



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 recommendations for action, in order for an appropriate decision to be taken in accordance with the provisions of current legislation.

Log No.

Title of Report: Palace Gates 20mph Zone and Traffic Management Scheme

Reason for relevant paragraph for authority under scheme of delegation

1.0 Purpose of the report

- 1.1 This report presents a summary of feedback from the statutory consultation process undertaken in March 2010 for a Palace Gates 20mph zone and traffic management scheme.
- 1.2 To seek approval to inform residents of the outcome of the consultation exercise.
- 1.3 To seek approval to implement the 20mph zone and traffic calming scheme proposals as detailed in Appendix A of this report.

2.0 Background

- 2.1 Following the cabinet meeting held on the 15th December 2009 at which a report titled "Palace Gates & Dukes Avenue traffic management and 7.5 tonne weight restriction scheme" was presented to members. Approval was obtained to undertake statutory consultation on a traffic calming and management scheme proposals for the Palace Gates area as detailed in Appendix A of this report.
- 2.2 This scheme forms part of the package of A406 complementary traffic management and calming measures being implemented in Haringey and Enfield designed to dissuade drivers from rat-running through neighbourhood roads.

- 2.3 The project has been funded by transport for London and is currently in its 5th year. For Haringey, the project has already delivered traffic management schemes in Creighton Avenue, The dukes Avenue area, Woodside Road and Palmerston Road areas.
- 2.4 The Palace Gates area is the penultimate scheme to be delivered and leaves only the Blake Road & Bidwell Gardens schemes to be completed.
- 2.5 The perceived problems within the area were deemed to be:
- A high volume of through traffic
 - Excessive congestion
 - Speeding traffic
 - Aggressive driver behaviour
 - Poor road Safety
 - Lack of pedestrian crossing facilities

There have been many reported incidents of road rage and accidents that have occurred due to aggressive driver behaviour.

- 2.6 The proposed measures have been designed to complement each other. They will dissuade drivers from using the residential roads in the area, and restrict opportunities to drive at excessive or inappropriate speeds.
- 2.7 In order to tackle the problems identified in 2.5, a scheme consisting of the following proposals was offered through a public consultation exercise:
- 20mph speed restriction in the Palace Gates area
 - Physical enforcement measures
 - Improved pedestrian crossing facilities
- 2.8 The concept of a 20mph zone in the Palace Gates area has been well supported. However, this type of restriction is legally required to be supported by physical measures.
- 2.9 Through statutory consultation we received 40% support for a 20mph zone with traffic calming features within the Palace Gates area. The representations received are analysed in Appendix D of this report.
- 2.10 The implementation of 20mph zones supports national and local road safety targets, specifically those set by the Mayor for London.

3.0 Consultation Process

- 3.1 The Proposals have been developed with a focus group of representatives from the area, including a ward councillor and the Palace Gates Residents association. The proposed scheme has been developed through this forum and public consultation exercises and they have fully explored a range of options.
- 3.2 Statutory notification took place in September 2009 in order for the implementation of the 7.5 tonne weight restriction zone, this was approved by cabinet and this restriction is now in place. The latest statutory notification was undertaken in March 2010, this consultation set out the proposed 20mph zone and traffic calming measures Palace Gates area.
- 3.3 Approximately 1145 consultation documents were delivered to properties within the consultation area commencing 4th March 2010. The closing date for responses was 25th March 2010. See Appendix B and Appendix C for a copy of the consultation document and extent of consultation area respectively.
- 3.4 Consultation documents were delivered to all addresses located on the following roads: Albert Road, Alexandra Avenue, Alexandra Park Road, Clifton Road, Clyde Road, Crescent Mews, Crescent Rise, Crescent Road, Durnsford Road, Harcourt Road, Outram Road, Palace Gates Road, Princes Avenue and Victoria Road.
- 3.5 Public notices were placed in the London Gazette, local press, regular intervals on lamp columns within the consultation area and on the council website.
- 3.6 The public had the opportunity make comments or object to the proposals in writing by letter or email.
- 3.7 We have also consulted stakeholders, including the Emergency Service and the Police.

