Report for: Record of Decision Taken Under Delegated Authority

Item number:

Title: Philip Lane N17: Cycle Lane Improvement Proposals

Report authorised by: Head of Operations

Cabinet Member for Environment

Lead Officer: Michael Demosthenous, Level 1 (South), River Park House, 225 High Road, Wood Green, N22 8HQ
Michael.Demosthenous@haringey.gov.uk, 020 8489 1694

Ward(s) affected: Tottenham Green and Bruce Grove

Report for Key/ Non Key Decision: Non key decision

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1.0 Describe the issue under consideration

1.1 To report the results of the statutory consultation carried out from 29 June to 20 July 2018, on proposals to lightly segregate the existing cycle lane on Philip Lane between Napier Road and High Road, A10.

1.2 To request approval to proceed to implementation, having taken objections into consideration.

2.0 Recommendation

2.1 It is recommended that the Cabinet Member for Environment and Head of Operations, grants final approval for the implementation of the Philip Lane cycle lane improvement scheme, with the following amendments:

- Remove the mini-orca outside 116 Philip Lane.
- Provide a 4m gap in the row of Orca's either side of the two bus cages.
- Remove the Wand Orca with Pole Cones opposite Tottenham Bus garage.

2.2 It is proposed to implement this scheme before the end of this financial year.

3.0 Reasons for decision

3.1 The council is required to consider the feedback received during the Statutory Notification period, in particular any objections to proposals, prior to proceeding to implementation.

4.0 Alternative options considered

4.1 None

5.0 Background Information

5.1 As part of the Borough Cycling programme, the council has worked with the Haringey Cycling Campaign (HCC) to identify improvements aimed at making the borough roads more 'cycle-friendly' and accessible.

5.2 Through this initiative, the cycle lane on Philip Lane between Napier Road and High Road A10 has been identified for further improvements. This cycle lane was introduced in 2016 as part of the Cycle Superhighways Route 1 (CS1) project.

5.3 The council is proposing to lightly segregate this cycle lane in both directions to offer some protection for cyclists using the facility by introducing a combination of the following measures:

- Mini Orca: - The Mini Orca Cycle Lane Separator is designed with a low profile to provide light segregation where you may require vehicles access. The Mini Orca is 50mm high, 720mm long, 120mm wide and installed within the existing cycle lane.

- Wand Orca and Pole Cone: - The Wand Orca and Pole cones is a similar feature to the Mini-Orca described above, but is much larger, 2.5m long, 175mm wide and 80mm high. Furthermore, there are two vertical pole cones placed within the Wand Orca, which are 800mm high. This feature offers vertical and horizontal protection benefits integrated into one product.

5.5 A key feature is that the Orca products are made from recycled rubber, which is durable and will absorb energy on impact without cracking or fracturing.

5.6 These types of measures have been utilised at various locations in the borough including Turnpike Lane between Wightman Road and Tottenham Lane, N8 and also on Wightman Road between Cyprus close and Lothair Road South, N4.

5.7 The proposed Orca products have also been used in Mini Holland schemes in Waltham Forest, Royal Borough of Kingston and Enfield.

6.0 <u>Consultation</u>

6.1 On the 07 June 2018, the proposals were circulated amongst Haringey's internal design panel.

6.1.2 Concerns were raised by the councils waste management service that the proposals will prevent them from utilising their mechanical sweepers to cleanse the carriageway along sections of Philip Lane and will need to be cleansed by manual means. Therefore, more resources will need to be deployed and the process will take longer to complete.

It should be noted that prior to the introduction of the cycle lanes along Philip Lane in 2016, vehicle parking was permitted on Philip Lane between Napier Road and High Road, A10. Therefore, the majority of this section of carriageway was originally manually cleansed.

6.2 On the 15 June 2018, the proposals were circulated to the Tottenham Green Ward and Bruce Grove ward councillors. No objections to the proposal were received.

6.3 On the 15 June 2018, the proposals were circulated to the council's external stakeholders. The London Fire Brigade responded with no objections on the proposal.

