

CABINET MEMBER SIGNING

Friday, 15th October, 2021, 1.30 pm

Members: Councillors Mike Hakata

1. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2. DECLARATIONS OF INTEREST

A member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:

- (i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and
- (ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Register of Members' Interests or the subject of a pending notification must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal interests and prejudicial interests are defined at Paragraphs 5-7 and Appendix A of the Members' Code of Conduct

3. PHILIP LANE CS1 - CYCLING IMPROVEMENT SCHEME, N15 (PAGES 1 - 14)

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Fiona Alderman
Head of Legal & Governance (Monitoring Officer)
River Park House, 225 High Road, Wood Green, N22 8HQ

Thursday, 07 October 2021

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Report for: Cabinet Member Signing

Title: Philip Lane CS1 - Cycling Improvement scheme, N15

Report authorised by: Mark Stevens, Assistant Director Direct Services

Lead Officers: Simi Shah, Group Engineer Traffic and Parking
Simi.shah@haringey.gov.uk

Ward(s) affected: Bruce Grove / Tottenham Green

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

1 Describe the issue under consideration

- 1.1 To report on the feedback of the statutory consultation carried out from 16 July to 18 August 2021 on proposals to carry out further improvements to the Cycle Superhighway Route 1 (CS1) along Philip Lane, N15.
- 1.2 To seek approval to proceed to implementation, having considered responses received to the statutory consultation.

2 Cabinet Member Introduction

- 2.1 N/A

3 Recommendations

It is recommended that that the Cabinet Member for Environment, Transport and the Climate Emergency approves the implementation of the Philip Lane CS1 cycling improvement scheme N15 which includes safe crossing provision for cyclists at:

- (a) Philip Lane's junction with Jansons Road and Napier Road; and
 - (b) Philip Lane's junction with Arnold Road and Town Hall Approach;
- and improvements along Philip Lane between these two junctions, as set out under 6.7 below.

4 Reasons for decisions

- 4.1 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. The proposals are aimed at providing safe crossings for cyclists using the CS1 route but will also benefit pedestrians.

5 Alternative options considered

- 5.1 None.

6 Background Information

- 6.1 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. Its commitment includes promoting cycling as a serious transport alternative and, with the continuing growth in numbers of people who cycle, the need for safe cycling infrastructure is recognised.
- 6.2 Following concerns expressed about cyclist safety along the CS1 route on Philip Lane, Haringey Council - in liaison with Transport for London (TfL) - is proposing to introduce additional measures along this route which will improve cyclists' safety and accessibility.
- 6.3 Special interest groups are considered at the design stage of cycling schemes to ensure the infrastructure is accessible to all regardless of age, gender, ethnicity or disability and follow set guidelines, including the London Cycling Design Standard (LCDS) and Local Transport Note, LTN 1/20. These guidelines set out the comprehensive national standard for the design of cycle infrastructure by following core principles. The standards help to mitigate the risk of discrimination by providing guidance that allows for the assessment of all road users and delivering high quality cycle infrastructure that benefits all.
- 6.4 The Equality Act 2010 requires public sector authorities to comply with the Public Sector Equality Duty in carrying out their functions. This includes making reasonable adjustments to the existing built environment to ensure the design of infrastructure is accessible to all. The scheme has been designed with these requirements considered and incorporates measures such as signage and the use of corduroy paving to delineate and highlight shared use areas.
- 6.5 The proposal has been assessed by TfL prior to funding being allocated for the scheme to be progressed. Following TfL approval, the proposal has undergone an independent road safety audit which did not identify any significant issues.
- 6.6 These works are designed to generally improve the conditions for cyclists travelling along Philip Lane, but particularly the right turn and north/south cycle movements at the Napier Road/Jansons Road, and Arnold Road/Town Hall Approach junctions.
- 6.7 The main elements of the proposals are listed below.

Philip Lane junction with Jansons Road and Napier Road

- Removal of the existing zebra crossing east of Napier Road.
- Widening the footway along Philip Lane south side and introducing a new parallel crossing west of Napier Road. A parallel crossing is a combined pedestrian and cycle crossing.
- Creation of a shared space for pedestrians and cyclists at the Napier Road and Jansons Road junctions.
- Removal of the central island at Jansons Road and providing a raised entry treatment.
- Removal of one resident permit holder parking space from Janson Road.

