

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	

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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