

**MUNICIPAL YEAR 2014/2015 REPORT NO.**

**ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY**

**PORTFOLIO DECISION OF:**  
Cabinet Member for Environment & Community Safety

**REPORT OF:**  
Director – Regeneration & Environment

|  |                    |
|--|--------------------|
| <b>Agenda – Part: 1</b>  | <b>KD Num: N/A</b> |
| <b>Subject:</b> Raynham School Area, N18 – Traffic Congestion - 'No entry' into Cross Street from the North Circular Road A406 Westbound Slip Road |                    |
| <b>Wards:</b> Upper Edmonton   |                    |

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**1. EXECUTIVE SUMMARY**

1.1. This report considers the review of the scheme to introduce a 'No entry' and double yellow lines in Cross Street, and a yellow box marking at the Cross Street/Raynham Road/Wakefield Road junction, (see Appendix A). The scheme was implemented under an experimental Traffic Order and included the provision of a kerb build out at the Cross Street/A406 westbound slip road with a cycle lane through the kerb build out to facilitate the exemption to the no entry for cyclists.

1.2 The report recommends the Traffic Order for the 'No entry' and double yellow lines in Cross Street is made permanent. It is also recommended that the yellow box marking at the Cross Street/Raynham Road/Wakefield Road junction is to be maintained, a Traffic Order is not required for this measure.

**2. RECOMMENDATIONS**

2.1. To approve the making permanent of the Experimental Traffic Management Order under the Road Traffic Regulations Act 1984 for the introduction of the 'No entry' and waiting restrictions operating "at any time" as detailed on the drawing, (see 'Appendix A') at an estimated cost of £2,000 to be met from the LIP Programme allocation for 2014/15.

2.2. To inform local residents and businesses of the decision made as a result of this report.

### **3. BACKGROUND**

- 3.1 In recent years a number of complaints were received from Raynham Primary School and residents regarding traffic congestion in the Upper Edmonton area i.e. the area bounded by the A406, Fore Street, Meridian Way and the borough boundary with Haringey. It was felt this could be improved by the introduction of a 'No entry' from the A406 westbound slip road and the introduction of double yellow lines on the west side of Cross Street.
- 3.2 Following a positive public consultation the scheme was implemented in December 2013, using an Experimental Traffic Order with the aim of monitoring the effects of the no entry and traffic flows on the A406 westbound slip road and those roads to the south of the A406, as referred to in 3.1. The Experimental Traffic Order enables the scheme to be in place for up to eighteen months, although a decision needs to be made on whether or not the Order should be made permanent prior to this period expiring.
- 3.3 A drawback of the scheme is that, like everyone else, residents are not able to access the area via Cross Street. However, the Council has engaged with TfL Network Performance and their Forward Planning Team on the effective management of the traffic queue on the slip road. The control of the traffic signals to reduce delays on the slip road helps to mitigate any delays to residents that need to access the area by continuing to the Fore Street junction.

### **4. REVIEW OF PROPOSALS**

- 4.1 This report advises on the positive effects of the scheme by confirming a significant reduction in the amount of through traffic entering the area via Cross Street/Wakefield Street from the A406 slip road. Furthermore, there have been no adverse comments received from TfL regarding the effect on traffic using the A406. The kerb build-out was constructed using temporary rubber kerbs to facilitate its removal if the scheme was not successful and it was intended to install concrete kerbs if it was to be made permanent. However, Highways Services have advised that the kerbs are robust and do not need to be replaced with concrete kerbs.
- 4.2 During the early weeks following the introduction of the scheme the head teacher of Raynham School raised concerns with officers stating that only 3 or 4 cars were being allowed through traffic signals at the Fore St./A406 junction, causing delays on the A406 slip road. This problem was raised with Transport for London to investigate. TfL later advised this problem had been caused by the traffic signal control box being burned out at Fore Street junction. Subsequent to the repair of the control box the head teacher reported back that the slip road was fine.
- 4.3 An email was received in August from a relative of a resident in the area south of the A406 complaining that it takes longer to get into the area, since

the scheme was implemented. The consultation letter explained that this would be a drawback of the proposal. However, the majority of respondents to the proposals were still in favour of the scheme and since the Fore St./A406 junction is under UTC control the timings can be adjusted remotely by TFL is necessary.