6.3.1 LT Buses objected to the proposed installation of the Wand Orca and Pole Cone on Philip Lane opposite Tottenham Bus garage, as this may obstruct buses from turning right in to Philip Lane from the garage.

LT Buses were also concerned that insufficient carriageway width is available from the island outside 54/56 Philip Lane to mini-orca within the existing cycle lane.

Officers met with LT Buses on site and it was agreed that the Wand Orca and Pole Cone opposite the Tottenham Bus garage would be removed. In addition, officers confirmed that sufficient carriageway width (3.25m in both directions) is available from the island outside 54/56 Philip Lane to the mini-orca,

6.4 Notification documents were distributed to properties in the vicinity of the proposals on the 29 October 2017. A copy of the statutory consultation document is shown in Appendix A and a copy of the consultation boundary can be found in Appendix B.

6.5 The Notification letter was uploaded on the council's website. Legal Notices were placed on street and in the local newspaper. A copy of the legal notice is shown in Appendix C.

7.0 Responses to Consultation

7.1 A total of 19 responses were received, 13 (68%) in support and 6 (32%) who object.

7.1.1 *Objection from Arnold Road resident*

'Please don't add more obstacles for cyclists in the road. Both wand and mini-orca are dangerous to cyclists and mean that cyclists tend to cycle outside the cycle lane. It also reduces the useable road for everyone. Just look at Enfield's cycle lane nonsense to see an example. If this scheme goes ahead, it will create more frustration for everybody'.

Council Response

The proposed measures will discourage drivers from drifting or parking within the existing cycle lanes and therefore providing some protection for cyclists, creating a more cycle friendly culture. The proposals have been developed in partnership with the HCC and the scheme aims to help make the borough roads more 'cycle-friendly' and accessible.

7.1.2 *Objection from Greyhound Road resident*

'Because of the introduction of the cycle lane on Philip Lane, the bus stop which was on Philip Lane by Greyhound Road towards Wood Green and Manor House, was reallocated to a very isolated point. It is very 'lonely' during the winter months and I am worried about the risk of crime (assault) happening without anyone witnessing it'.

Council Response

This is a non-valid objection. The resident is objecting to a previous scheme, which was consulted upon and approved for implementation.

7.1.3 *Napier Road resident objection*

'These cycle lanes are a waste of taxpayers' money. The roads are already too narrow for this. Money should be put to better use'.

Council Response

Encouraging more people to cycle is a vital part of Haringey council's plan to tackle congestion, improve air quality, promote physical activity and improve accessibility. The council is committed to the promotion of cycling as serious transport and the proposed measures help to encourage the uptake of this sustainable transport mode, along a designated cycle route.

7.1.4 *Jansons Road resident objection*

'London was rebuilt in 1668. People already struggle to travel by bus or car. Taking out more space will make traffic worse. Plus that it's raining much of the time and not everyone loves cycling. Also the thieves and stabbers would have a free route on which to escape. Focus on this first! London can be dangerous for us to live in'.

Council Response

The proposal consists of lightly segregating the existing cycle lanes along Philip Lane in order to provide some protection for cyclists from vehicles. No further space will be removed as part of this scheme. The proposed measures will not provide a free route for criminals to escape.

7.1.5 *Winchelsea Road resident objection*

'I support a cycle lane but I believe the proposed Orca separators are a trip hazard for pedestrians crossing the road and difficult for cyclists to see properly at night. At similar locations in Haringey I have seen cars and cyclists swerve to avoid these obstructions at night'.

Council Response

The proposed measures are of a contrasting colour so they are visible. The current lighting on Philip Lane complies with the relevant legislation for road lighting at the time of installation; the lighting has been graded to a white light source in line with council policy.

The proposal consists of introducing a combination of vertical and horizontal measures to lightly segregate the existing cycle lane.

