

CABINET MEMBER SIGNING

Friday, 4th February, 2022, 4.00 pm

Members: Councillor Mike Hakata – Cabinet Member for Environment, Transport, and the Climate Emergency.

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. PROPOSED CYCLING IMPROVEMENTS ALONG BOUNDS GREEN ROAD N22 (PAGES 1 - 22)

4. PROPOSED CYCLING IMPROVEMENTS ALONG HIGH ROAD N22 (PAGES 23 - 42)

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George Meehan House, 294 High Road, Wood Green, N22 8JZ

Thursday, 27 January 2022

Report for: Cabinet Member for Environment, Transport, and the Climate Emergency

Title: Proposed Cycling Improvements along Bounds Green Road N11

Report authorised by: Mark Stevens, Assistant Director Direct Services

Lead Officers: Simi Shah, Group Engineer Traffic and Parking, Simi.shah@haringey.gov.uk and Danny Gayle, Team Manager Traffic Engineering Projects, Danny.Gayle@haringey.gov.uk

Ward(s) affected: Bounds 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 20 October to 10 November 2021, on proposals to improve protection for cyclists using the northbound and southbound cycle lanes along Bounds Green Road from the junction with High Road to Bounds Green underground station.
- 1.2 To seek approval to proceed to implementation, having considered objections received to the statutory consultation.

2 Cabinet Member Introduction

- 2.1 N/A

3 Recommendations

- 3.1 The Cabinet Member for Environment, Transport and the Climate Emergency is recommended:

To approve the implementation of the Bounds Green Road cycling improvement scheme, which includes:

- (i) Converting the majority of the existing southbound and northbound advisory cycle lanes on Bounds Green Road from the junction with High Road to Bounds Green station to mandatory cycle lanes and the single kerb blips to double kerb blips.
- (ii) Adding protection for cyclists by replacing the existing wand and mini orcas with longer poles installed inside the markings of the new mandatory cycle lane.

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 proposed changes will make it safer for cyclists using these lanes as motor vehicles will not be allowed to enter the mandatory cycle lanes.

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 recognising, with the continuing growth in numbers of people who cycle, the need for safe cycling infrastructure.
- 6.2 As part of the response to the Emergency Active Travel Fund allocated through the Department of Transport (DfT), the Council introduced improvements to existing mandatory and advisory marked cycle lanes at five locations in the borough. Light segregation measures were introduced in the form of mini orcas and wand orcas (cycle lane separators/small units laid inside the cycle lane markings), including Bounds Green Road N11. These sites were chosen because they already had low-quality or part-time cycle infrastructure that needed to be upgraded with protection to ensure the safety of cyclists travelling in Haringey.
- 6.3 The cycle lane separators are an essential safety feature for cyclists and provide a level of protection that encourages less confident people to cycle. To satisfy DfT timelines, the Council only introduced measures not requiring changes to the existing kerbside restrictions and associated traffic orders. However, the intent has always been to adapt the infrastructure to enable the council to further improve the network, in order to increase cyclists' confidence and safety when using the cycle lanes along Bounds Green Road and further encourage an uptake in cycling.
- 6.4 Special interest groups are considered at the design stage of the Council's cycling schemes to ensure the infrastructure is accessible to all regardless of age, gender, ethnicity, or disability. Where possible, existing guidelines including the London Cycling Design Standard (LCDS) and Local Transport Note, LTN 1/20 are also followed. LTN 1/20 sets out a 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.
- 6.5 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.
- 6.6 The main elements of the proposals are listed below.
- Converting the majority of the existing southbound and northbound advisory cycle lanes on Bounds Green Road from the junction with High Road to

Bounds Green underground station to mandatory cycle lanes and the single kerb blips to be changed to double kerb blips. This means no waiting or loading would be allowed along the length of the mandatory sections of the cycle lanes.

- Adding protection for cyclists by replacing the existing wand and mini orcas with longer poles installed inside the markings of the new mandatory cycle lane. These would be provided at regular intervals providing a safe barrier between the cyclist and motor traffic.

