

RECORD OF DECISION TAKEN
UNDER DELEGATED AUTHORITY

All requests for action to be taken in accordance with established delegated authority must be accompanied by an appropriate report setting out all relevant considerations, in particular legal and financial considerations, and with a clear recommendation[s] for action, in order for an appropriate decision to be taken in accordance with the provisions of current legislation.

Log No.

Title of Report: Report of Statutory Notification for the introduction of a one-way system along the service road in front of Aylmer Court, N2

Reason for relevant paragraph for authority under scheme of delegation

1.0 Purpose

- 1.1 To report the feedback of statutory notification carried out in July 2010 to introduce a one-way traffic system in Aylmer Road, N2. The report will set out officers' responses to the objections received during statutory notification.
- 1.2 To seek approval to proceed with the recommendations as set out in section 12 of this report.

2.0 Background

- 2.1 The scheme has been proposed following representations from local residents regarding the potential safety issues that occur when vehicles meet head-on in the narrow slip lane on Aylmer Road, which connects to Sheldon Avenue. These conflicts involve vehicles not only braking hard but the necessity to reverse out of this narrow section of road often into fast moving traffic on Aylmer Road.
- 2.2 As Aylmer Road is a red route under the responsibility of TfL they have agreed to fund the work and have provided £8,840.
- 2.3 **Road Safety:** Section 6.0 of the LIP contains the Council's Road Safety Strategy which details initiatives to make borough roads safer for all road users. The Council's Unitary Development Plan (UDP) also contains strategic transport policies for the benefit of road safety. The key policies include:

- To tackle congestion by reducing the level and impact of traffic in town centres and residential areas.
- To make the borough's streets safer and more secure, particularly for pedestrians and other vulnerable road users through traffic management measures
- To manage better use of street spaces for people, goods and services, ensuring that priority is allocated to meet the objectives of the strategy.
- To improve the attractiveness and amenity of the borough's streets, particularly in town centres and residential areas.
- Encourage the use of more sustainable modes of transport.

3.0 Statutory Notification

- 3.1 Statutory notification is the legal part of the process required before making changes on the public highway. In summary, before making an order to implement changes, the Council must notify its intentions in the London Gazette and local press providing a period of 21 days for any interested party to make representation. In addition, although not a requirement, it is also good practice to advertise on site where the measures are proposed.
- 3.2 As part of the statutory process, the views of the following bodies are also sought: AA, London Transport, Police (local), Fire Brigade, London Ambulance Service, Freight Transport Association, Road Haulage Association, Metropolitan Police (traffic) and Haringey Cycling Campaign.
- 3.3 Before making the relevant Traffic Management Orders the Council must consider all duly made objections submitted in response to the statutory notification.
- 3.4 If the Council is satisfied that it has addressed all objections received, a Notice of Making can then be published in the London Gazette and local press notifying of the date the Traffic Management Order will come into operation. At this time, notification letters will be distributed to properties within the affected area. The notification letters will provide information of when the works will take place and when the changes on the public highway will become operational.
- 3.5 It should be noted that statutory notification differs from the formal consultation process that is usually conducted first to assess level of support for a scheme. Statutory notification is open to any interested party wishing to make representation regardless of where they live/work. The representations received are also analysed on the basis of their content rather than a yes/no vote. It should be further noted during this process the majority of representations are normally objections to the proposals, as those in support may not feel the need to make representation.

3.6 A total of 100 statutory notification documents consisting of background information, a location plan and a translation sheet were delivered, by hand, to all properties in an area most likely to be affected by the proposals.

3.7 The statutory notification period started on 8 July 2010 and the closing date for representations was 29 July 2010. See Appendix I for notification documents.

4.0 Representations received during Statutory Notification

4.1 This section of the report is divided into two sections, consisting of:

- a) A summary of representations received during statutory notification.
- b) A summary of the key objections received together with the council's considered response. Each objection with the appropriate response is considered in turn.