4.0 Consultation Summary

- 4.1 Of the 1145 statutory consultation documents that were distributed to households within the Palace Gates area, a total of 112 responses were received. Of those, 30 were objecting to the proposals, 20 partly objected, 40 supported the proposals and 17 made general comments.
- 4.2 A total of 30 objections were received from respondents predominantly objecting to the kerb build-outs and double yellow lines at the ends of Princes Avenue, Outram Road, Clyde Road Harcourt Road and Clifton Road due to the removal of available parking. The double yellow line proposal should remain in place as part of the overall scheme as Regulation 217 of the Highway Code states that you should not park opposite or within 10 metres (32 feet) of a junction, except in an authorised parking space indicated within the highway. As part of the scheme we would recommend reducing the extent of the double yellow lines to within 5 metres of a junction so that the extent of parking removed is halved in this area.
- 4.3 A report which outlines comments and representations made during statutory consultation in March 2010, along with council responses can be found in Appendix D.

5.0 Comments from Chief Finance Officer

The costs of this scheme can be fully contained within Grant funding provided by Transport for London.

6.0 Service Financial Comments

- 6.1 The proposal will be funded from the approved 2010/11 LIP budget for 20mph zone programme. The budget allocation for this scheme is £360k and expenditure will be contained within this budget.

7.0 Comments of the Head of Legal Services

- 7.1 The Council has powers to implement the measures under the Highways Act 1980 and Road Traffic Regulation Act 1984. Road hump works are authorised by s90A of the Highways Act 1980 and must comply with the requirements of the Highways (Road Humps) Regulations 1999 including consultation. Traffic calming works are authorised by sections 90G – 90I of the Highways Act 1980 and must comply with the Highways (Traffic Calming) Regulations 1999 including consultation. The Council must follow the procedure prescribed by the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 for the making of traffic management orders with respect to double yellow lines and speed limit restrictions. This report sets out the consultation undertaken for the proposals. As a result of that consultation a minor change to the scheme is being made as a result of objections, which is to shorten the length of double lines on Albert Road, Dunsford Road, Alexandra Park Road and Palace Gates Road, and also to slightly move 2 uncontrolled pedestrian crossings on Alexandra Park Road. These measures do not differ significantly from those consulted upon, and therefore it is not considered that these changes are substantial and therefore they do not require further consultation.

8.0 Environmental Implications

- 8.1 The proposed scheme will improve walking and cycling accessibility in the area. It will also discourage car use on inappropriate journeys. A reduction in the number of car borne trips helps to contribute to reducing air pollution in the environment and raises the levels of health and fitness of individuals.
- 8.2 The proposed measures in this report and appendices will improve road safety and the environment for the residents and traders in the area through the implementation of a 20mph speed restriction in the area that, amongst its required physical measures, also includes a number of improved pedestrian crossing points.
- 8.3 We propose to include tree and shrub planting in this scheme. Along with helping the environment it will also improve the area's appearance.

9.0 Equal Opportunities

- 9.1 The consultation gave all residents and traders within the agreed consultation area the opportunity to comment and object to the proposed scheme.
- 9.2 The consultation document included a section offering translation into minority languages including different formats such as Braille, large text and audio tape.

9.3 The scheme has been developed in conjunction with a focus group that expresses views and aspirations representative of the area. The scheme has therefore enabled the local community to find workable solutions to their perceived problems.

10.0 Staff Side Comments

10.1 N/A

11.0 Summary

11.3 We are committed to creating a 'cleaner, safer and greener' environment on residential streets through road safety measures. These measures encourage motorists to reduce their speed, reduce rat running, reduce heavy goods vehicle intrusion, improve pedestrian safety and encourage walking and cycling.

11.4 As a part of Haringey Councils A406 complementary traffic management and calming measures a 20mph zone with physical features and improved pedestrian facilities is proposed for the Palace Gates area.

11.5 The proposed scheme is being funded by Transport for London which formed part of our 2010/11 LIP submission.

11.6 We propose that we start implementation of the scheme in October 2010.

12.0 Recommendations

10.1 It is recommended that the Cabinet Member for Neighbourhoods and Director of Urban Environment:

- a) Note the feedback of the consultation process.
- b) Agree that residents and traders be informed of the outcome of the consultation exercise and works notification.
- c) Agree to proceed to implementation of 20mph zone proposal together with the traffic calming features.

13.0 Use of Appendices

13.1 This report contains the following appendices:

- Appendix A – Palace Gates 20mph Zone plan
- Appendix B – Palace Gates 20mph Zone consultation document
- Appendix C – Consultation distribution area plan
- Appendix D – Consultation Report

Decision of Chief Officer

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

Signature

NP Bell

Date

26th July 2010

Concurrence of relevant Cabinet Lead Member

I concur with the above decision.

Signature

N Carver

Date

4 August 2010