6.7 Ward Councillors were informed of the proposals on 15 October 2021.

6.8 The Haringey Cycling Campaign (HCC) was informed of the proposals on 10 September 2021. The HCC commented on 17 September 21, suggesting further measures such as installing additional wands closer to the side roads and reducing the intervals between the wands to 2m. Additional wands will be placed closer to side roads if they don't hinder turning movement of vehicles which could lead to different issues with safety. With respect to spacings between wands, 4m has been considered to offer the best compromise between discouraging unwanted vehicle incursions into the cycle lane whilst still reinforcing the presence of a cycle lane.

6.9 Legal notices were distributed to properties in the vicinity of the proposals on 20 October 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 and legal notices placed on street and in the local newspaper. A copy of the legal notice is shown in Appendix C. Appendix D contains the full consultation report from which the consultation responses were extracted.

6.10 The supply and installation of the proposed changes are estimated to cost **£76,326 (excluding VAT)** and this will be funded by Transport for London (TfL) through the money it has secured from the DfT.

6.11 The Council received 23 responses during the statutory consultation period, 6 (26%) in support, 16 (70%) who objected and 1 (4%) with other views. The objections have been summarised below together with a Council response for each type of objection.

6.11.1 **Objections related to vehicle congestion on Bounds Green Road**

The Council received 12 objections from respondents concerned that the proposed cycle lane improvements will cause further traffic congestion along Bounds Green Road.

Council response

This proposal is an upgrade of an existing advisory cycle lane and will therefore not cause any additional traffic congestion along Bounds Green Road.

The proposals are designed to improve the conditions for cyclists travelling along Bounds Green Road, strengthening London's cycle network, and improving the north to south link in Haringey.

The proposed measures may encourage people to switch from using their car to cycling instead. This provides many benefits, including:

- Improving health of those choosing to cycle
- Reducing motor vehicle congestion
- Reducing pollution from motor vehicles

6.11.2 Objection related to the introduction of 'No Waiting or Loading' restrictions on Bounds Green Road

The Council received one objection related to the proposal to introduce 'No waiting or loading' restrictions on Bounds Green Road.

The objector feels that residents will no longer have deliveries unloaded outside their properties and will be unable to park on Bounds Green Road in the evenings and Sundays.

Council response

The Council is committed to improving the condition for cyclists to encourage the uptake of this sustainable transport mode and acknowledge that improved and safe cycle routes are essential for our residents.

Vehicles parked on cycle lanes pose danger and inconvenience to cyclists, often forcing them into the flow of traffic. Cyclists should be able to complete their journeys without deviating from their path. Therefore, it is imperative that any parking, including loading/unloading, is conducted on adjacent or other nearby roads. There are sufficient side streets along the length of Bounds Green to accommodate this activity.

Whilst it is acknowledged that residents will have to park further away and deliveries will need to be transported slightly longer distances, the Council's view is that the benefits that the protected cycle lane will bring in terms of improved safety and encouraging more people to cycle outweigh the disbenefits.

6.11.3 Objection related to lack of safety for pedestrians, including lack of pavement resurfacing

The objector is concerned that there is too much focus on cyclists and that pavements in general are in poor condition. The objector is also concerned that some cyclists choose to use the pavement, which is dangerous for pedestrians, especially the less abled.

Council response

The proposed changes will make it safer for cyclists using the cycle lanes along Bounds Green Road, as motor vehicles will not be allowed to enter the mandatory cycle lanes. Therefore, these changes will encourage cyclists to use the dedicated

cycle lanes instead of the footway, thus improving safety and accessibility for pedestrians and cyclists.

Regarding pavement surfacing, the Council conducts cyclical highways safety inspections on all roads and pavements in the borough. Any area of road or pavement which the inspector thinks may become an imminent danger to road users including pedestrians is noted, and a repair is arranged. If a road or pavement is judged to need more extensive treatment during this inspection, they are included in the Council's annual maintenance programme.

6.11.4 Objection related to how disabled people will park outside their properties

The Council received two objections related to loss of parking for disabled people.