Philip Lane junction with Arnold Road and Town Hall Approach:

- Introduction of a new parallel crossing on Philip Lane on the west side of the Town Hall Approach junction.
- Introduction of a raised entry treatment with footway buildout on Arnold Road at its junction with Philip Lane.
- Upgrade of the existing zebra crossing on Town Hall Approach to a parallel crossing.
- Removal of the two existing central islands on Philip Lane at the Town Hall Approach junction
- Provision of a dedicated off-road cycle link at the junction of Philip Lane and Town Hall Approach.

Philip Lane between Napier Road and Arnold Road

- Improve protection for cyclists using the mandatory cycle lanes between these two junctions by introducing double kerb blips.
 - Enhance protection for cyclists by replacing the existing wands and mini orcas (small units laid inside the cycle lane markings) with longer poles installed inside the cycle lanes. These will be provided at regular intervals providing a safe barrier between the cyclist and motor traffic.
- 6.8 Ward Councillors were informed about the proposal on 6 July 2021. Councillors that responded were supportive of the scheme.
- 6.9 Legal notices were distributed to properties in the vicinity of the proposals on 16th July 2021. A copy of the statutory consultation document is provided in Appendix A and a copy of the consultation boundary can be found in Appendix B. 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.
- 6.10 The Council received four responses during the statutory consultation period, all in support of the scheme. The four responses also included suggestions to further enhance the scheme. Subject to approval, officers will consider these suggestions during the detailed design stage.

7 Contribution to strategic outcomes

- 7.1 It is important that the Council has safe, green travel to prevent the borough's 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 Philip Lane CS1 Cycling Improvement Scheme 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](#).
- 7.2 This project will improve safety and accessibility for cyclists using this area and thus encourage cycle usage in the borough.

Statutory Officers' comments

8 Comments of the Chief Financial Officer

- 8.1 This report requests Cabinet Member approval for the implementation of proposed improvements to Cycle Superhighway route 1 – Philip Lane, outlined in section 3 and detailed under 6.7. The supply and installation of the proposed changes are estimated to cost £134k and this will be funded by TfL through the money secured from DfT.

9. Comments of the Head of Legal Services and Governance

- 9.1 Section 65 of the Highways Act 1980 permits highway authorities to provide cycle tracks in or by the side of existing carriageway highways and to alter or remove cycle tracks constructed by them. Section 66 permits highway authorities to provide objects or structures on a highway for the purposes of safeguarding persons using the highway, including users of cycle tracks.
- 9.2 It is the view of legal services that what is being proposed and recommended within this report is in accordance with the law, as set out in this section.

10 Equalities Comments

- 10.1 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.
- 10.2 The installation of safe cycling infrastructure will allow for a greater range of Haringey residents to participate in active travel modes and benefit from the improved physical and mental health and wellbeing this can bring. At present, women, disabled people, the over 65s, and those at risk of deprivation are all underrepresented as cyclists. There is evidence which shows suppressed demand amongst these groups, whereby a significant proportion of those who do not currently cycle, would like to begin. The provision of safe cycle infrastructure has been recognised as one of the key enablers to redressing this imbalance. As such, this scheme represents an opportunity to advance equality of opportunity between people who share these protected characteristics, and people who do not.
- 10.3 On the small sections of the scheme where there are areas of shared space between cyclists and pedestrians, these areas are delineated by tactile paving to highlight the shared use to visually impaired pedestrians. The design of the scheme has been approved by Transport for London, and undergone an independent road safety audit, which did not identify any significant issues.

11 Use of Appendices

- Appendix A – Statutory consultation document
Appendix B – Consultation area

Appendix C - Legal notice

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14 July 2021

Public and Statutory consultation

Proposed improvements to Cycle Superhighway route 1 – Philip Lane

Dear Resident or Business,

We are proposing to carry out further improvements to the Cycle Superhighway Route 1 (CS1) along Philip Lane.

These works are designed to generally improve conditions for cyclists travelling along Philip Lane, but particularly the right turn and north/south cycle movements at the Napier Road/Jansons Road, and Arnold Road/Town Hall Approach junctions.

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.

Our commitment includes promoting cycling as a serious transport alternative; and with the continuing growth in numbers of people who cycle, we recognise the need for safe cycling infrastructure.

The main elements of the proposals are listed below and detailed on the plans provided.

