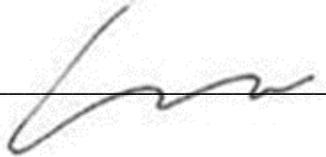
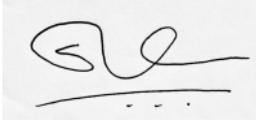


Haringey Council

Written Statement/Record of a decision made by an officer under delegated authority

<p>Decision Maker (Post Title)</p>	<p>Head of Highways and Parking in consultation with Cabinet Member for Customer Service, Welfare and the Public Realm</p>
<p>Subject of the decision</p>	<p>To seek approval to introduce Red Route parking controls under experimental traffic management order (ETMO) in West Road and Brantwood Road between Tariff Road and Willoughby Lane N17.</p>
<p>Title of scheme</p>	<p>West Road and Brantwood Road Red Route</p>
<p>Reasons for the decision</p>	<p>To improve support for local business community by providing new loading only facilities on West Road. Provision of Red Route restrictions replacing existing yellow line waiting and loading restrictions in West Road and Brantwood Road from Tariff Road to Willoughby Lane N17.</p>
<p>Decision</p>	<p>To approve recommendations as set out in Section 3 of this report.</p> <p>Approval by Ann Cunningham, Head of Service for Highways and Parking</p> <p>Signature  _____</p> <p>Date <u>18 March 2022</u></p> <p>in consultation with the Cabinet Member for Customer Service, Welfare and the Public Realm</p> <p>Signature  _____</p> <p>Date <u>23 March 2022</u></p>

Details of any alternative options considered and rejected by the officer when making the decision	One alternative considered, to do nothing. This was not progressed as the aim is to help support local businesses and improve safety for pedestrians and other road users, stopping vehicles parking illegally and obstructing footways and junctions.
<u>Details of any exemptions</u>	None
<u>Conflicts of interest – Executive decisions</u> Details of any conflict of interest declared by a Cabinet Member who is consulted by the officer which relates to the decision and details of dispensation granted by the Council's Head of Paid Service	None
<u>Conflicts of interest – Non executive decisions</u> Where the decision is taken under an express delegation e.g. by a Committee, the name of any Member who declared a conflict of interest in relation to this matter at the committee meeting	None
*Legal Comments Provided by:	Ed Telepneff
*Financial Comments Provided by:	Dee Ball, Senior Business Partner
*Equalities Comments Provided by:	Fatimah Basama, Policy and Equalities Officer
*Procurement Comments Provided by:	N/A
Number of Appendices included	4

Exempt Information

Local Government Act 1972 Schedule 12A

Part 1: Descriptions of Exempt Information

1. Information relating to any individual.
2. Information which is likely to reveal the identity of an individual.
3. Information relating to the financial or business affairs of any person (including the authority holding that information).
4. Information relating to any consultations or negotiations or contemplated consultations or negotiations in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority.
5. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.
6. Information which reveals that the authority proposes -
 - (a) To give under any enactment a notice under or by virtue of which requirements are imposed on a person; or
 - (b) To make an order or direction under any enactment.
7. Information relating to any action taken or to be taken in connection with the prevention, investigation, or prosecution of crime.

Note: It is insufficient to simply identify a category of exemption, you must also conduct a public interest test on the basis specified in the Act as follows:
Information falling within categories 1-7 is exempt if and so long as in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

Confidential Decisions

1. The decision contains information provided by a Government department on a non disclosure basis
2. There is a Court order against disclosure

Report for: Head of Service for Highways and Parking in consultation with Cabinet Member for Cabinet Member for Customer Service, Welfare and the Public Realm

Title: West Road - Brantwood Road Red Route

Report authorised by: Simi Shah, Group Engineer Traffic and Parking
simi.shah@haringey.gov.uk

Report Author/s: Carlos Munoz, Project Engineer Parking Schemes
carlos.munoz@haringey.gov.uk
Andrew Bourke, Parking Schemes Manager
andrew.bourke@haringey.gov.uk