The objectors are concerned about how disabled people will access transport facilities if the proposed poles are installed in front of their properties. One of the objectors is also concerned that the measures will narrow the width of the carriageway.

Council response

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.

A prohibition of waiting and loading still permits drivers to pick up and set down passengers therefore disabled people will have access to transport facilities. It is acknowledged that the wands will prevent access to the kerbside, however a disabled person can be dropped off on the road adjacent to the cycle lane where it is safe to do so.

The proposals do not include increasing the width of the cycle lanes and the traffic management poles will be installed inside the proposed mandatory cycle lanes. Therefore, the proposed measures will not narrow the width of the carriageway.

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 improvements to Bounds Green Road 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.

8 Statutory Officers' comments

8.1 Finance

This report requests Cabinet Member approval for the implementation of proposed improvements to Bounds Green Road, outlined in section 3 and detailed under 6.5. The supply and installation of the proposed changes are estimated to cost £76,326 and this will be fully met from the current Council's capital budget under scheme 309 TfL LIP, which is being funded by TfL through the money secured from the DfT.

8.2 Legal

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.

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.

8.3 Equality

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.

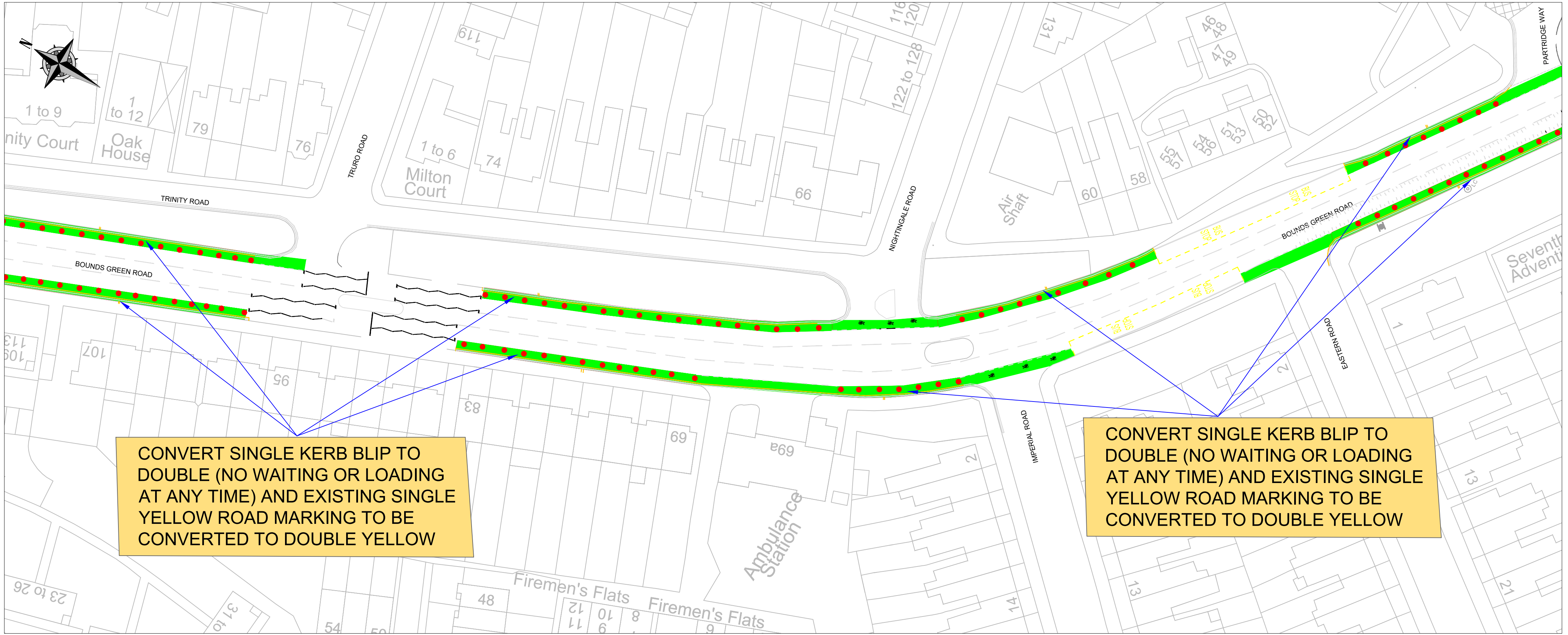
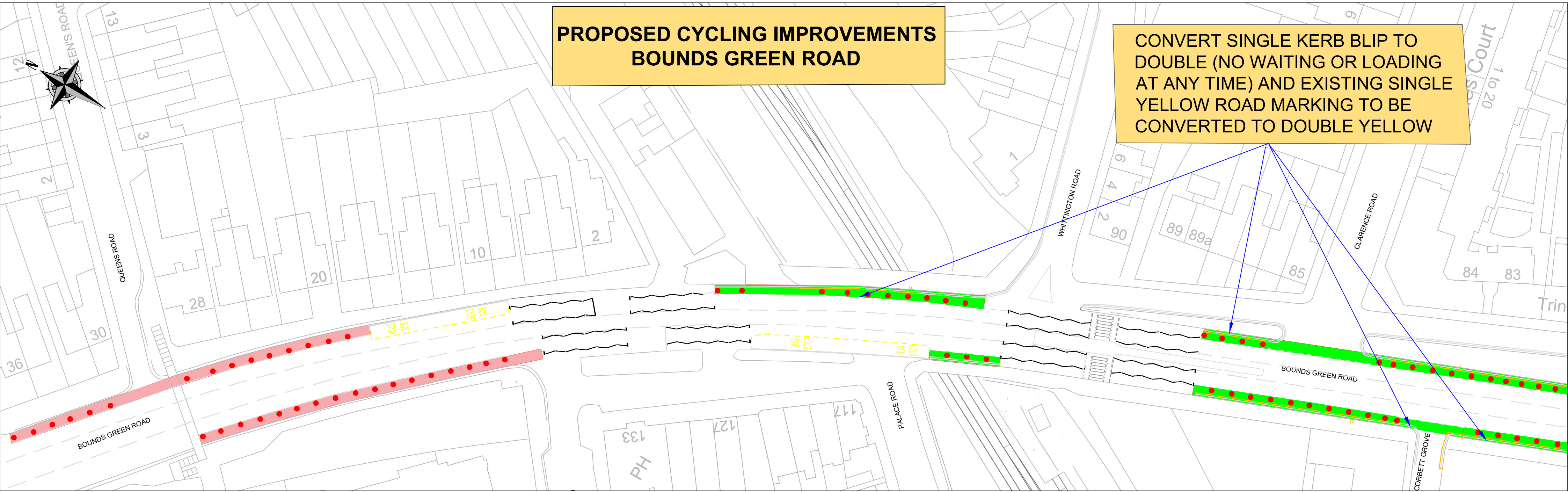
The installation of safe cycling infrastructure will allow for a greater range of Haringey residents to participate in active travel modes and benefit from the improved physical and mental health and wellbeing this can bring. At present, women, disabled people, the over 65s, and those at risk of deprivation 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.