4.2 A full list of all representations received during the statutory process is contained in Appendix II of this report

4.3 Summary of Representations received

4.4 A total of **26** representations were received during the period of statutory notification consisting of:

- **18** representations were unconditionally in favour of the scheme
- **8** representations were received from within the consultation area objecting to the proposals on various grounds

4.5 Views from Statutory Bodies and Other Organisations

4.6 **Statutory Bodies** – We received a representation from the Haringey Cycling Campaign.

4.7 Summary of Objection with Council Response

4.8 The salient points from the objections received are listed below

4.9 **Objection:** Most of the service road should remain two-way with a one-way plug to the end to allow cyclists access to and from Aylmer Court

Council's response: The Council is keen to ensure that cyclists are not put at a disadvantage when road safety measures are introduced. However, we believe that the introduction of a one-way plug near the junction of the slip road with Aylmer Road will compromise safety in the area as motorists will routinely ignore the no-entry sign once they are aware they only have to cover a short distance before joining the two-way part of the road. In our experience one-way plugs can only be

enforced effectively by CCTV cameras and we do not have the funding to introduce CCTV cameras at this point in time.

- 4.10 **Objection:** Entry into the slip road must come from Aylmer Road as residents will not be able to assess whether they can park their car outside their home.

Council's response: We believe that the introduction of the one-way system as set out in the statutory notification document will lead to a psychological change in motorists' attitudes to parking in Aylmer Road. As the longer of the two bays in Aylmer Road is only 60 metres long we believe motorists will park in the first available parking space rather than risk having to drive round the block if no parking space is available nearer their home.

- 4.11 **Objection:** The proposal will create additional traffic in quiet residential roads like Bishops Avenue, View Road and Denewood Road

Council's Response: While we accept that there might be a slight increase in traffic in the roads mentioned above we do not believe that it will be significant enough to constitute a problem.

- 4.12 **Objection:** The volume of traffic has fallen since the introduction of the CPZ and as a result there is no need for a one-way system in Aylmer Road

Council's response: The CPZ in Sheldon Avenue and Aylmer Road has undoubtedly prioritised parking for residents and reduced the number of vehicles in the area. Nevertheless safety concerns still exist and the slip road will continue to pose a safety risk for vehicles travelling in both directions if adequate measures are not taken.

- 4.13 **Objection:** These proposals will mean increased mileage for residents of Sheldon Avenue

Council's response: The objective of the proposal is to improve road safety for motorists in the area as a result of the conflicts that occur when vehicles meet head-on in Aylmer Road. We do not believe that a slight potential increase in mileage (even if it does materialise) for residents of Sheldon Avenue is a good enough reason not to proceed with the scheme. Furthermore, there has been a very positive response to our proposals (see Appendix II) from residents of Sheldon Avenue and Aylmer Road alike.

5.0 Chief Finance Officer Comments

- 5.1 The cost of this scheme can be fully funded from external grant funding from Transport for London.

6.0 Service Financial Comments

- 6.1 The cost of the scheme is estimated to be £8,840 and the funding has been received from Transport for London (TfL) in this financial year to implement the scheme.

7.0 Environmental Implications

- 7.1 Before reaching a decision to make the necessary Traffic Management Order to implement a one-way scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act ("RTRA") 1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996. All objections received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
- 7.2 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.
- 7.3 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure 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. These powers must be exercised so far as practicable having regard to the following matters:-
- (a) The desirability of securing and maintaining reasonable access to premises.
 - (b) The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
 - (c) The national air quality strategy.
 - (d) Facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
 - (e) Any other matters appearing to the Council to be relevant.

8.0 Comments of the Head of Legal Services

- 8.1 The Council has power to implement the scheme via traffic management order under the Road Traffic Regulation Act 1984. The statutory requirements for making a traffic management order are as set out in sections 3 and 7 above. This report sets out the consultation that has been carried out in satisfaction of those requirements and

accordingly the Head of Legal Services sees no impediments to the making of the order

9.0 Equal Opportunities

- 9.1 The statutory notification documents were distributed to all households/businesses within an area most likely to be affected by the proposals.
- 9.2 The statutory notification documents included a section offering translation into minority languages.
- 9.3 During statutory consultation any interested party can submit a representation regardless of where they live or work.