Ward(s) affected: Northumberland Park

Report for Key/Non-Key Decision: Non-key decision

1 Describe the issue under consideration

1.1 To report on the feedback of public consultation which commenced on 22 November 2021 for 21 days, closing on 13 December 2021, on the proposal to introduce new loading bays on West Road and Red Route Parking controls in West Road and Brantwood Road from Tariff Road to Willoughby Lane N17, the latter being able to be enforced via CCTV. **Appendix 1** shows extent of the West Road Red Route consultation area.

2 Cabinet Member Introduction

2.1 N/A

3 Recommendations

Head of Highways and Parking in consultation with the Cabinet Member for Customer Service, Welfare and the Public Realm is asked to:

3.1 Approve the implementation of proposed changes to existing parking, waiting and loading restrictions and provision of new loading facilities on West Road and Red Route controls in West Road and Brantwood Road N17 as detailed in **Appendix 2** and set out below:

- To introduce Red Route restrictions in West Road N17 for its entire length and Brantwood Road from the junction of Tariff Road to Willoughby Lane.

- Change most sections of single and double yellow lines to double red lines. This will create a 'no-stopping' route, meaning stopping, waiting or loading will not be allowed at any time on any of the double red lines.
 - To introduce 4 No. loading bays on West Road replacing some sections of existing single or double yellow lines.
 - All existing parking and loading provisions to be retained.
- 3.2 Approve the above changes to be introduced under an experimental traffic management order (ETMO), the maximum period for which is 18 months, during which time the order needs to be revoked, changed or made permanent.
- 3.3 Residents/businesses in the proposed Red Route area to be informed of the decision by letter, highlighting the next stage which includes an experimental traffic management order (ETMO) and the importance of responding to the decision making process including raising any objections to the proposals.
- 3.4 That measures to monitor the changes are put in place i.e. 'parking surveys and traffic monitoring' during the consultation stage 'first 6 months' of the ETMO, which together any objections and representations received will be considered as part of decision making.

4 Reasons for decisions

- 4.1 As part of the recent Tottenham Event Day CPZ review consultation, the Council received comments detailing problems related to obstructive parking and blocking businesses off street access. The Council also received complaints over recent years from residents and businesses regarding road safety issues resulting from people parking on footways and too close to the junctions. This creates safety risks due to reduced intervisibility between drivers exiting junctions and pedestrians waiting to cross adding to congestion.
- 4.2 In addition to safety concerns businesses have requested additional loading facilities for their day-to-day operations. The proposed changes are aimed to discourage illegal parking and improve safety whilst meeting operational needs of the businesses.
- 4.3 To address illegal parking, the proposal is to implement a localised Red Route for the whole length of West Road and Brantwood Road from Tariff Road to Willoughby Lane N17. As opposed to yellow line restrictions, Red Routes are marked with red line restrictions, and these can be enforced via CCTV. This makes it easier to enforce problematic locations like this one as this can be done remotely with no requirement for physical presence by civil enforcement officers.
- 4.4 Historically, these restrictions have solely been used by TfL to manage the strategic road network. In recent years the Government has relaxed the use of red routes so Local Authorities were able to utilise these restrictions to help manage parking on their networks. Those powers prohibit parking and allow enforcement by CCTV cameras.

5 Alternative options considered

- 5.1 One alternative considered, to do nothing. This was not progressed as the aim is to help support local businesses and improve safety for pedestrians and other road users, stopping vehicles parking illegally and obstructing footways and junctions.

