

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	

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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 Terrace;
 - 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?										
		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	No major concerns	Does not address key local issues	Loss of parking	Won't be effective	Displaced traffic	
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 over-sized 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 Terrace 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 (RTA) 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.