10.0 Staff Side Comments

- 10.1 N/A

11.0 Summary

- 11.1 It is normal during the statutory process for objections to outnumber representations in favour of any scheme as those in favour of a proposal do not generally feel it necessary to make representations. However, in this case we received 18 representations in favour of our proposals and 8 against. This can be seen as a clear demonstration of residents' depth of feeling at the problem and their wish that the Council take action.
- 11.2 The objections received have been addressed in this report and should not prevent the scheme from being implemented. Due consideration has been given to each objection received and no objections have been upheld. It is our recommendation that the scheme as proposed should proceed to implementation.

12.0 Recommendations

- 12.1 It is recommended that the Lead Member and Director:
- 12.2 Note the feedback of the statutory notification set out in this report.
- 12.3 Approve the implementation of the one-way system on Aylmer Road as set out in the statutory notification document.
- 12.4 Approve that residents be informed of the delegated decision.

Decision of Chief Officer

I approve the recommendation as set out in the attached report.

Signature



Date

2nd Sept. 2010

Concurrence of relevant Cabinet Lead Member

I concur with the above decision.

Signature

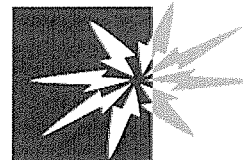


Date

2.9.2010

APPENDIX I

Statutory Consultation Documents



1 July 2010

Statutory Consultation

Aylmer Road: Proposed one-way traffic along the service road in front of Aylmer Court N2

Dear Resident,

We would like to hear your views on our proposal to introduce one-way traffic operation on the service/slip road running along the front of 1 – 30 Aylmer Court, Aylmer Road N2, as shown in the plan overleaf.

Aylmer Road is a Red Route managed by Transport for London (TfL), and the proposed one-way scheme is designed to ease traffic flow at the junction of the service road and Aylmer Road.

Residents have for some time expressed concern at potential safety risks caused when vehicles attempting to turn off Aylmer Road into the narrow service road meet other vehicles trying to turn on to Aylmer Road. The resultant congestion leads to tailbacks during peak periods, which in turn restricts traffic flow in Aylmer Road. The current layout of the junction also makes it very difficult for larger vehicles to turn into the service road.

The statutory consultation will involve placing notices in the local press and in the service road. All residents of Aylmer Court will receive a hand-delivered copy of this letter inviting views and comments.

The consultation period will run for three weeks from 8 July - 29 July. The closing date for comments is 29 July 2010. All who are interested in the proposal including residents and road users are invited to comment either by email to: frontline.consultation@haringey.gov.uk or by telephoning the project engineer Vincent Adenowo on 020 8489 5143. Alternatively you can write to him at the address above.