9 Use of Appendices

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

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- KEYS:
- EXISTING ROAD MARKINGS
 - PROPOSED CONVERSION OF ADVISORY CYCLE LANE TO MANDATORY WITH DOUBLE KERB BLIP RESTRICTION (NO WAITING OR LOADING)
 - MANDATORY CYCLE LANE TO REMAIN
 - EXISTING WAND ORCA/ MINI ORCA TO BE REPLACED WITH TM POLE INSTALLED INSIDE LANE OF NEW MANDATORY MARKING WITH A SPACING 4M APART
 - PROPOSED TM POLES WITH A SPACING 4M APART TO BE INSTALLED INSIDE LANE OF NEW MANDATORY MARKING



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KEYS:

EXISTING ROAD MARKINGS

PROPOSED CONVERSION OF
ADVISORY CYCLE LANE TO
MANDATORY WITH DOUBLE KERB
BLIP RESTRICTION (NO WAITING OR
LOADING)

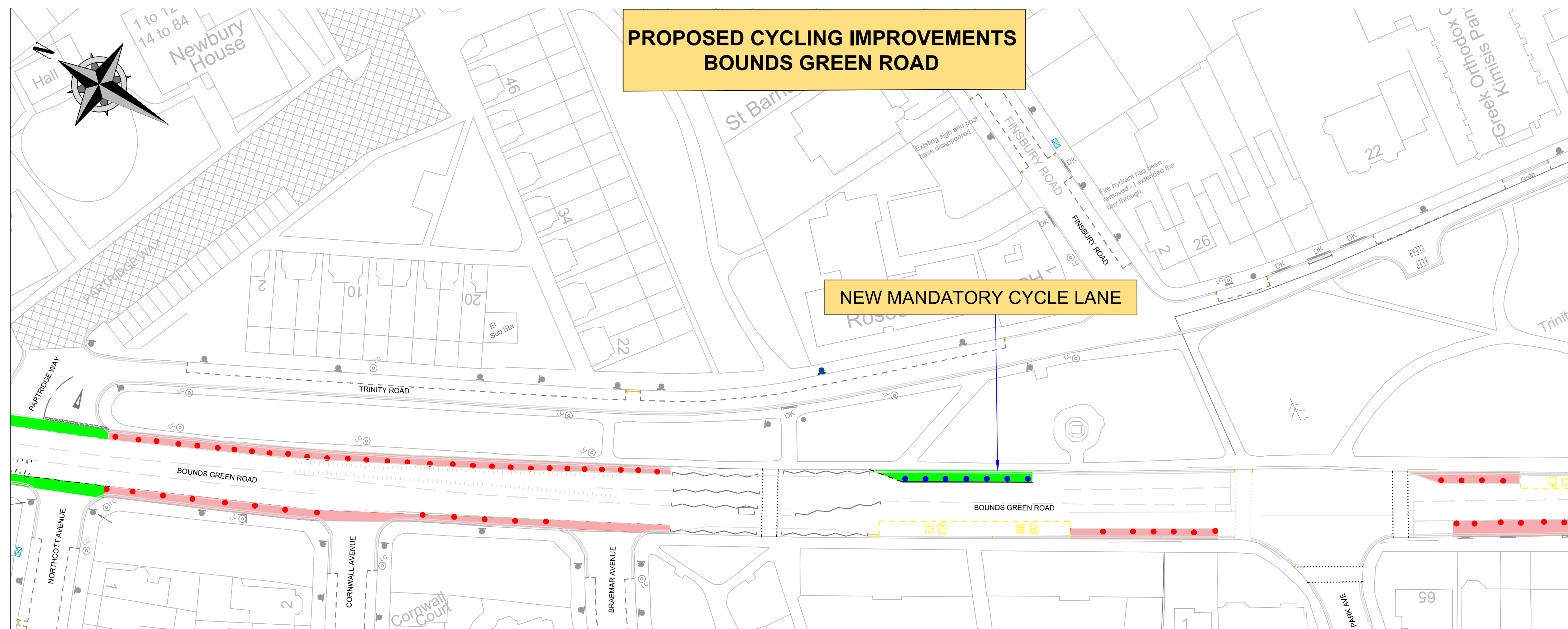
MANDATORY CYCLE LANE TO REMAIN

EXISTING TM POLES

REMOVAL OF EXISTING MINI ORCA