Location 'A' Philip Lane junction with Jansons Road and Napier Road:

- Removal of the existing zebra crossing east of Napier Road.
- Widening the footway along Philip Lane south side and introducing a new parallel crossing west of Napier Road. A parallel crossing is a combined pedestrian and cycle crossing.
- Creation of a shared space for pedestrians and cyclists at the Napier Road and Jansons Road junctions.
- Removal of central island at Jansons Road and providing a raised entry treatment.
- Removal of one resident permit holder parking space from Janson Road.

Location 'B' Philip Lane junction with Arnold Road and Town Hall Approach:

- Introduction of a new parallel crossing (a combined pedestrian and cycle crossing) on Philip Lane on the west side of the Town Hall Approach junction.
- Introduction of a raised entry treatment with footway buildout on Arnold Road at its junction with Philip Lane.
- Upgrade of the existing zebra crossing on Town Hall Approach to a parallel crossing.
- Removal of the two existing central islands on Philip Lane at the Town Hall Approach junction
- Provision of dedicated off-road cycle link at the junction of Philip Lane and Town Hall Approach.

In addition to the two junctions, we are proposing to improve protection for cyclists using the mandatory cycle lanes between these two junctions. These sections will require double kerb blip restrictions to ensure no waiting or loading takes place. Two pay by phone parking bays located at Greyhound Road will help local shops with their loading and unloading activities. Protection for cyclists will be provided by replacing the existing wand and mini orcas (small units laid inside the cycle lane markings) with longer poles installed inside the cycle lanes. These will be provided at regular intervals providing a safe barrier between the cyclist and motor traffic.

This letter marks the start of a five-week public consultation during which we welcome your views on the proposals. Please provide these using the enclosed Freepost feedback card or email your views to us at frontline.consultation@haringey.gov.uk.

At the same time, the statutory consultation on the proposed changes (legal process whereby the proposals are advertised in the local newspapers) will begin on **14 July** and provides a 35-day period for anyone wishing to object to the proposals. You can do this by emailing traffic.orders@haringey.gov.uk providing reasons for your objection.

Please ensure that your response including any objections to the proposals reach us as soon as possible and no later than **18 August 2021**.

If you have any specific questions on the scheme, please contact frontline.consultation@haringey.gov.uk