6 Background Information

- 6.4 In 2020, as part of the review of the Tottenham Event Day (TED) CPZ, the Council received complaints from residents, businesses and Councillors about the illegal and problematic parking occurring in West Road and Brantwood Road 'between Tariff Road and Willoughby Lane'. The Council has received ongoing complaints about illegal parking in and around the junction of West Road and Brantwood Road, and the Council requested to implement measures to enable improved enforcement and address unsafe parking practices.
- 6.5 In response to resident feedback, the proposed West Road Red Route was identified for inclusion within the 2020/21 sustainable works programme, with the public consultation programmed to be undertaken in 2021/2022.
- 6.6 It was noted during site visits that visitors to the area park on sections of double yellow lines with two wheels on footways at West Road and Brantwood Road, ignoring all parking and waiting restrictions, as well as blocking entrances to private properties.
- 6.7 With the support of Ward Councillors, the consultation material for the proposed Red Route were compiled to determine if the introduction of Red Route parking controls under an experimental traffic management order (ETMO) was supported.

7 Public Consultation

- 7.1 Public consultation was carried out over a three-week period starting on 22 November 2021 and concluded on 13 December 2021. The Council followed its usual parking consultation practice which included, delivering a consultation pack which included information letters, questionnaire, and an area plan to all registered properties within the consultation area. Street notices were erected in every road being consulted to raise awareness of the consultation. Lastly, all consultation material and relevant information was uploaded onto the Councils' website with access to an online questionnaire allowing responses to be submitted digitally. Full consultation pack is provided in **Appendix 3**.
- 7.2 Of the 116 properties that were consulted, the Council received 16 responses, a response rate of 13.8%. This response rate exceeds the councils' parking policy minimum response rate of 10%.
- 7.3 Of those who responded 10 (63%) supported and 6 (38%) did not support the introduction of a Red Route.

7.4 The majority of those who responded support the introduction of Red Route controls. A full analysis of all responses can be found in **Appendices 4**

8 Contribution to strategic outcomes

8.1 It is important that we have safe, green travel to prevent our roads from being overrun by cars and to support active travel, which is the ambition of the Council as laid out in its [Borough Plan](#) and [Transport Strategy](#). The proposed Red Route will support the objectives set out in these documents as well as the wider initiatives to improve air quality and support the health of residents as per the Council's [Climate Change Action Plan](#).

8.2 The Introduction of Red Route parking controls is in accordance with Section 3.3.3 of Haringey's Local Implementation Plan part which states:

“The availability of parking is a key determinant of car usage and local traffic congestion which can affect the potential uptake of more sustainable modes of travel. Local parking policy is an important demand management tool in controlling local traffic congestion and influencing choice of transport. A Red Route in this area will help towards improved road safety and may encourage the use of more sustainable forms of transport.”

8.3 The introduction of Red Routes align with the Council's agreed Transport Strategy and supports its 'aims' which include:

- An improved air quality and a reduction in carbon emissions from transport and
- A well-maintained road network that is less congested and safer

8.4 Delivery of the proposed West Road and Brantwood Road Red Route will help the Council to more effectively manage valuable kerb-side space and reduce the amount of anti-social parking behaviours.

Statutory Officers' comments

9 Comments of the Chief Financial Officer

9.1 This report seeks approval for the implementation of Red Route restrictions enforced by CCTV camera in West Road and Brantwood Road, as outlined in sections 1 and 3. The consultation, reporting, installation, ongoing survey work and completion of the project costs are estimated at £35.5k and will be funded from 2021/22 parking budget.

10 Comments of the Head of Legal Services and Governance

10.1 The Council's powers in relation to the making of traffic management orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 paragraphs 1-22 the RTRA

- 10.2 The power of a local authority to make an experimental traffic order regulating or controlling vehicular and other traffic is contained within the ambit of sections 9 and 10 of the RTRA.
- 10.3 Pursuant to section 9 of the RTRA Experimental Traffic Orders have a lifespan of up to 18 months.
- 10.4 The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 set out the regime for publicity and objections in relation to Experimental Traffic Orders. The Council is required to publish a notice of the experimental order in a local newspaper and will make documents relating to the experimental order available for public inspection. Following 7 days from the date of notice and the date those documents become available, the provisions of the experimental order shall come into force.
- 10.5 During the initial 6-month period the council will register representations received and consider implementing where possible these requests during the second 6-month period, these amendments have a further 6-month period before being considered to be made permanent.
- 10.6 As long as public engagement has been undertaken and due consideration given to representations by the public the Council should be acting in accordance with the law were it to proceed with the proposals set out in this report