4.4 Traffic surveys have been carried in 2014, to compare the amount of traffic entering the area with the survey data that was carried out in 2011. These surveys show a significant reduction in the amount of traffic entering the area by using Cross Street/Wakefield Street as a cut through to avoid using Fore Street. A plan showing the comparison of traffic flows in the roads is shown in 'Appendix B'.

4.5 Table 1 below, shows that traffic flows have decreased on some roads whilst and an increase has occurred on others. However, overall there has been a net reduction of 10,000 vehicles during the 7 day period.

Table 1

| <b>Cross St. No Entry - Before &amp; After Volume Comparison by Road</b> |               |               |              |              |
|--|---------------|---------------|--------------|--------------|
| Traffic volume for 7 days  |               |               | Change       |              |
| <b>Road/Direction</b>  | <b>2011</b>   | <b>2014</b>   | <b>Less</b>  | <b>More</b>  |
| Claremont St. E/B  | 10177         | 13131         |              | 2954         |
| Claremont St. W/B  | 9016          | 9905          |              | 889          |
| Clarendon Road N/B   | 3965          | 4287          |              | 322          |
| Clarendon Road S/B   | 4779          | 3485          | 1294         |              |
| Cross Street N/B   | 12526         | 12254         | 272          |              |
| Cross Street S/B   | 8268          | 513           | 7755         |              |
| Leeds Street W/B   | 5193          | 4897          | 296          |              |
| Raynham Terrace E/B  | 5234          | 4802          | 432          |              |
| Raynham Terrace W/B  | 5802          | 5349          | 453          |              |
| Raynham Ave N- N/B   | 5101          | 5447          |              | 346          |
| Raynham Ave N - S/B  | 5849          | 4918          | 931          |              |
| Raynham Ave S - N/B  | 2780          | 4938          |              | 2158         |
| Raynham Ave S - S/B  | 2046          | 3467          |              | 1421         |
| Raynham Rd E - E/B   | 5157          | 4992          | 165          |              |
| Raynham Rd E - W/B   | 5572          | 4700          | 872          |              |
| Raynham Rd W - E/B   | 12901         | 13393         |              | 492          |
| Stockton Rd E/B  | 10074         | 10959         |              | 885          |
| Stockton Rd W/B  | 8801          | 9742          |              | 941          |
| Wakefield St. N/B  | 7115          | 8160          |              | 1045         |
| Wakefield St. S/B  | 14367         | 5384          | 8983         |              |
| <b>TOTALS</b>  | <b>144723</b> | <b>134723</b> | <b>21453</b> | <b>11453</b> |

Reduction over 7 days = 10,000 vehicles

- 4.6 The benefits of the scheme for local residents and Raynham Primary School are that there has been a reduction in the amount of traffic using the roads passing Raynham School, making the area safer for school children. In addition to this the scheme has the environmental benefits to the residential area of less traffic, i.e. reduced noise & pollution.
- 4.7 It is acknowledged that the scheme has the disadvantage of a longer route for residents to access the roads in the area where they live south of the A406/east of Fore Street. Also congestion can still occur during peak periods at the Raynham Rd/Wakefield Street/Cross Street junction and additional measures could be considered to reduce this traffic congestion.
- 4.8 However, the Council is currently negotiating a legal agreement with Tottenham Hotspurs Football Club for the release of funding to consult on a controlled parking zone (CPZ). Consultations are expected to commence within the next 6 months. If a CPZ is introduced it is anticipated that less traffic will enter the area as there will be a reduction in kerbside parking for vehicles from outside the area as bays would only be available for local residents and businesses.
- 4.9 Consequently, it is expected that traffic flows in the area will be reduced and this will help to improve journey times for local residents. Subject to the implementation of the CPZ and monitoring of traffic flows in the area an assessment could be made on whether further measures should be considered, if funding is made available.

## **5. REASONS FOR RECOMMENDATIONS**

Our proposals seek to improve road safety and the quality of life for all road users by reducing traffic stress, as well as reduced noise and pollution caused by excessive traffic flows entering the area.