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

Yours faithfully,

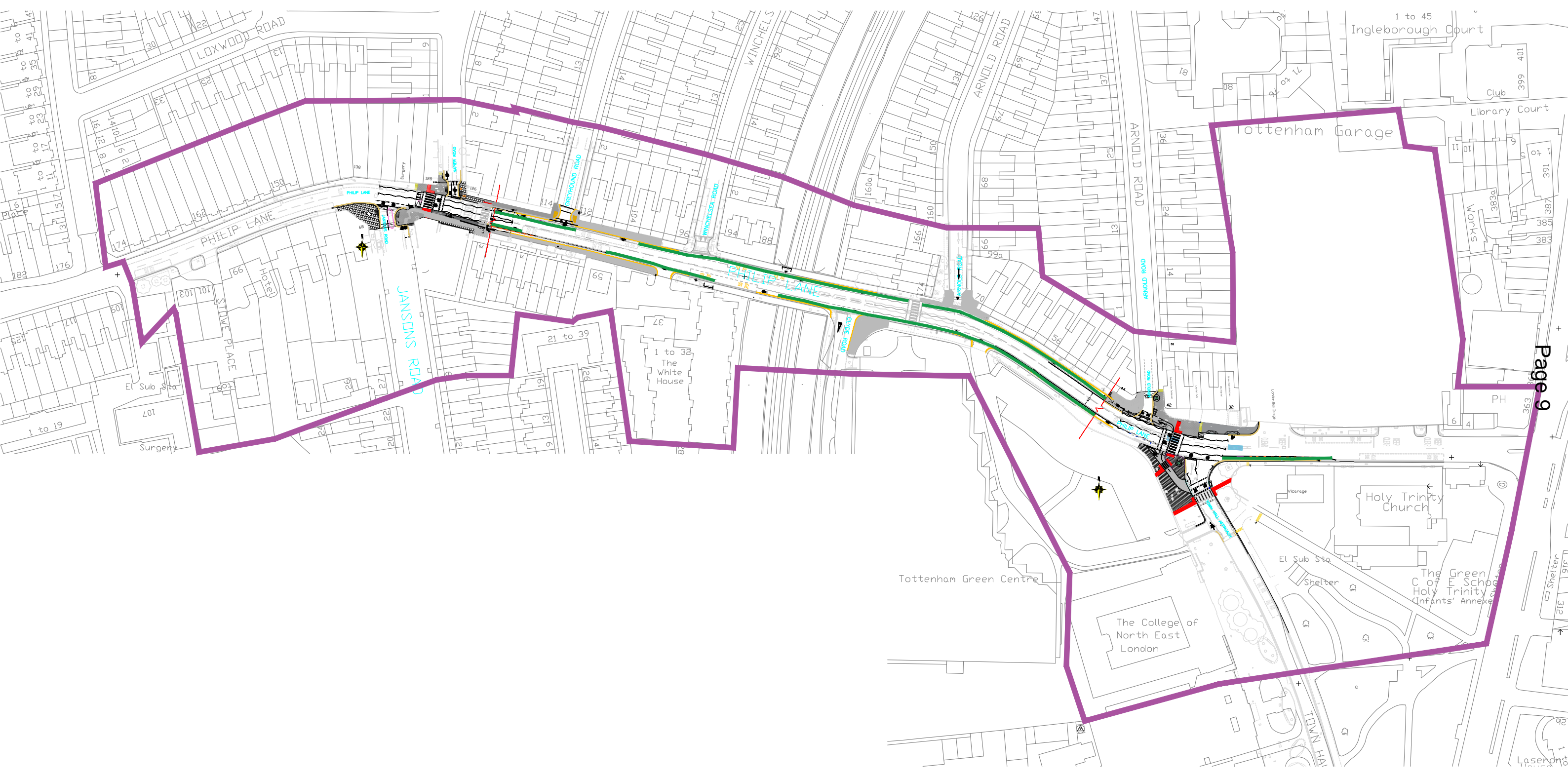


Highways and Parking

Highways and Parking
Level 1 South, River Park House
225 High Road, Wood Green
London N22 8HQ