Philip Lane between Napier Road and High Road A10 is predominately residential, with low footfall; therefore, there is little risk of people tripping over the mini orcas. Moreover, the mini orcas will not be placed in the vicinity of designated crossing points, to reduce the risk of people tripping over them.
The revised design includes the removal of the the mini-orca outside 116 Philip Lane, where there are several shops.

Following the implementation of the scheme and if it is found to be necessary, retroreflective safety devices can be installed by the orcas, so they are more visible.

7.1.6 *Local Resident Objection*

'I welcome certain measures to protect cyclists but find that the proposed wand and orca cones are visually quite intrusive and would add unsightly clutter to the street scene'.

'Philip Lane is a residential street and very narrow along this stretch and these measure are more suited to a motorway type environment than a pleasant place for walkers and residents'.

'These will further detract from our visual amenity and that must be seriously considered before any changes are decided. What we really need here is traffic calming measures e.g. radar cameras that tell drivers what speed they are going at when they are going too fast. The raised platforms at the protected crossing do not seem to stop certain drivers from going much too fast'.

'Also, if you are going to do this can you also take measures to stop cars from parking on the pavements and the areas in front of the shops between Napier and Greyhound roads. They mount the pavements on a daily basis with impunity. Maybe the reintroduction of bollards (not the ugly concrete ones please!) at the corners of the streets could be an alternative to the orca cones'.

Council Response

Haringey would have preferred to introduce full segregation measures along Philip Lane, similar to the infrastructure introduced in the Netherlands, which are more aesthetically pleasing. However, due to the limited funding available, this is not possible and therefore light segregation measures are being proposed for the existing cycle lanes as an alternative option. The measures will discourage drivers from drifting or parking within the existing cycle lanes and therefore providing some protection for cyclists, to help encourage the uptake of this sustainable transport mode.

The resident's report of speeding along Philip Lane has been forwarded to the Met Police. Speed limits are enforced by Met Police and they do this by conducting speed enforcement at locations where speeding issues have been reported as part of their road safety enforcement activities.

With regards to vehicles parking on the pavements on a daily basis on Philip Lane between Napier Road and Greyhound Road, the proposed measures will assist in reducing this from occurring. Nevertheless, this is a parking violation and has been reported to our Parking Enforcement team to investigate and action accordingly.

8.0 <u>Contribution to strategic outcomes</u>

8.1 This project will improve road safety for all road users contributing to the delivery of Haringey Corporate Plan Priority 3 (a clean, well maintained and safe borough where people are proud to live and work).

9.0 Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance Equalities

9.1 Comments of the Head of Legal Services

9.1.1 N/A

9.2 Chief Finance Officer Comments

9.2.1 The cost of the scheme can be contained within the existing budget funded from Transport for London's LIP allocation.

9.3 Equal Opportunities

9.3.1 The consultation documents were distributed to all households / businesses within the agreed consultation area to ensure that all stakeholders were made aware of the council's proposals.

9.4 Staff Side Comments

9.4.1 N/A

9.5 Summary and Response

9.5.1 During the statutory consultation period a total of 19 responses were received, 13 in support and 6 who object.

9.5.2 Six objections to the scheme were received as part of the statutory consultation exercise, full details and the council response can be viewed in paragraph 7.1.1 to 7.1.6.

9.5.3 Concerns were raised by the councils waste management team, these are detailed in paragraph 6.1.2.

9.5.4 The proposals have been developed in partnership with the HCC and the scheme aims at making the borough roads more 'cycle-friendly' and accessible.

9.5.5 The proposed measures will discourage drivers from drifting or parking within the existing cycle lanes and therefore proving some protection for cyclists creating a more cycle friendly culture, with a view to increase to the uptake of this sustainable form of transport.

10.0 Use of Appendices

- Appendix A – Statutory consultation document
- Appendix B – Consultation boundary
- Appendix C – Legal notice
- Appendix D – Full consultation report

11.0 Local Government (Access to Information) Act 1985

11.1 N/A

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Appendix A
Statutory consultation document

Sustainable Transport
Ann Cunningham: Head of Operations

Haringey LONDON

29 June 2018

Statutory Notification

Philip Lane N17: Cycle Lane Improvement Proposals

Dear Resident or Business,

As part of the Borough Cycling programme, the council has worked with the Haringey Cycling Campaign (HCC) to identify improvements aimed at making the borough roads more 'cycle-friendly' and accessible.