## **6 ALTERNATIVE OPTIONS CONSIDERED**

- 6.1 **Do nothing** – The Council has a duty to address traffic problems on the highway and the consequences of doing nothing to reduce the traffic congestion may be viewed as showing a lack of responsibility in dealing with road safety issues.
- 6.2 **A road closure** - was considered, however this would be more expensive than closing half the road. Also, the constraint of traffic exiting the area would cause more congestion at junctions at Fore Street leading to more delays and congestion in the area.

## **7. COMMENTS OF THE DIRECTOR OF FINANCE, RESOURCES AND CUSTOMER SERVICES, AND OTHER DEPARTMENTS**

### **7.1 Financial Implications**

- 7.1.1 The estimated cost for implementing the proposed Raynham School Area, N18 – Traffic Congestion - 'No entry' into Cross Street from the North Circular Road A406 Westbound Slip Road is £2,000 and this will be met from the 2014/2015 Local Implementation Plan (LIP); TFL Allocations; set aside for transport improvements in Enfield.
- 7.1.2 Expenditure once approved by Transport For London; it will be fully funded by means of direct grant from TFL; governed through the TFL Borough Portal, hence no costs fall on the Council. The release of funds by TFL is based on a process that records the progress of works against approved spending profiles. TFL makes payments against certified claims as soon as expenditure is incurred; ensuring that the Council benefits from prompt reimbursement of any expenditure.
- 7.1.3 LIP financial assistance is provided by TFL under Section 159 of the GLA Act 1999. The funding is provided to support local transport improvements that accord with the Mayor's Transport Strategy Goals and Outcomes.
- 7.1.4 Use of the funding for purposes other than those for which it is provided may result in TFL requiring repayment of any funding already provided and/or withholding provision of further funding. TFL also retains the right to carry out random or specific audits in respect of the financial assistance provided.

## **7.2 Legal Implications**

- 7.2.1 Under section 39 Road Traffic Act 1988 the Council has duties to promote road safety, to monitor road traffic accident locations and to take measures to prevent such accidents. This includes the improvement of roads, the movement of road traffic and traffic restrictions. The 'No entry' and waiting restrictions are in accordance with the discharge of those duties.
- 7.2.2 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.
- 7.2.3 Before making an order the order making authority must conscientiously take in to account and consider all objections made in accordance with the regulations.
- 7.2.4 This report provides evidence and analysis of the Council's consideration of the objections received during the experimental period in accordance with the regulations.
- 7.2.5 The recommendations in this report are in accordance with the Council's powers.

### **7.3 Property Implications**

None.

## **8 KEY RISKS**

No significant risks have been identified.

## **9 IMPACT ON COUNCIL PRIORITIES**

### **8.1 Fairness for All**

Section 4 addresses the balance of conflicting needs.

### **9.2 Growth and Sustainability**

By reducing through traffic the proposal will encourage walking and cycling.

### **9.3 Strong Communities**

The impact of the proposals with regard to strong communities is judged to be minimal.

## **9. EQUALITY IMPACT IMPLICATIONS**

Corporate advice has been sought in regard to equalities and an agreement has been reached that an equalities impact assessment/analysis is not relevant or proportionate for the approval of the proposed parking restrictions.

## **10. PERFORMANCE MANAGEMENT IMPLICATIONS**

No implications have been identified.

## **11. PUBLIC HEALTH IMPLICATIONS**

Improving road safety and encouraging walking and cycling will have a positive impact on public.

### **Background Papers**

None.

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None

London Borough of Enfield LA 095363 2010

# APPENDIX 'B'

| Rev | Drawn/Checked | Revision details | Date |
|-----|---------------|------------------|------|
|     |               |                  |      |