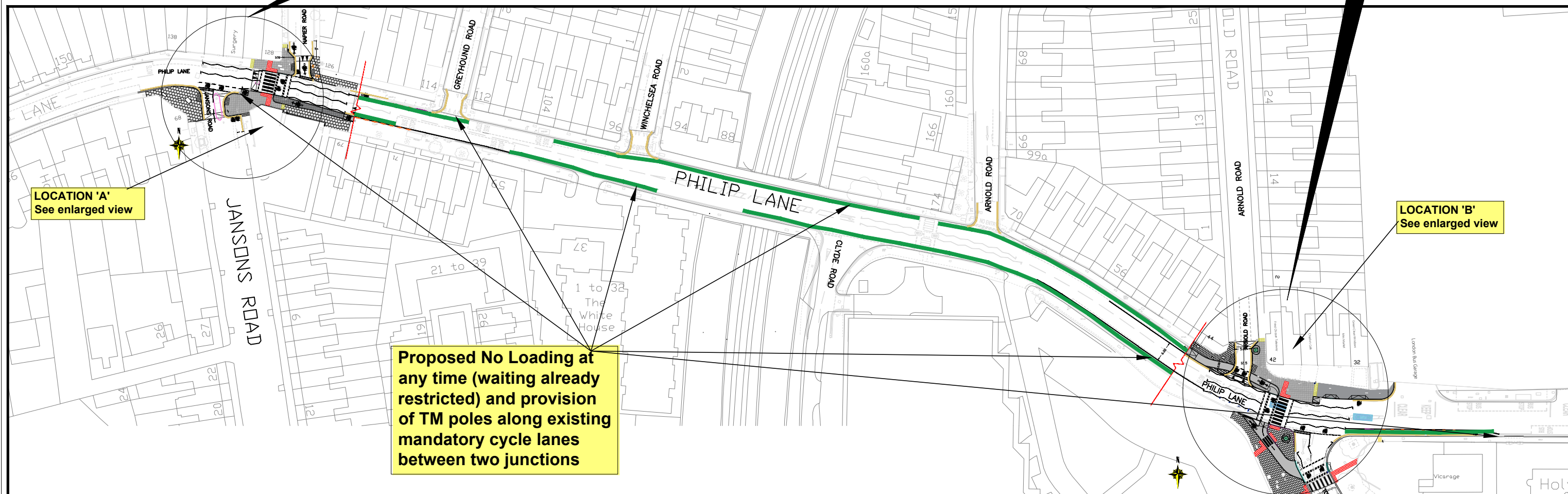
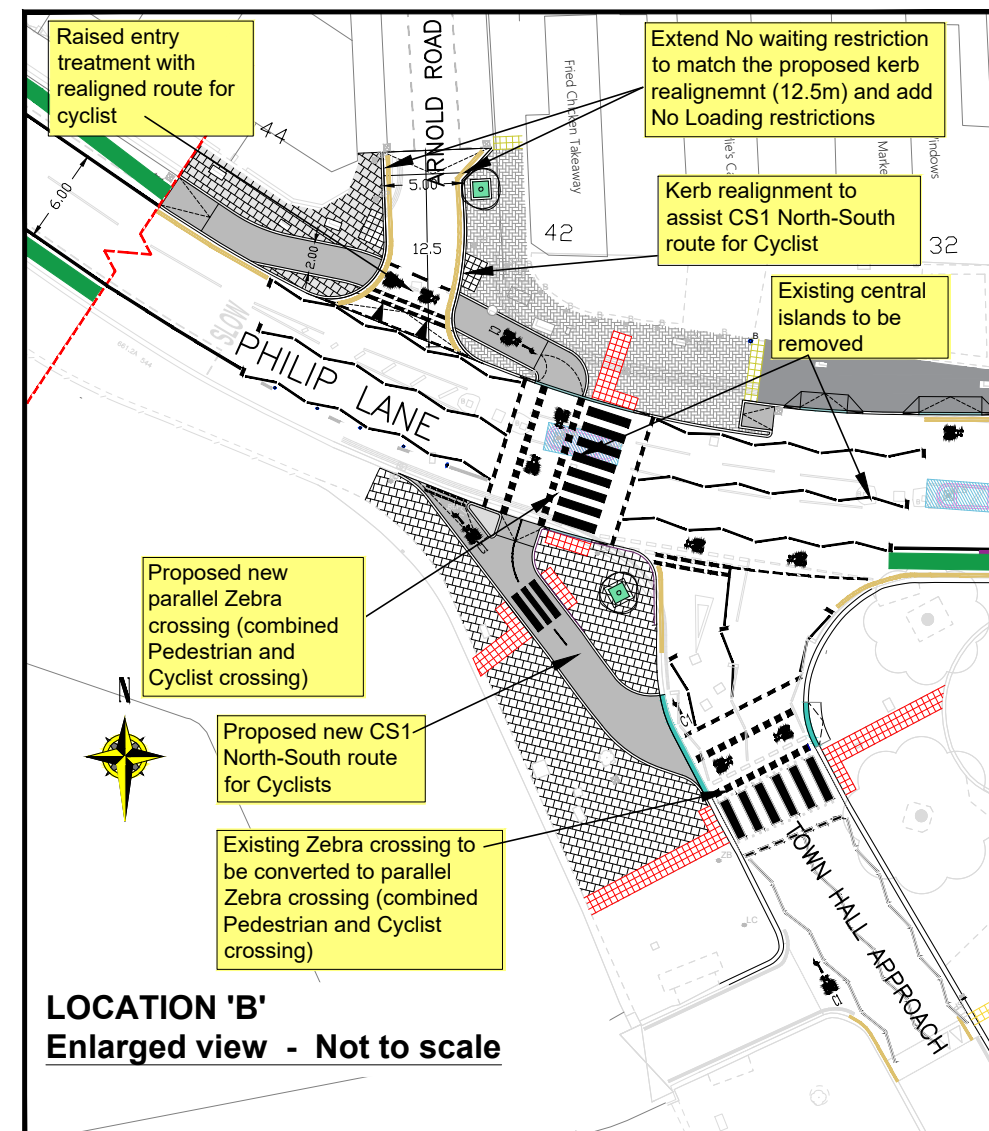