Through this initiative, the Cycle Lane on Philip Lane between Napier Road and High Road A10, which was introduced in 2016 as part of the Cycle Superhighways Route 1 (CS1) project, has been identified to benefit from further improvements.

We are proposing to lightly segregate the cycle lane to offer some protection for cyclists using the facility by introducing vertical and horizontal measures. Please refer to the attached plan for further details.

This notification letter marks the start of a three week consultation period during which we welcome your views and comments using the enclosed Freepost feedback card. If preferred you can email your views to us at frontline.consultation@haringey.gov.uk. Should you wish to object to the proposal please include reasons.

Please ensure that your comments reach us as soon as possible and no later than 20 July 2018.

Your comments will determine whether we will proceed with the scheme or if any amendments are required.

Thank you for your interest and we look forward to hearing from you.

Yours faithfully

Sustainable Transport: Highways Engineering

Sustainable Transport
Level 1 South
River Park House
225 High Road, Wood Green
London N22 8HQ

020 8489 1000

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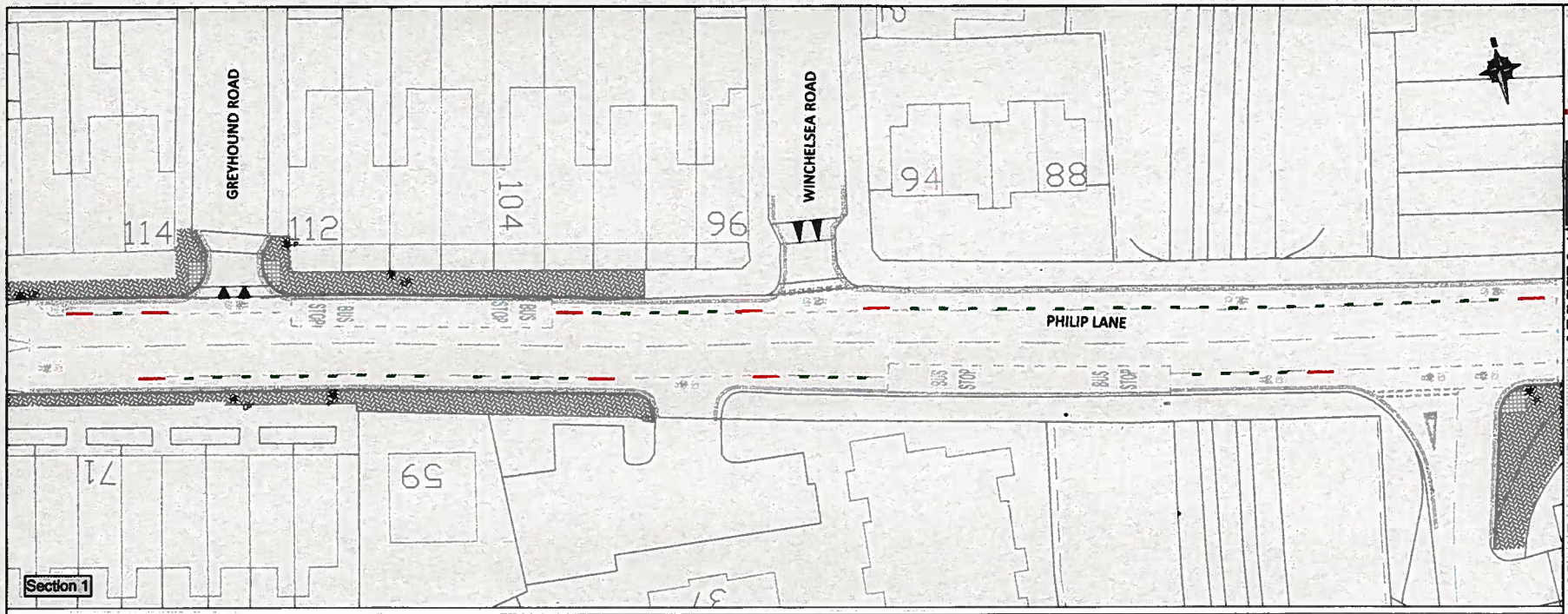
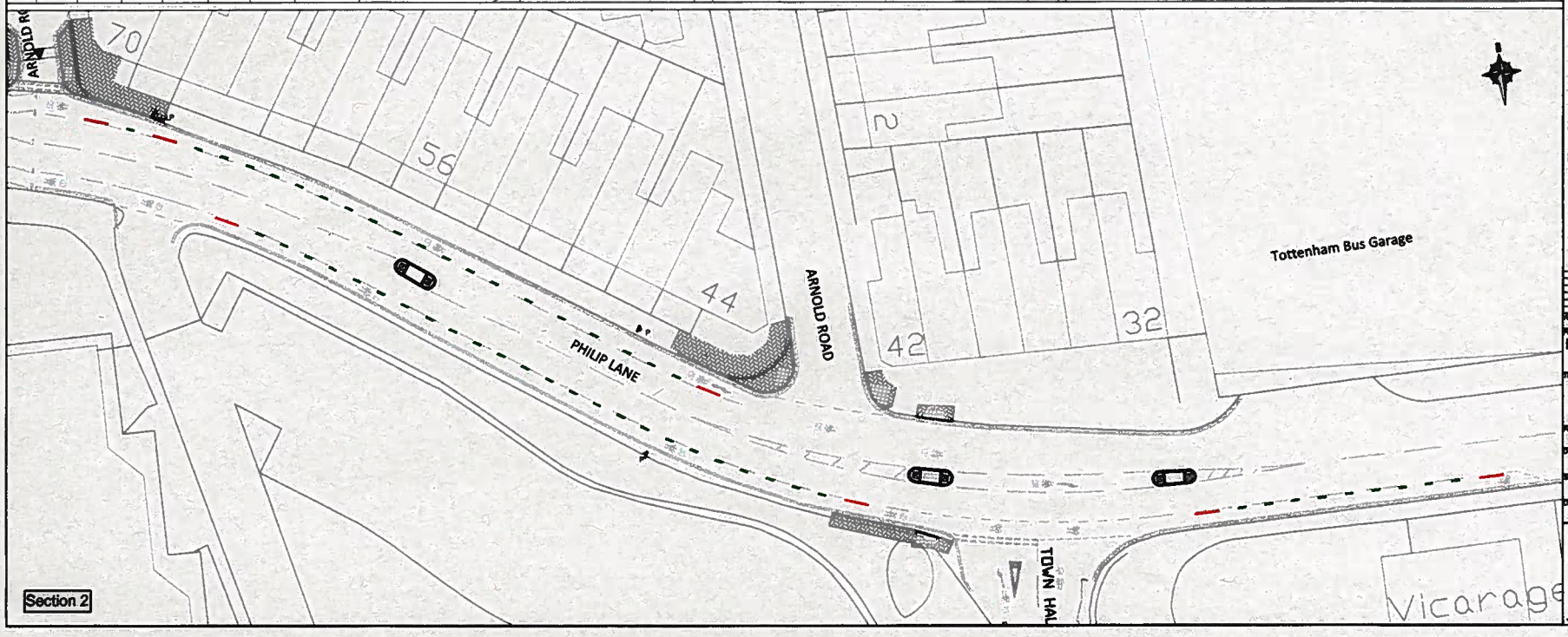


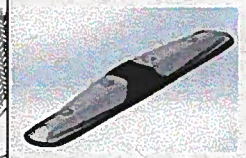


NOTES: KEY:

Proposed Wand Orca with Pole cones

The Wand Orca and Pole cones offer vertical and horizontal protection measures integrated into one product. The Wand Orca is 2.5m long, 175mm wide and 80mm high (pole cone is 800mm high) and installed within the existing cycle lane.