11 Equalities Comments

- 11.1 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
 - Advance equality of opportunity between people who share those protected characteristics and people who do not
 - Foster good relations between people who share those characteristics and people who do not.
- 11.2 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status apply to the first part of the duty.

12 Use of Appendices

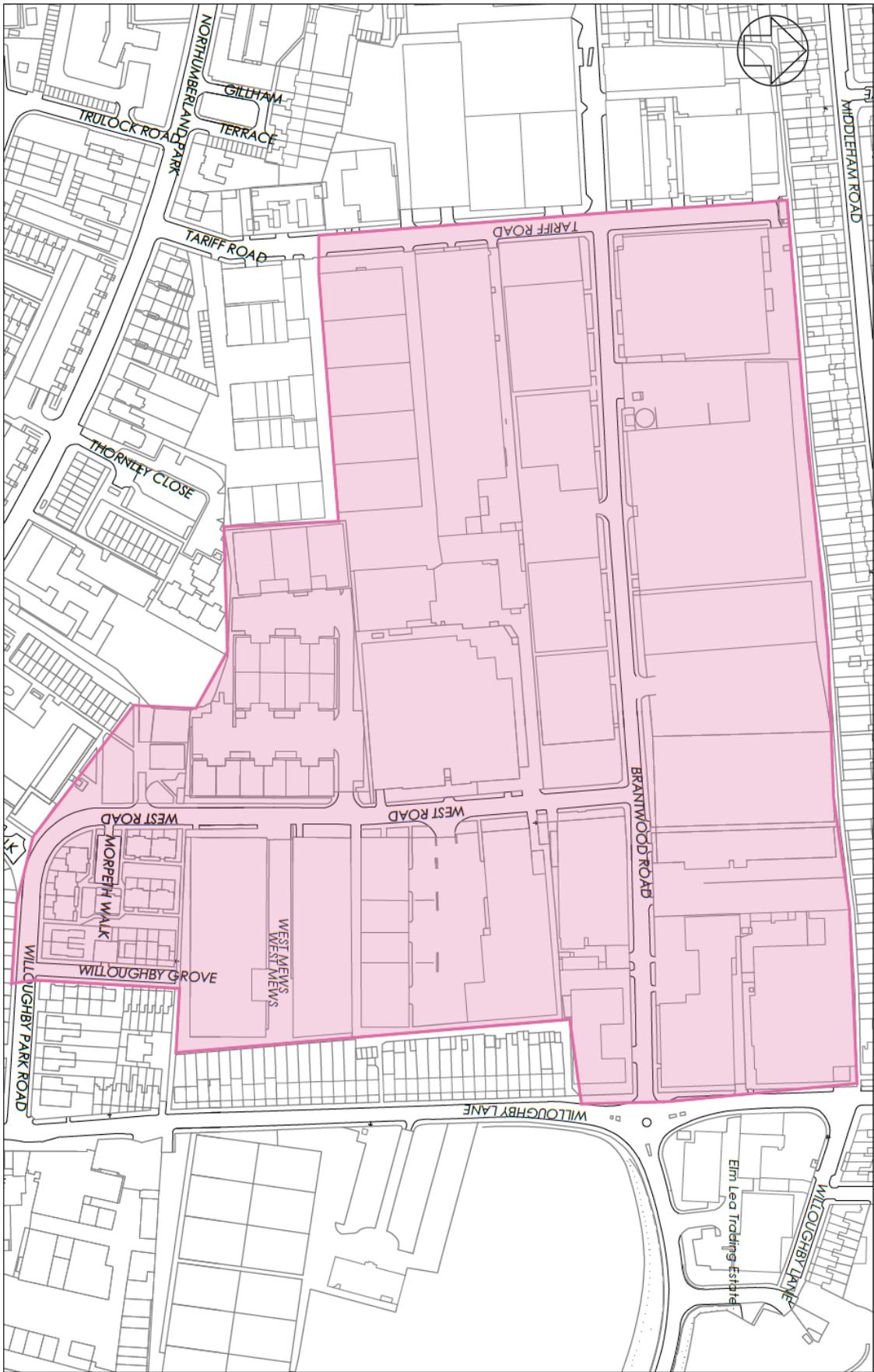
Appendix 1 – Extent of the West Road Red Route consultation area.