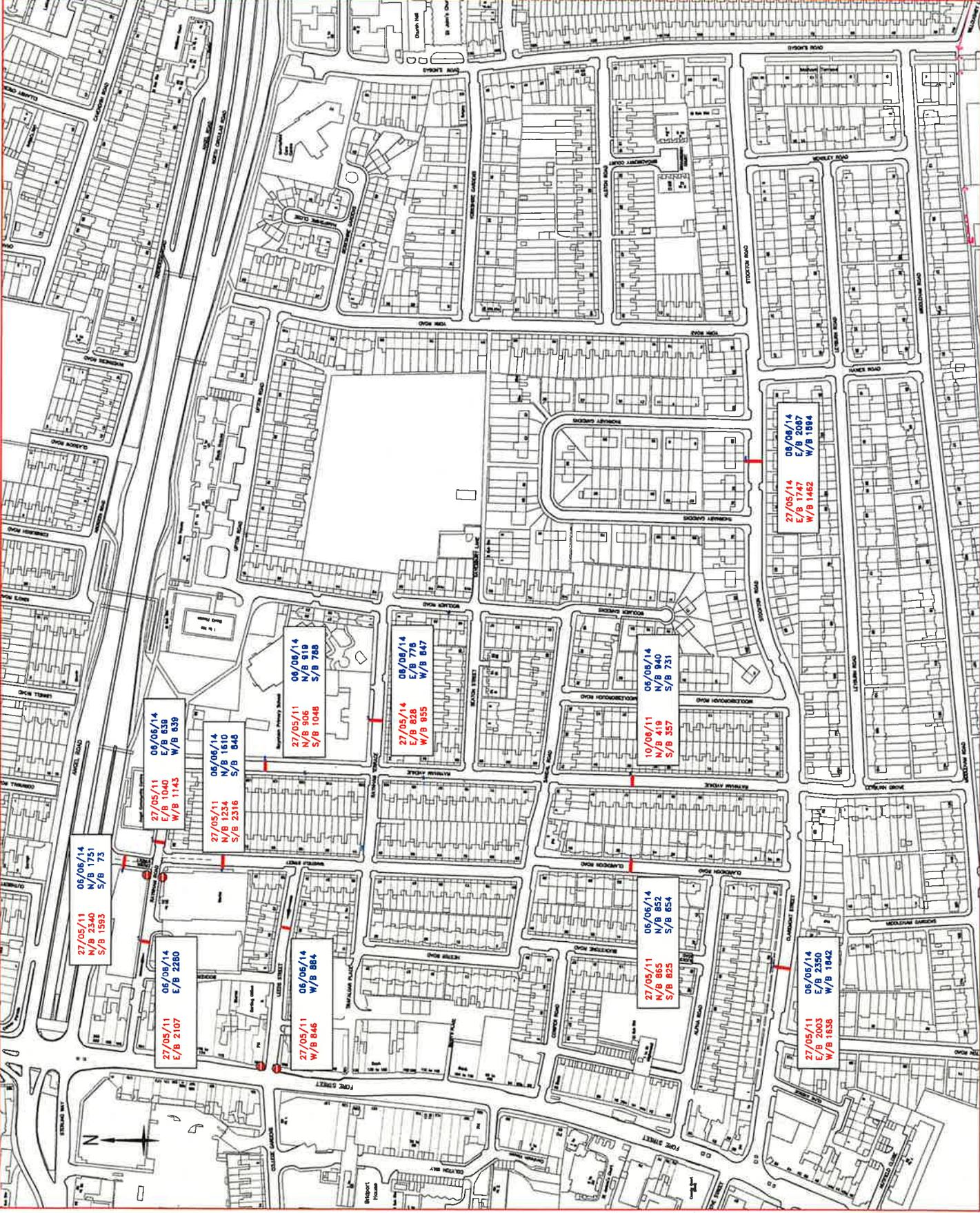
Raynham Road Area

Traffic Flows Comparison  
2011 & 2014  
24 hour counts on Fridays



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|             |          |                  |    |         |  |
|-------------|----------|------------------|----|---------|--|
| Date        | 16/09/14 | Drawn            | EJ | Checked |  |
| Scale       | 1:1250   | Survey/Title No. |    | From    |  |
| Drawing No. | LBE-TE/  |                  |    |         |  |





This map is intended for use in the context of the proposed road works and is not intended to be used for any other purpose. It is not intended to be used as a substitute for a site visit or for any other purpose. It is not intended to be used as a substitute for a site visit or for any other purpose.

London Borough of Enfield LA 08/03/2010

None

Proposed Double Yellow lines  
Existing Double Yellow lines

None

S.106 Cross Street/A406

'No Entry' with exemption for cyclists from A406 slip road into Cross St.

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