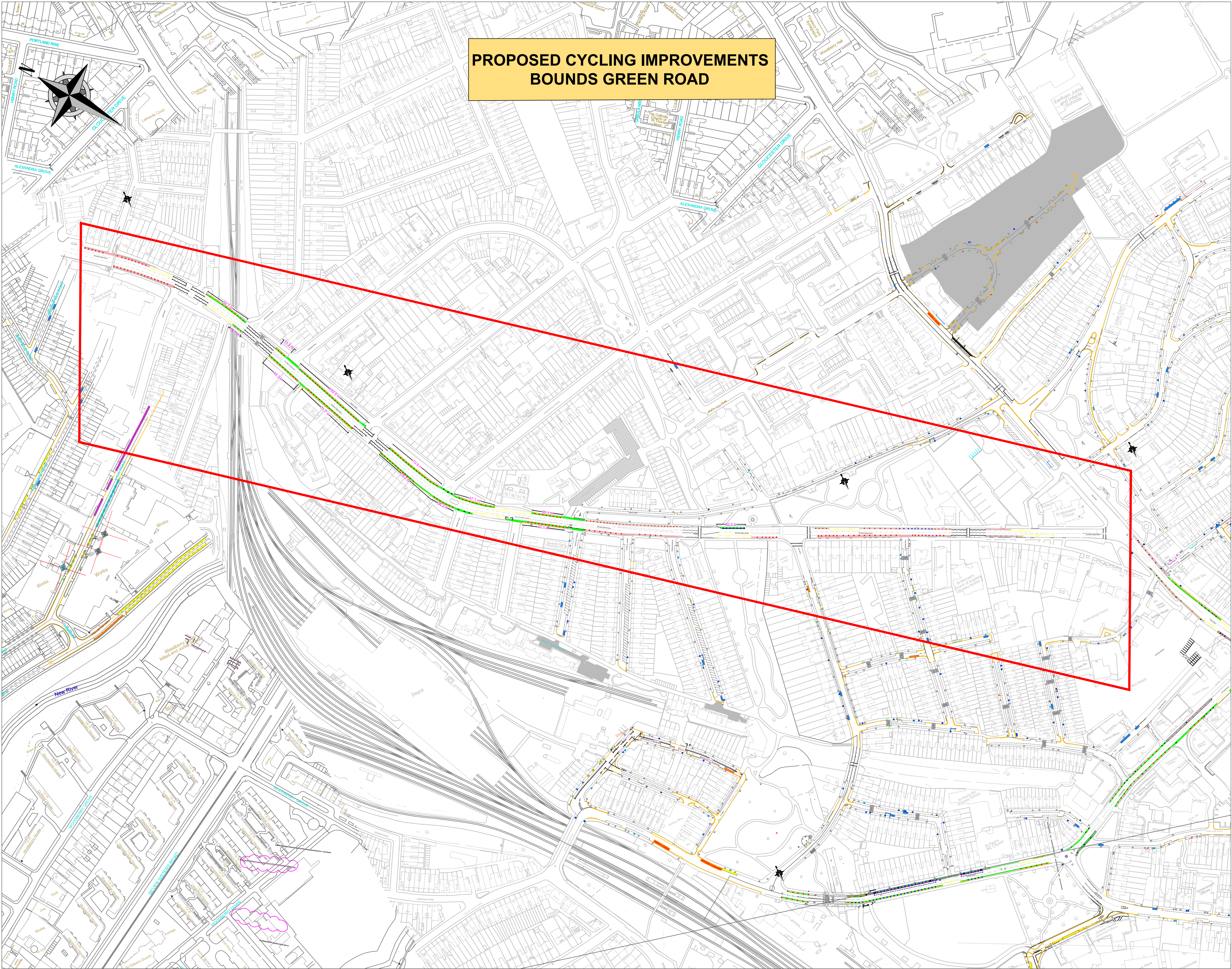
EXISTING WAND ORCA/ MINI ORCA TO
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PROPOSED TM POLES WITH A
SPACING 4M APART TO BE INSTALLED
INSIDE LANE OF NEW MANDATORY
MARKING



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KEYS:



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PROPOSED CYCLING IMPROVEMENTS – BOUNDS GREEN ROAD N22
The Haringey (Free Parking Places, Loading Places and Waiting, Loading and Stopping
Restrictions) (Amendment No.*) Order 202***

T57

Notice is hereby given that the Council of the London Borough of Haringey, under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.

The general effect of the Orders would be:-

- i. To introduce double yellow lines (No Waiting at Any Time) and double kerb blips (No Loading at Any Time) to cover the extent of the proposed mandatory cycle lane described below.

