

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 proposed waiting restrictions in Woodside Avenue, N6

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 January/February 2011 for the proposed introduction of waiting restrictions (double yellow lines) along the western section of Woodside Avenue, N6.
- 1.2 To seek approval to proceed with the recommendations as set out in section 10.0 of this report.

**2.0 Background**

- 2.1 To address concerns raised by Tube Lines and the public regarding access and obstructive parking issues along Woodside Avenue, the Council has proposed the introduction of double yellow line restrictions (No waiting at any time – 24 hours a day) at the locations indicated on the plan contained in Appendix I of this report.
- 2.2 The restrictions are designed to provide safer access for vehicles to the Tube Lines depot by improving sightlines and to remove obstructive parking issues, particularly in the vicinity of the traffic island.

**3.0 Statutory Notification**

- 3.1 Statutory notification commenced on the 20 January 2011 providing a closing date for representation of 10 February 2011. As part of this process a Notice of Intention was published in the London Gazette, local press and erected on site where the restrictions were proposed.

- 3.2 Although not a legal requirement, statutory notification letters, informing of the process and proposals, were also posted to frontages in Woodside Avenue, Lanchester and Fordington roads that are located in close proximity of the proposals. In total 48 leaflets were posted. See Appendix II for the statutory notification letter.
- 3.3 As part of the statutory process, the views of the following bodies were also sought: AA, London Transport, Police (local), Fire Brigade, London Ambulance Service, Freight Transport Association, Road Haulage Association, RAC, Metropolitan Police (traffic), Haringey Cycling Campaign and Environmental Resources.

#### **4.0 Representations received during Statutory Notification**

- 4.1 A total of six representations have been received during the notification stage of which four are objections. See Appendix IV for details of all representations received.
- 4.2 The four objections cite displacement parking onto Fordington Road and Lanchester Road as the reason for objection. The measures are proposed on safety and accessibility grounds and although we are keen to reach a balance between local residents parking requirements and the need for safety, we believe that safety and accessibility is the priority on this occasion. We do not therefore uphold the objections.
- 4.3 We do not believe the measures, as proposed, will result in a significant increase in parking pressure on the adjoining roads. Site observations have confirmed that parking availability is readily available in the side roads and remaining section of Woodside Avenue during the daytime period to accommodate any displacement that may arise. This should however be monitored and reviewed, subject to further feedback from local residents on the actual impact of the scheme once the measures are in place.

#### **Summary**

- 4.4 It is clear from the representations that objectors view the introduction of the waiting restrictions along Woodside Avenue will have a detrimental impact on parking in neighbouring roads. The restrictions are however necessary to restrict parking along the identified section of Woodside Avenue to ensure the free flow of traffic, particular in the vicinity of the traffic islands.
- 4.5 Woodside Avenue is located within walking distance of East Finchley underground station and the vast majority of vehicles utilising this kerbside space are commuters rather than workers of Tube lines as suggested by the objectors. Tube lines have an on site car park for the use of its employees.

- 4.6 In view of the above objections and reason provided for not upholding them we recommend the restrictions be introduced as proposed.

## **VIEWS FROM STATUTORY BODIES**

- 4.7 **Statutory Bodies** – No representations were received from the statutory bodies during the statutory notification period.

### **5.0 Chief Financial Officer Comments**

- 5.1 The cost of making the requisite changes to the on-street parking controls can be contained within the existing budget provisions.

### **6.0 Service Finance Comments**

- 6.1 The cost of this work will be met from the amount of £9033.39 paid to the council by Tube Lines.

### **7.0 Legal Requirements**

- 7.1 Before reaching a decision to make the necessary Traffic Management Order to implement the waiting restrictions, 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) Regulations1996. 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, 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 Comment of the Head of Legal Services**

8.1 Other than the requirements set out in section 7 above there are no other legal implications arising out of this report.

**9.0 Equal Opportunities**


9.1 During Statutory Notification any interested party is permitted to make representation regardless of where they live or work.

**10.0 Recommendations**

- 10.1 It is recommended that the Lead Member and Director:
- 10.2 Note the feedback of the statutory notification process and consider the representation submitted in response.
- 10.3 Approve the introduction of waiting restrictions (double yellow lines) as proposed through statutory notification.
- 10.4 Approve that residents be informed of the Council's decision.


**Decision of Chief Officer**

I approve the recommendations as set out in this report.