Proposed Mini Orca



The proposed Mini Orca Cycle Lane Separator is designed with a low profile to provide light segregation where you may require vehicles access. The Mini Orca is 50mm high, 720mm long, 120mm wide and installed within the existing cycle lane.

A key feature is that the Orca products are made from recycled rubber, which is durable and will absorb energy on impact without cracking or fracturing.

For your information, this type of measure has previously been placed on Turnpike Lane between Whiteman Road and Tottenham Lane,N8 and also on Whiteman Road between Cyprus close and Lothair Road South,N4.

Rev	Description	Checked	Date

Project: Philip Lane Proposed Cycle Lane Improvements

Title: Consultation Drawing

Path: S:\EPI\Section\High\Grp\ASP\Sustainable Transport\TPP Group\Cycling\2018_19 Cycling programme\Philip Lane

Designed	Drawn	Checked
MD	MD	

Scale	Date Drawing Created
NTS	June 2018

Drg. No: SS/HI/10190 Rev: A

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OPERATIONS

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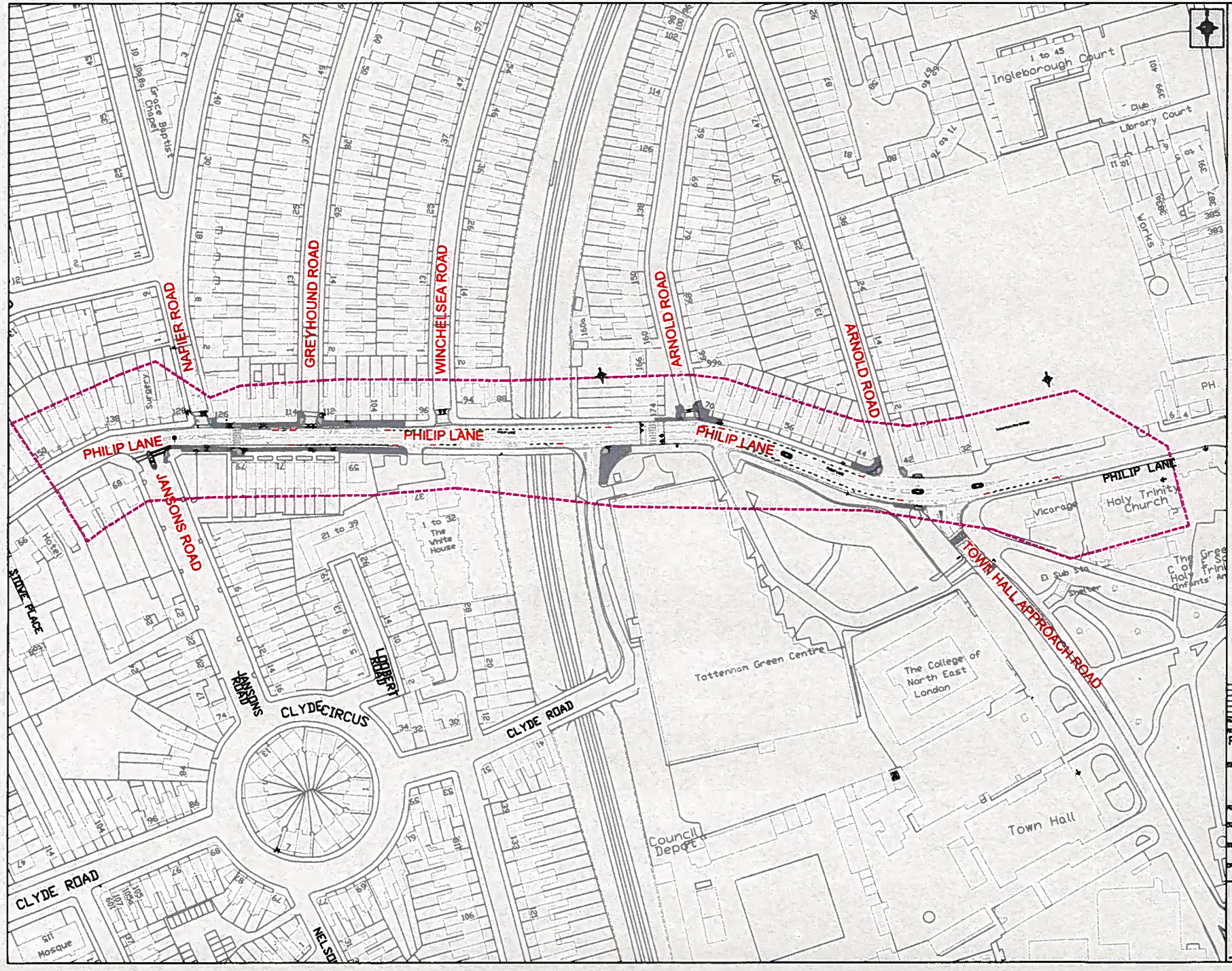
Appendix B
Consultation boundary