Appendix 2 – Proposed changes on West Road – Brantwood Road N17.

Appendix 3 – Consultation pack provided.

Appendix 4 – Consultation results.

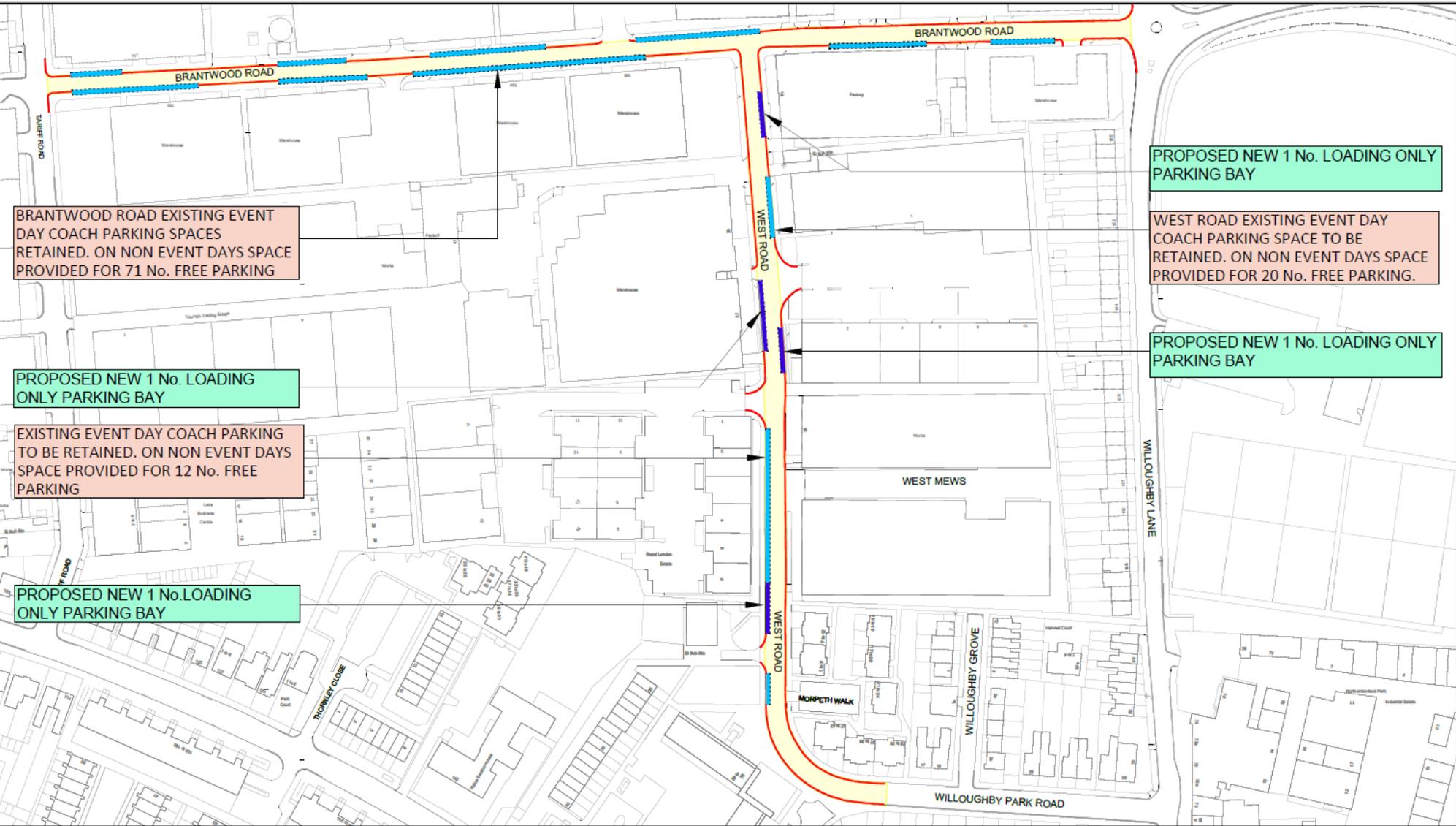
Appendix 1



WEST ROAD - BRANTWOOD ROAD RED ROUTE CONSULTATION AREA

PROPOSED CHANGES FOR BRANTWOOD ROAD AND WEST ROAD

INTRODUCTION OF RED ROUTE PARKING CONTROLS



BRANTWOOD ROAD EXISTING EVENT DAY COACH PARKING SPACES RETAINED. ON NON EVENT DAYS SPACE PROVIDED FOR 71 No. FREE PARKING

PROPOSED NEW 1 No. LOADING ONLY PARKING BAY

WEST ROAD EXISTING EVENT DAY COACH PARKING SPACE TO BE RETAINED. ON NON EVENT DAYS SPACE PROVIDED FOR 20 No. FREE PARKING.

PROPOSED NEW 1 No. LOADING ONLY PARKING BAY

PROPOSED NEW 1 No. LOADING ONLY PARKING BAY

EXISTING EVENT DAY COACH PARKING TO BE RETAINED. ON NON EVENT DAYS SPACE PROVIDED FOR 12 No. FREE PARKING

PROPOSED NEW 1 No. LOADING ONLY PARKING BAY

LEGEND :

	EXISTING COACH PARKING / FREE BAYS		PROPOSED RED ROUTE RESTRICTIONS
	PROPOSED NEW 1 No. LOADING ONLY PARKING BAY		PROPOSED LOADING ONLY BAY
	PROPOSED NEW 1 No. LOADING ONLY PARKING BAY		PROPOSED EXTENT OF RED ROUTE

- PARKING ALLOCATION :**
- FREE PARKING BAYS ON NON EVENT DAYS - 81 PARKING SPACES
 - LOADING ONLY 4 BAYS

Appendix 3

Public consultation for creation of Red Routes along Brantwood Road, and West Road, N17

Introduction

We are writing to ask for your views on the Council's proposals to make changes to the current parking arrangements and restrictions in Brantwood Road and West Road N17.

Proposed changes

We are proposing to introduce Red Route restrictions which will be enforced via CCTV camera. In addition we are also looking to provide more spaces for loading. These changes if agreed will be implemented under an experimental basis (trial) at the following locations:

- Brantwood Road from Tariff Road to Willoughby Lane
- The entire length of West Road

The changes are detailed as follows:

- Changing most sections of single and double yellow lines to double red lines. This will create a '**no-stopping**' route meaning stopping, waiting or loading will not be allowed at any time on any of the double red lines.
- The remaining single and double yellow lines will be converted to 4 No. loading bays along West Road.
- All existing parking and loading bays will remain.

Why we are proposing the change

In recent years we have received a number of complaints from residents and businesses regarding road safety issues resulting from people parking too close to the junctions. This creates issues with sightlines where drivers cannot see pedestrians waiting to cross the road and creates congestion close to the junctions.

There is also a request from businesses for more loading bays which cannot be used for general parking. The proposed changes are aimed to discourage illegal parking and improve safety.