Signature  Date 17/5/2011

**Decision of Cabinet Lead Member**

I authorise the above decision.

Signature  Date 26.5.2011









# **APPENDIX I**

## **Location Plan**

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NOTES:

KEY:

-  Proposed Single Yellow Lines
-  Proposed Double Yellow Lines
-  Existing Single Yellow Lines
-  Existing Double Yellow Lines
-  New proposed Right turn Arrow
-  New sign on lamp column.
-  New sign & Post
-  Existing tree

No.	Description	Checked	Date

TRANSPORT POLICY AND PROJECTS  
 2010 - 2011 MINOR SCHEMES

WOODSIDE AVENUE, NS  
 PROPOSED DOUBLE YELLOW LINES AND SIGNS

PROJECT	BMG	DATE
DATE		

FRONTLINE SERVICES  
 TRANSPORT POLICY AND PROJECTS

12 April 2011

1:500@A3

10/07/2010 - 2011/04/2011

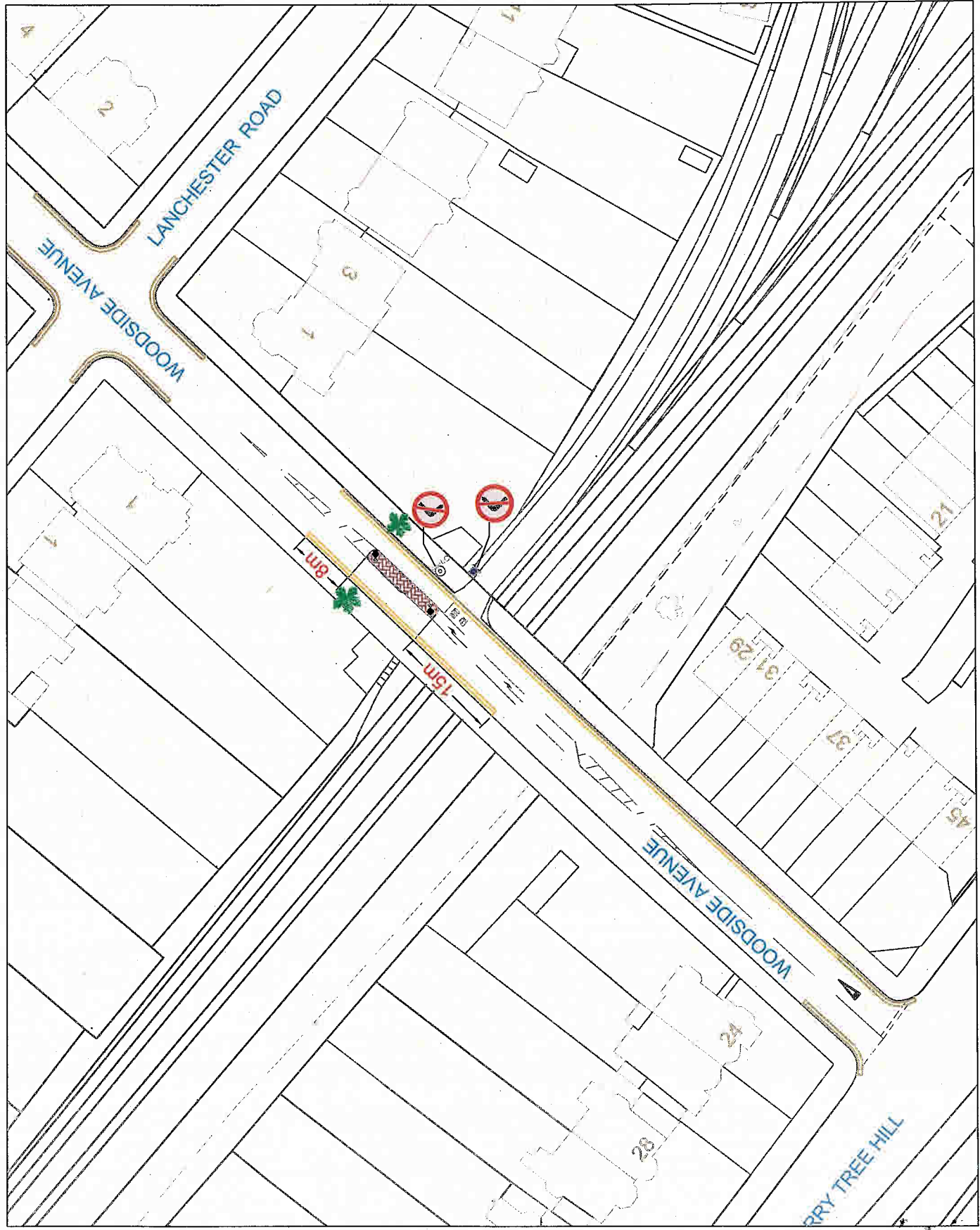
12 April 2011

12 April 2011

12 April 2011

12 April 2011

12 April 2011



## **APPENDIX II**

### **Statutory Notification document**



20 January 2011

## STATUTORY NOTIFICATION

### Waiting Restrictions (double yellow lines) Proposals – Woodside Avenue, N6

To address concerns raised by Tube Lines and the public regarding access and obstructive parking issues along Woodside Avenue, the Council is proposing to introduce double yellow line restrictions (No waiting at any time – 24 hours a day) at the locations indicated on the attached plan.

The restrictions will provide safer access for vehicles to the tube lines depot by improving sightlines and remove obstructive parking issues, particularly in the vicinity of the traffic island.

A legal Notice of Intention informing you of our proposals will be published in London Gazette, local press and on site on the **20 January 2011**. The Council will consider any written or e-mail representation regarding our proposals received by the **10 February 2011**.

If you have any comments or representation that you wish to make on the proposals, please send them to the address on the letter head or via e-mail at [Frontline.consultation@haringey.gov.uk](mailto:Frontline.consultation@haringey.gov.uk) before **10 February 2011**.

Should you require any further information on the proposals, please contact Bethlehem Girma on 0208 489 1763 or email:

[Bethlehem.Girma@haringey.gov.uk](mailto:Bethlehem.Girma@haringey.gov.uk)

Yours faithfully,

**Joan Hancox**  
Head of Sustainable Transport



# **APPENDIX III**

## **Representations received**

## Representation Received:

1. [REDACTED]

There must be double yellow lines on BOTH sides of Woodside Avenue down to 8m past the central island.

