by changing the priority at the junction of Newton Way and Lister Gardens.



SCHOOL STREET



A school street reduces high levels of congestion outside schools by closing the road to all traffic at specific times except residents. The proposal is to close Tile Kiln Lane between 8.30 - 9.30am and 2.15 - 3.30pm to avoid traffic in the front of Oakthorpe School.



SCHOOL STREET DESIGN EXAMPLE

THIS AREA MAY INCLUDE EXISTING TRAFFIC CALMING FEATURES. THEY HAVE NOT BEEN DISPLAYED TO AVOID CONFUSION.



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DETAILED DRAWINGS AVAILABLE TO DOWNLOAD

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