What is a Red Route

Double red lines are typically seen on the Transport for London (TfL) road network and do not allow any loading, waiting or stopping by motor vehicles. This can be enforced by CCTV cameras and penalty charge notices (fines) issued if a vehicle stops on the double red lines. Since 2016, a change in the law has allowed London boroughs to introduce red routes on their own roads.

Enforcing on yellow lines does not allow the Council to enforce via CCTV cameras and relies on on-street enforcement by officers. Given the level of non-compliance along these roads, we want to introduce red routes which will allow us to enforce more effectively.

If approved, the changes will be introduced under a trial basis allowing us time to seek your feedback and assess how it is working before taking a decision on whether to make the changes permanent.

Have your say

We would like to know if you support the changes and feel these will help address your concerns as well as meet the needs of the area.

Please submit your response to this consultation to reach us no later than 13 December 2021. You can do this via one of the following three options below:

Online: fill in a questionnaire for Red Route Proposals in Brantwood Road and West Road N17 which is found by following this link <https://www.haringey.gov.uk/current-parking-consultations>

Email: fill in the attached questionnaire and email it to frontline.consultation@haringey.gov.uk

Post – fill in your paper copy of the questionnaire and return it to us using the Freepost envelope provided.

Please Note: If you are responding on behalf of an organisation only one reply will be accepted. You must give your full postal address when responding to this consultation if you want us to consider your views.

Other changes on offer

To promote the uptake of electric vehicles we are considering new locations to increase the number of electric vehicle charging points/bays available in the borough. If you would like to request an on-street charging point, then please provide your address and the suggested location under Q6 within the questionnaire.

Dedicated disabled parking bays (those that can only be used by one vehicle registration) are one of the benefits being offered by the Council to help residents with severe walking impairments and those residents who cannot travel far to their vehicle. The bays are intended to provide the eligible residents easy access to and from their homes and ensuring there is sufficient room to manoeuvre in and out of their vehicle. For full details on dedicated disabled parking places and how to apply online please visit <https://www.haringey.gov.uk/parking-roads-and-travel/parking/dedicated-disabled-parking-bay>.

If you do not have access to the internet, you can request a dedicated disabled parking bay under Q7 within the questionnaire.

What will happen next?

- December 2021: Council Officers will consider your feedback and discuss the outcome of the consultation with your ward councilors.
- January 2022: Officers will prepare a report with recommendations which will be submitted for a decision to a key officer in consultation with the relevant Cabinet Member.
- January/February 2022: We will write to you to update you on the outcome of the consultation and decision.
- February/March 2022: If approved, the changes will be made on the street concerned under an experimental traffic management order and enforced.

With thanks for your attention, we look forward to hearing from you.

Red Route proposals Questionnaire

Brantwood Road and West Road N17,

Q1 Please tell us your road name and house number.

Personal details will not be published, but we need the information for our analysis. Under the Local Government Access to Information Act 1985, your consultation response will be available for inspection if required; however, your personal details will remain confidential.

Q2 Are you a Resident, Business or Residents Group?

Resident

Business

Residents Group

If a Residents Group, please provide details and number of registered members.

Q3 Is it difficult to find parking space in your road?

Yes

No

Sometimes

Q4 Do you support the introduction of Red Routes including provision of 4 loading bays?

Yes

No

Q5 If you do not support the proposed changes, please explain why.

Q6 If you would like an electric vehicle charging point (EVCP), please enter your name and address in the space below.

Q7 If you are a disabled blue badge owner and want to request converting a general disabled parking bay into a dedicated disabled parking bay (for your use only for which we will provide a unique bay number) or a new Dedicated Disabled Parking Bay, please tick the 'yes' box below and enter your name and address. We will then send you an application form.

Yes

If yes, please enter your full name and address.

Appendix 4

Q3. Is it difficult to find parking space in your road?