This is because parked cars on the North side of Woodside Avenue obstruct the lane entering Woodside Avenue from the Great North Road. This narrowed lane causes cars exiting Woodside Ave trying to turn right onto Gt N Road to be forced over into the left lane so blocking free flow there. This exit lane from Woodside Ave has previously been widened to 2 lanes to allow exiting vehicles to turn L on the inside lane and right on the outside lane. The obstruction from parked vehicles on the N side prevents this from happening.

2. [REDACTED]

I have received the statutory notification of the above waiting restrictions. My only concern is that the cars that are presently parking on Woodside Avenue (mostly so that they can catch the tube at East Finchley station), will then be looking for parking elsewhere and the obvious place for them to park would be Lanchester Road or Fordington Road. Both of these roads are already suffering from the parking restrictions around East Finchley tube - many cars are parking at the top end of Woodside Avenue and the bottom ends of Lanchester Road and Fordington Road. With the proposed restrictions in place, these two roads will become full of cars parking for easy access to the tube and the residents looking for parking themselves, will suffer. As is in Lanchester Road we have the care home and the tennis club competing for spaces on the one end and Highgate Wood on the other and the above proposal will only serve to aggravate this further. It is always easy to institute road policies without due consideration to the consequences to the surrounding houses, traffic and streets. I do hope you will consider this and monitor the situation closely so that if the problem does occur, you can do something about it.

3. [REDACTED]

My concern about your proposal for extended double yellow lines on Woodside Avenue N6, is that, although it will benefit tube lines - it will increase the parking aggravation for residents in Lanchester Road, Fordington Road and the rest of Woodside Avenue.

We are already having to put up with commuters parking all day in our roads, as the CPZ of neighbouring roads gets increasingly closer. We also have long-stay vans using the roads for free parking. Hexagon garage also use this area to park a lot of their cars.

One solution for us is to use the system whereby two hours of the day is for resident parking only. I don't really know how this works - but is this possible?

4. [REDACTED]

I should like to object to the proposal to extend double yellow lines on a 24 hour basis to the area of Woodside Avenue on the left hand side between the Tube Lines exit and the A1000. This involves yet more disruption to this neighbourhood which is already suffering from massive and lasting disruption caused by the existing traffic scheme on Woodside Avenue.