The existing advisory cycle lane to is to be converted to a mandatory cycle lane on Bounds Green Road N22 as detailed below:

NORTH EAST SIDE:

1. From the northern kerb line of Whittington Road, north west for 54.7 metres.
2. From the northern kerb line of Clarence Road, north west for 15.3 metres.
3. From the northern kerb line of Truro Road, north west for 102.6 metres.
4. From the northern kerb line of Nightingale Road, north west for 70.9 metres.
5. From the southern kerb line of Nightingale Road, south east for 47.1 metres.
6. From the northern kerb line of Partridge Way, north west for 35.1 metres.
7. From a point 152.2 metres south east of the southern kerb line of Partridge Way, south east for 32.2 metres.

SOUTH WEST SIDE:

1. From 7 metres south of the southern kerb line of Palace Road, south east for 15.1 metres.
2. From northern kerb line of Corbett Grove, north west for 46.2 metres.
3. From southern kerb line of Corbett Grove, south east for 71.1 metres.
4. From the northern kerb line of Imperial Road, north west for 104.5 metres in total.
5. From the northern kerb line of Eastern Road Road, north west for 7.9 metres.
6. From the southern kerb line of Eastern Road Road, south east for 47.1 metres.

Exemption for access to adjacent properties.

Copies of the proposed Orders and of the Council's statement of reasons for making the Order and plans showing the locations and effects of the Orders 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-T57**, by 10th November 2021.

Dated: 20th October 2021

Ann Cunningham

Head of Highways and Parking

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Consultation Analysis

PUBLIC + STATUTORY CONSULTATION 20 October – 10 November

BOUNDS GREEN ROAD: PROPOSED CYCLE IMPROVEMENTS

Summary of proposed scheme

Improved protection for cyclists using the northbound and southbound cycle lanes along Bounds Green Road from the junction with High Road to Bounds Green Station. The proposed changes will make it safer for cyclists, as motor vehicles will not be allowed to enter the mandatory cycle lanes.

The proposed changes are:

Convert most of the existing advisory cycle lanes to mandatory cycle lanes, and the single kerb blips will be changed to double kerb blips. This means no waiting or loading will be allowed along the length of the mandatory sections of the cycle lanes.

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 lane of the new mandatory cycle lane.

Feedback Analysis

Table 1 Overview of Support

		Support		Support / Object		Other view	
		Count	Row %	Count	Row %	Count	Row %
Road	Bounds Green Rd	0	0%	5	83%	1	17%
	Braemar Ave	2	67%	1	33%	0	0%
	Cornwall Ave	0	0%	2	100%	0	0%
	Park Ave	2	50%	2	50%	0	0%
	Trinity Rd	0	0%	3	100%	0	0%
	Other	2	40%	3	60%	0	0%
	Total	6	26%	16	70%	1	4%

COMMENTS & SUGGESTIONS

Case Summaries^a

	Roads	Support / Object	Comments
1	Bounds Green Rd	Object	By all means put in cycle lane improvements, but NOT outside residential properties and driveways. How will deliveries from Tesco, Sainsbury and online suppliers be possible if poles are installed in front of properties? What about disabled people with crutches who need access to transport when going to hospitals etc. Will they be expected to walk to another road in order to access transport, or be picked up?
2	Bounds Green Rd	Object	Please stop adding to congestion and pollution by these schemes, and also stop causing misery for residents. We need to keep life moving. Our carers are encountering severe delays already because of the LTNs. Please be sensible and stop the ill-conceived ideas. Think of residents for a change. NO MORE CYCLE LANES PLEASE.
3	Bounds Green Rd	Other view	Whilst I support safer cycle lanes, I am concerned about 'No waiting or loading' restrictions, as this imposes problems for all types of deliveries etc.
4	Bounds Green Rd	Object	We have 2 disabled people here and need to park outside our house as they use wheelchairs. It's already difficult for residents to park or load here, so we strongly oppose these changes. Local roads are already narrow and congested - causing traffic congestion and noise; so why narrow them even more?
5	Bounds Green Rd	Object	Everything is now focused solely on cyclists. How about providing more safety for pedestrians e.g. pavement resurfacing (not done for decades). Also stop cyclists using the pavements. I have raised this before, but the council ignores the issue by saying it is the responsibility of the police. Of course, nothing is ever done.