		Is it difficult to find parking space in your road?					
		Yes		No		Sometimes	
		Count	Row %	Count	Row %	Count	Row %
Resident, Business or Residents Group	Resident	6	67%	0	0%	3	33%
	Business	6	86%	1	14%	0	0%
	Residents Group	0	0%	0	0%	0	0%
	Total	12	75%	1	6%	3	19%

Q4 Do you support the introduction of Red Routes including provision of 4 loading bays?

		Do you support the introduction of Red Routes including p...			
		Yes		No	
		Count	Row %	Count	Row %
Resident, Business or Residents Group	Resident	6	67%	3	33%
	Business	4	57%	3	43%
	Residents Group	0	0%	0	0%
	Total	10	63%	6	38%

Q5. If you do not support the proposed changes, please explain why.

- All the vehicles will then park on other roads - causing more trouble for residents
- Not enough parking / loading bays
- There are not enough parking spaces on Morpeth Walk, so sometimes we need to park in the main road
- We do not support the changes as we have staff here that find difficulty parking as it is. By making Brantwood Road a red route it will mean that people that usually park there will be forced to park on Tariff Road which in turn will make our lives a lot more difficult.
- We have been operating from our loading bay near Bestway since 1990 at 111 Brantwood Road. Our loading bay in 111 Brantwood Road near to Bestway is our only area of receiving goods. Currently we have single yellow lines on either side of our loading bay. If these single yellow lines are changed to double red lines, delivery vehicles would not be allowed to park outside our loading bay near to Bestway and we would not be able to unload our deliveries. This would seriously disrupt our business operations and our business will be severely affected. Please can the single yellow lines on either side of our loading bay not be changed to double red lines, but loading bays instead?

	Do you support the introduction of Red Routes	Please use this space for any comments you want to make
1	Yes	
2	Yes	Red route must be enforced after dedicated residents' bays for Willoughby Park Road have been created
3	Yes	Thank you for this info
4	Yes	Local businesses are affected by Redcom customers parking on DYL on Brantwood and West roads and often on their junction. This obstructs passing traffic badly and affects deliveries to the businesses as HGVs can't get through. Many polite requests have been sent to Redcom to ask their customers not to block business entrances but that has fallen on deaf ears. We need a red route badly and it maybe a lifeline to enabling some of the businesses here to survive
5	No	
6	Yes	Will camera also be set up? to make fines. Otherwise it would make sense for people to park like lorries now (and they stare into my garden). Thanks
7	Yes	
8	Yes	Parking for residents and their visitors is very problematic here. Huge lorries drive up and down at all hours of the day and night. There is a lack of parking infrastructure here for residents
9	Yes	
10	Yes	
11	Yes	I support this however I'm worried about lorries parking on any other resident street.
12	No	The red route will help traffic flow smoothly but will not deal with the parking problems facing residents and businesses. Willoughby Lane, Willoughby Park rd, Willoughby Grove and Brantwood Rd must have residents parking permits only to solve the parking issues of residents. Since the closure of the railway level crossing, traffic flow on Willoughby Lane has increased significantly. Willoughby Lane traffic can now join the North Circular's side road straight ahead - as it used to, long ago.
13	No	
14	No	Not enough parking spaces in Morpeth Walk, so me and other residents need to park on the road. If you put red routes in place there will be nowhere to park, As a young woman; parking far away from home would be very scary as I would be walking alone to get home. Please can you take these points seriously and think of the residents who live on Morpeth Walk. I do NOT support Red Routes on Brantwood or, especially not, on West Road.
15	No	We would like to have parking permits for all of our employees before you red route Brantwood Road otherwise it would be impossible for our members of staff to park their vehicles
16	No	We have been operating from our loading bay in 111 Brantwood Road since 1990. To enable us to continue our business operations and receive deliveries, we would require the single yellow lines on either side of our loading bay near Bestway, not to be changed to double red lines, but loading bays instead? Without these loading bays, we would not be able to receive any deliveries and continue our business operations.