The permanent traffic management scheme as set forth in the TubeLines document of September 2005 Northern Line Control Centre contains no mention of such a proposal for double yellow lines. It appears that residents have therefore been deliberately misled by TubeLines yet again.

Double yellow lines are unnecessary and the existing single yellow line which has been there for a number of years has proved sufficient for the purpose. If double yellow lines are put in place, the staff of LU and TubeLines who park there at present (despite the fact that Tube Lines said they would mostly use public transport which appears to have been untrue) will then be displaced and park on Fordington Road and Lanchester Road where they are not wanted.

I therefore feel strongly that TubeLines should be made by the Council to adhere to the traffic scheme exactly as per the scheme set out in the TubeLines September 2005 document. As a matter of common sense, double yellow lines immediately around the traffic island are acceptable insofar as otherwise the road would be blocked by parked vehicles there but no other changes from the scheme should be accepted.

5. [REDACTED]

In addition to my message as below, on Saturday 12th Feb and today, 13th Feb there were no less than 15 vehicles comprising a few vans and trucks, but principally cars, parked on either side of Woodside Avenue in the proposed double yellow line area. These were ALL sub-contractor (Thales) and Tube personnel vehicles, as the drivers' high-visibility jackets evidenced. I repeat that the answer to this congestion problem is with the Tube Control Centre who are certainly causing it, and I suggest you instruct them to sort it out rather than seeking to impose restrictions on the long-suffering residents.

----- Original Message -----

[REDACTED]

My family are residents in Lanchester Road, abutting Woodside Avenue and immediately adjacent to the intended yellow lines' restriction. We are firmly opposed to the scheme, which will take the traffic problem created by Tube Lines itself out of Tube Lines' own back yard and put it squarely in ours.

Many of the vehicles parked on Woodside Avenue (and indeed in Lanchester Road opposite our house) are those of tube employees. With respect, the Council's first line of enquiry should be whether the Control Centre parking facilities can be extended (given the land available to Tube Lines that must be possible) to encompass all workers, who should also be instructed to use it. It was Tube Lines' assurance to local residents when they selected the Highgate site for development that there would be a "moderate number of arrivals & departures by foot and by car - 3 shifts" and that the work would be "office/PC based" with only some "internal" maintenance work (Highgate Control Centre presentation document). Further, during the consultation the residents expressed their concerns that the control centre employees would park on local roads: in response Tube Lines warranted that the number of employees would be only "around 15" and that adequate parking within the centre would be provided.

Consequently (1) the usual access and egress from the Control Centre should be by private cars, and those manoeuvres are not difficult whether or not there are cars parked along Woodside Avenue as it has a 20 mph limit and speed bumps and (2) the problem is self-induced by the Centre anyway. If heavy goods vehicles are seeking access and egress then that is contrary to the represented use of the facility; indeed your use of "depot" against the Tube Lines' more decorous choice of "Control Centre" in its dealings with the residents is telling. Further, any such access by larger vehicles should be arranged outside of rush hour, which is the real problem rather than parked cars.

I repeat that it is not parked cars that are a concern in Woodside Avenue; it is the sheer volume of traffic that uses it. If the last section of the road is double-yellow lined as proposed the only effect will be that there will be two lines of cars from the traffic island onwards seeking to turn on to the Great North Road during rush hour (and the volume of cars using Woodside Avenue will probably increase), whilst non-residents will turn Lanchester Road and Fordington Road into their car park.

If a contributing factor to cars parked in Woodside Avenue are commuters (and our primary position is that it is, rather, the Control Centre possibly aided and abetted by the great North Road BMW/Mini dealership overspill car parking), then frankly they are better parked there on a major road which is used as a known thoroughfare and which does not have any houses facing it, nor save in respect of no 24 Great North Road (your map refers), any driveways or garage access on to it, rather than on the narrower residential roads. Indeed, the existing no-lines arrangements may be an effective funnel to reduce traffic volumes.

We repeat that we oppose the proposals.

6. [REDACTED]

The main cause of the rush-hour problems with access to and exit from Woodside Avenue is the traffic island placed opposite the entrance to Tube

Lines property which acts as a choke point narrowing the road in both directions considerably. It is of little value as a refuge for pedestrians, there being no house entrances on that stretch of road and there is no special reason to cross the road at that point. Remove the choke point and you automatically remove much of the need for the double yellow lines now proposed. This has to be a better solution than simply doubling up on regulations and control.