Yours faithfully

Joan Hancox
Head of Sustainable Transport

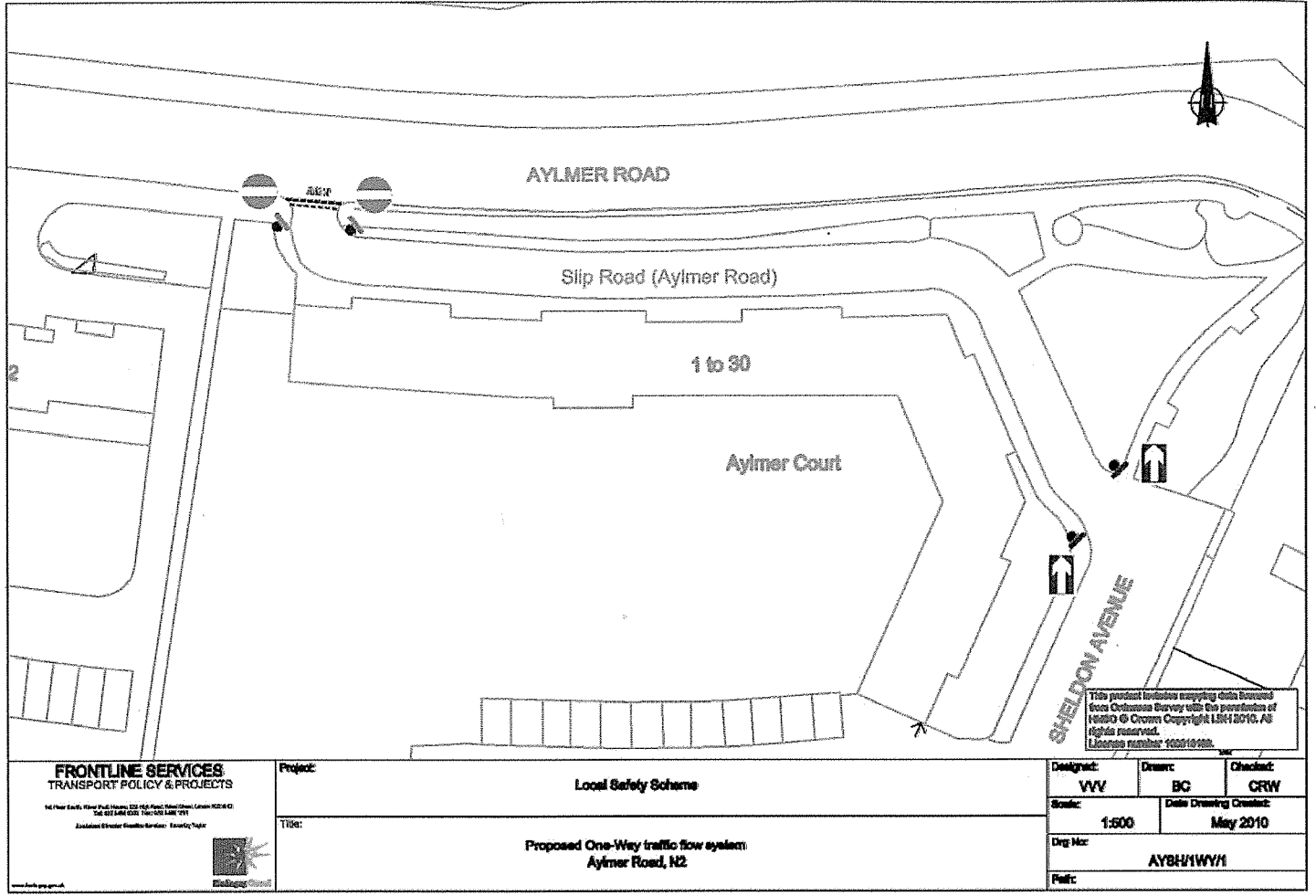


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Kurdî Kurmancî

Ev name ji bo daxuyaniya kar e. Heke hun wê bi zimanê xwe dixwazin, ji kerema xwe qutîkê îşaret bikin, nav û navnişana xwe binivîsin, û formê ji navnişana posta bêpere ya jêrîn re bişînin.

Soomaalî

Haddii aad jeceshahay warqadadan kugu wargalinaysa shaqo laguugu soo turjumo afkaaga hooyo, fadlan calaamadee sanduuga buuxina foomka kadibna dib ugu soo dir cinwaanka hoos ku xusan. Dib u soo dirista foomku lacag laagama baahna.