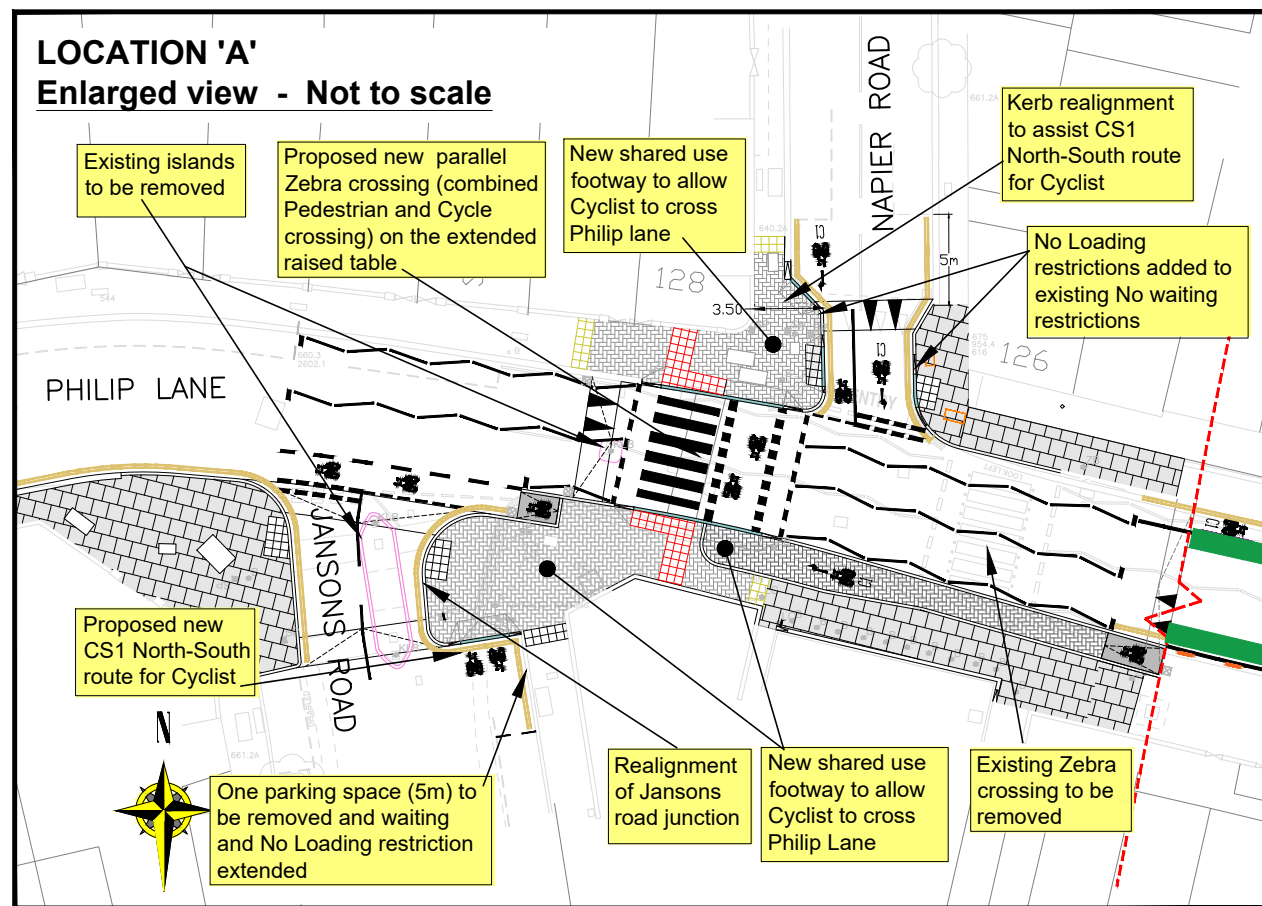
020 8489 1000