NOTES: KEY:

Consultation Boundary

Rev	Description	Checked	Date

Project: Philip Lane Proposed Cycle Lane Improvements

Title: Consultation Boundary

File: M:\Highways\Highways\ASP\Sustainable Transport\TFP Cycle\Cycling\2018_19 Cycling programme\Philip Lane

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Scale	Date Drawing Created
NTS	June 2018

Drg. No: SS/HI/10191 Rev:

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Appendix C – Legal notice

Public Notice

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PHILIP LANE N17
PROPOSED SEGREGATED CYCLE LANES

THE HARINGEY (PEDAL CYCLE LANE) (AMENDMENT NO. *)
TRAFFIC ORDER 201*

T55

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Haringey proposes to make the above mentioned Order under sections 6 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.

2. The general effect of the Order would be to introduce eastbound and westbound segregated cycle lanes in Philip Lane between its junctions with Napier Road and High Road A10, aligned with the northern and southern kerb line. The Cycle Lanes would be protected by lane separators and cones, which would offer horizontal and vertical protection measures.

3. Copies of the proposed Order, and of the Council's statement of reasons for making the Order, and a plan showing the location and effects of the Order may be inspected during normal office working hours until the end of a period of 6 weeks from the date on which the Order were made or the Council decides not to make the Order, at the reception desk, Alexandra House, 10 Station Road, Wood Green, N22 7TR or can be viewed online at www.haringey.gov.uk/traffic_orders.

4. Any person desiring to object to the proposed Order or make other representation should send a statement in writing of either their objection and the grounds thereof or of their representation to the Traffic Management Group, Alexandra House, 5th Floor, 10 Station Road, Wood Green, N22 7TR or to traffic.orders@haringey.gov.uk within 21 days from the date of this Notice.

Dated 29th June 2018

Ann Cunningham,
Head of Operations

Appendix D – Full consultation report

Frontline Consultation – Sustainable Transport
Ann Cunningham: Head of Operations

Haringey LONDON

Report Date: 8 August 2018

Statutory Consultation Analytical Report

Philip Lane N17: Cycle Lane Improvement Proposals

The Cycle Lane on Philip Lane between Napier Road and High Road A10, which was introduced in 2016 as part of the Cycle Superhighways Route 1 (CS1) project, has been identified for additional improvements.

We propose to lightly segregate the cycle lane to offer some protection for cyclists using the facility by introducing vertical and horizontal measures.

Consultation Analysis

A total of 19 responses were received, 13 (68%) in support and 6 (32%) who object.