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APPENDIX II

Summary of Representations

Date	Comments	Email or Letter
19-Jul-10	This road is becoming busier and dangerous by the year ... NO ENTRY from the main road is a MUST now ...	Email
05-Jul	It is a serious accident waiting to happen as when approaching the slip road from Aylmer Road if there are large lorries on your tail not knowing there is a slip road ... We are very much in favour of your plan to make the slip road one way from Sheldon Avenue	Email
03-Jul	I am writing in strong support of the scheme. The slip road is totally unsuitable for 2 way traffic. Its width is too narrow (with cars parked on one side) is too narrow and there is a blind bend at one end.	Email
02-Jul	We are in total agreement that this road be made a one way as the consequences will result in a serious accident in the not too distant future	Email
02-Jul	Please, now that there is some movement towards a decision on this, make it happen. It is so obviously dangerous and a scandal that nothing has been done about it before now	Email
02-Jul	I am chairman of High Sheldon blocks of flats ... I have canvassed many residents and there are 46 flats in our complex and almost all wish for this to be one way	Email
01-Jul	Am totally in agreement with this with the following proviso: Some traffic calming system must be brought in effect for the traffic from Sheldon Avenue into the slip road - if not this will only be used as a rat run ... it is impossible for heavy goods vehicles to manoeuvre and to pass without scratching cars parked in the bays ... if cars speed down Sheldon Avenue it will be a real danger to the children living in Aylmer Court ... Residents may have to reverse illegally if they approach from Sheldon Avenue and there are no parking bays available	Email
05-Jul	We are expressing our concerns about the potential safety risk caused when vehicles turn into Aylmer Road. We need one way scheme only. We need a sign that says no access to large vehicles and one to show children crossing the road.	Email
06-Jul	We write to express our strong support for the proposal .. We have experienced several incidents were an accident could have occurred	Email
06-Jul	I am a resident of Sheldon Avenue and I whole heartedly support this proposal. There are serious safety issues with the current layout which can be removed by introducing a one way system	Email
13-Jul	I totally agree with your plans to make the service road a one way street	Email
27-Jul	I have been a resident of Aylmer Court since 1985 and approve of the scheme ... people already drive too fast round the bend from Sheldon Ave to the slip road ... please add measures that would reduce speed and alert people to the fact that many children and pedestrians cross that area ...	Email
17-Jul	The slip road is becoming busier and more dangerous by the year ... NO ENTRY from the main road is a MUST now	Email
02-Jul	I ... must express my immediate support for the proposal ... There have always been problems negotiating this service road	Letter
02-Jul	I am in favour of introducing a one-way traffic operation on the service slip 1 - 30 Aylmer Road N2	Letter
06-Jul	I think it is very sensible for there to be a no entry into Sheldon Avenue from Aylmer Road	Email
12-Jul	I am in favour of a one way system operating along the slip road in front of Aylmer Court out onto Aylmer Road	Email
07-Jul	We support the proposal to introduce one-way traffic operation of the service road running along the front of 1 - 30 Aylmer Court	Email

Date	Comments	Email or Letter
05-Jul	I as well the the lessees of Aylmer Court I represent are pleased that our voices are being heard at last. Entry into the service road must come from Aylmer Road (A1) ... This is because no Aylmer Road residents will continue their journeys (from Sheldon Ave towards the A1 as they will not be able to assess whether they can park outside their homes.	Email
06-Jul	I am strongly opposed to making the slip road one way ... the slip road is efficient for us and is used both ways several times a day ... smart-lups are infrequent ... the volume of traffic has fallen in Sheldon Ave since the CPZ ...	Email
09-Jul	Cutting off the traffic from Aylmer Road into Sheldon Ave you are pushing more traffic into a) Bishops Ave - already heavily congested and b) View Road and Denewood Road - quiet residential streets	Email
	As a resident of Sheldon Ave, I object for the following reasons: 1. The recent introduction of the CPZ has diminished the historic issues which arose ... 2. The service road provides an entrance point to Sheldon Ave if approaching from Highgate ... 3. Issues caused by large vehicles entering service road can be dealt with by a prohibition of anything other than cars entering the road	Email
28-Jul	I entirely agree with Mr Grossman's comments and would like to adopt them as my own	Email
03-Jul	No entry from Aylmer Road is a good idea however only a short length of the service road at the Aylmer Road junction need be one way to have the desired effect. Most of service road should remain 2 way ... to allow continued cycle access to and from Aylmer Road	Email
27-Jul	Those who regularly use the service road know which car is to give way ... if the proposal succeeds more time and petrol will be used by residents ... My wife and I therefore vote against	Email
27-Jul	Implementing this proposal will mean: 1) Possibility of only one means of access to Sheldon Ave. 2) Increased traffic on View Road and Denewood Rd. 3) Increased mileage for residents of Sheldon Ave.	Email