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PHILIP LANE - CYCLE SUPERHIGHWAY ROUTE 1 PROPOSED CYCLING IMPROVEMENTS



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Public Notice



PROPOSED IMPROVEMENTS TO CYCLE SUPER HIGHWAY 1 – PHILIP LANE N15

The Haringey (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No.***) Order 202*

The Haringey (Charged-For Parking Places) (Amendment No. ***) Order 202*

T31

Notice is hereby given that the Council of the London Borough of Haringey, under section 23 of the Road Traffic Regulation Act 1984 proposes to alter the Pedestrian Crossing facilities, under section 65 Highways Act 1980 to convert an existing footway to shared use footway/cycleway, under section 90a and 90c of the Highways Act 1980 and the Highways (Road Humps) Regulations 1999 to introduce a raised speed table and to make the above mentioned Orders under sections 6, 45, 46, 49, 51 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.

The proposed alterations to pedestrian crossings includes:

1. The existing Zebra Crossing on **Philip Lane N15** outside No.124 is to be removed.
2. A new parallel crossing is proposed on **Philip Lane N15** located outside No.128 with the centre being located approx. 5 metres west of the western kerb line of Napier Road N15.
3. A new parallel crossing is proposed on **Philip Lane N15** located outside No. 42 with the centre being located approx. 10 metres south east of the eastern kerb line of Arnold Road N15.
4. A new Zebra Crossing allowing pedestrians to cross the cycleway element within the shared use area located approx. 7.4 metres west of the western kerb of **Town Hall Approach Road N15**.
5. The existing Zebra Crossing on **Town Hall Approach Road N15** is proposed to be converted to a Parallel Crossing with the centre being located approx. 13.23 metres south east of the southern kerb line of Philip Lane N15.

The crossings would be supported with associated zig-zag markings, on which vehicles would be prohibited from stopping at all times, which would be placed on the carriageway either side of the crossing, extending up to approximately 15 to 25 metres from either side.

The following footway locations are proposed to be converted to shared use footway/cycleway:

1. Footway on south side of **Philip Lane N15** from the western kerb line of Town Hall Approach Road N15, west for 19.7 metres and the west side of **Town Hall Approach Road N15** from the southern kerb line of Philip Lane N15, south for 21.5 metres.
2. Footway on south side of **Philip Lane N15** from the eastern kerb line of Jansons Road N15, east for 35 metres and the east side of **Jansons Road N15** from the southern kerb line of Philip Lane N15, south for 7 metres.
3. Footway on north side of **Philip Lane N15** from the western kerb line of Napier Road N15, west for 11.9 metres and the west side of **Napier Road N15** from the northern kerb line of Philip Lane N15, north for 7.6 metres.

To introduce a raised speed table at the following location

Location	Type	Height	Width	Plateau/length	Front/Rear Slope gradient
Arnold Road N15 – From the northern kerb line of Philip Lane N15, north for 12.5 metres.	Tapered edge raised speed table	75mm	Full width of carriageway	9.5	1:20

The existing raised speed table on Philip Lane N15 outside No.128 will be extended 5 metres west.

The general effect of the Orders would be:-

1. To extend the No Waiting at Any Time restrictions on **Arnold Road N15 BOTH SIDES** to cover a length of 12.5 metres from the northern kerb line of Philip Lane N15.
2. To introduce: -
 - i. No Loading at Any Time on 1) **Arnold Road N15 BOTH SIDES** to cover a length of 12.5 metres from the northern kerb line of Philip Lane N15. 2) **Napier Road N15 WEST SIDE** from its junction with northern kerb line of Philip Lane N15, north for 14 metres. 3) **Napier Road N15 EAST SIDE** from its junction with northern kerb line of Philip Lane N15, north for 10 metres. 4) **Philip Lane N15 BOTH SIDES** between a point 14.6 metres west of the western kerb line of Jansons Road N15 and

Public Notice



a point 61 metres east of the eastern kerb line of Town Hall Approach Road N15 (to be introduced only where existing No Waiting at Any Time restrictions are located)

- ii. No Waiting at Any Time/No Loading at Any Time on 1) **Philip Lane N15 NORTH SIDE** from the western property boundary of No.126, east for 17.9 metres. 2) **Philip Lane N15 SOUTH SIDE** from a point 2.4 metres west of the shared property boundary of No.73/No.75, west for 23.5 metres.3) **Jansons Road N15 EAST SIDE** from a point 7.7 metres south of its junction with Philip Lane N15, south for 5 metres.
3. To remove: - Pay by Phone Mon-Sat 8am-6.30pm on **Jansons Road N15 EAST SIDE** from a point 7.7 metres south of its junction with Philip Lane N15, south for 5 metres.

Copies of the proposed Order and of the Council's statement of reasons for making the Order and plans showing the locations 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 is 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 <https://consultation.appyway.com/haringey>

Any person wishing to object to the proposed Order or make other representation should send grounds for their objection via the online portal <https://consultation.appyway.com/haringey> or alternatively email traffic.orders@haringey.gov.uk or write to Traffic Management Group, River Park House, 1st floor, 225, High Road, Wood Green, N22 8HQ quoting refence **2021-T31**, by 4 August 2021.

Dated: 14 July 2021

Ann Cunningham
Head of Highways and Parking