Comments made by Respondents

Road name	Support / Object	Comments and suggestions
Arnold Rd	Object	Please don't add more obstacles for cyclists in the road. Both wand and mini-orca are dangerous to cyclists and mean that cyclists tend to cycle outside the cycle lane. It also reduces the useable road for everyone. Just look at Enfield's cycle lane nonsense to see an example. If this scheme goes ahead, it will create more frustration for everybody
Arnold Rd	Support	Is 'lightly segregated' enough? A raised barrier really helps more. Buses and cars often hoot at cyclists and then overtake dangerously close. Can you afford raised concrete bumps? Please consider these.
Arnold Rd	Support	Please also sort out the dreadful mess of a cycle lane between Seven Sisters station and the Town Hall. It is a disaster for cyclists and pedestrians. I am a cyclist and frequently have to weave through pedestrians. This is dangerous
Greyhound Rd	Support	More cycle lane improvements needed in the borough. Also Philip Lane is very busy with traffic these days. Some traffic calming would be helpful - esp. considering pollution.

Frontline Consultation
Level 1S River Park House
225 High Road, Wood Green
London N22 8HQ

020 8489 1000

www.haringey.gov.uk

Greyhound Rd	Support	Cycle lane extension is important and should be all over Haringey
Greyhound Rd	Object	Because of the cycle lane on Philip Lane the bus stop, which was at Greyhound rd towards Wood Green and Manor House, is now placed at a very isolated point. It was very 'lonely' during hte winetr months and I am worried about the risk of crime (assault) happening without anyone witnessing it.
Napier Rd	Support	
Napier Rd	Object	These cycle lanes are a waste of taxpayers' money. The roads are already too narrow for this. Money should be put to better use.
Jansons Rd	Object	London was rebuilt in 1668. People already struggle to travel by bus or car. Taking out more space will make traffic worse. Plus that it's raining much of the time and not everyone loves cycling. Also the thieves and stabbers would have a free route on which to escape. Focus on this first! London can be dangerous for us to live in.
Jansons Rd	Support	Cycle safety improvement also badly needed at the junction with Napier Rd where westbound cyclsits turn right northwards across traffic into Napier. This is at a dangerous blind corner on Philip Lane
Ranelagh Rd	Support	Please do more schemes like this. The Turnpike Lane to Wightman Road scheme really works to improve cyclist safety.
Ranelagh Rd	Support	The mini orca separator would really make this area a cycle-friendly zone. I support this both because of the increased protection to me and my children, and to discourage the reckless driving that frequently occurs on this road.
Ranelagh Rd	Support	As local residents who cycle and drive, we strongly support this proposal. Traffic speed on this stretch is often over the limit.. This extra segregation will make it much safer. I would also like to see more 20mph signage - or painted on the road, or an emoticon with a happy or sad face. Motorists go way too fast along here
Winchelsea Rd	Support	
Winchelsea Rd	Support	
Winchelsea Rd	Support	As a regular cyclist I always support safety improvements. I would like to see these continue - further down Philip Lane as the road surface is terrible and unsafe, and the cycle lane segregation stops entirely.
Winchelsea Rd	Object	I support a cycle lane but I believe the proposed orca separators are a trip hazard for pedestrians crossing the road and difficult for cyclists to see properly at night. At similar locations in Haringey I have seen cars and cyclists swerve to avoid these obstructions at night.
Philip Lane	Support	I'm a cyclist so support all measures in safety!

Not stated	Object	.....I welcome certain measures to protect cyclists but find that the proposed wanda and orca cones are visually quite intrusive and would add unsightly clutter to the street scene. Philip Lane is a residential street and very narrow along this stretch and these more suited to a motorway type environment than a pleasant place for walkers and residents. We have already 'lost' a wider pavement along this stretch. These will further detract from our visual amenity and that must be seriously considered before any changes are decided. What we really need here is traffic calming measures e.g. radar cameras that tell drivers what speed they are going at when they are going too fast. The raised platforms at the protected crossing do not seem to stop certain drivers from going much too fast. Also, also if you are going to do this can you also take measures to stop cars from parking on the pavements and the areas in front of the shops between Napier and Greyhound roads. They mount the pavements on a daily basis with impunity. Maybe the reintroduction of bollards (not the ugly concrete ones please!) at the corners of the streets could be an alternative to the orca cones.
19	19	19