6	Bounds Green Rd	Object	<p>Whilst I find it commendable to encourage people to cycle, any benefit this could create is more than eliminated by the staggering levels of traffic affecting Bounds Green Road. I cannot see how a dedicated cycle lane is going to reduce traffic and get it moving, and I doubt a dedicated cycle lane is going to convert the current levels of vehicle traffic to bike traffic. This change means I will now have double-yellow lines outside my property. This means I will no longer be able to park my car outside the property momentarily to drop off my young children to my house at ANY time - which seems excessive - and instead I will need to park across the busy road. How is this helpful when children are asleep or in adverse weather conditions? What about neighbours with accessibility issues not being able to access their properties easily and being forced to cross the same road. Deliveries will also become even more difficult than when the wand orcas and cats-eyes were introduced. As it stands, couriers and supermarket deliveries are now stopping off at the ambulance station more than 50 metres away from my property, to deliver to this property. Why in your proposal are there not regular loading bays that residents could benefit from? Why in your proposal have you not included figures outlining the success or otherwise of the cycling changes already made? Surely measuring and being transparent with the practical impact of the changes first made should preface more drastic changes being proposed. From my own experience, the change in the level of cycling traffic since these cycling lane changes were made is negligible. In stark contrast, the level of vehicle traffic has increased significantly. The road is blighted by continual traffic, noise and air pollution, and this is what the council should be addressing. What are the Council doing to reduce traffic on Bounds Green Road and get traffic moving again? Whilst you are concerned about the safety of cyclists passing through the area, it would be reassuring to show your concern for residents living in the area. I can't help but feel that residents along Bounds Green Road are being forced to accept a higher burden for the broader area: (i) The changes made by the Enfield LTN in mid-2020 have increased traffic considerably as traffic is forced onto Bounds Green Road, with heavy traffic now the norm in both directions along Bounds Green Road. Residents along this road are now contending with stop-start traffic effectively from 6.30am-8pm, with its resultant air pollution and noise as car, truck, and bus traffic stands idle. It is exponentially worse than before the LTN was introduced; (ii) The Bounds Green LTN will further increase traffic on this road; (iii) The changes to the cycling lane have also slowed traffic, especially outside Bounds Green School, where there is now much less road length before the intersection allowing two cars to drive alongside each other. In my opinion, the contributes to the traffic queues; and (iv) We also have Three appealing the Council's decision, twice, to refuse a 5G tower in the green area adjacent to Trinity Road opposite the ambulance station. It seems to me that the residents along Bounds Green Road are being forced to accept burdensome changes for the sake of benefiting other residents in the Borough. It does not seem fair that we are having our living conditions continually changed for the worse, whilst other residents benefit from quieter, cleaner, safer streets, etc. Surely the Council would aim to ensure that any changes adversely affecting people are spread fairly across the area. And then there are some other changes alongside reducing traffic on Bounds Green Road, which should be assessed and addressed, including: (i) The safety barriers erected along Bounds Green Road near my</p>
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			property, including the barriers for the traffic island outside 87-89 Bounds Green Road for pedestrians crossing the road, were destroyed from different traffic a
7	Braemar Ave	Object	The current 'advisory' cycle lanes result in extreme traffic congestion on Bounds Green Rd for large parts of the day. This means it is not feasible to turn left out of Braemar Avenue without waiting for 15 mins to get to Bounds Green Station. Suggest TWO lines of traffic in approach to the station.
8	Braemar Ave	Support	As a cyclist and motorist in London, I'm very much in favour of all proposals that make residents cycle, and which mean that cyclists feel safer on the roads
9	Braemar Ave	Support	
10	Cornwall Ave	Object	Vehicular congestion on BGR has increased considerably since the introduction of the cycle lanes. This has resulted in more pollution because of cars waiting / moving slowly on BGR and this is having a negative effect on residents. This aspect does not appear to have been considered at the planning stage.
11	Cornwall Ave	Object	I object to the proposals for the following reasons. (1.) The proposals will inconvenience the residents of 46 to 60 Trinity Road and 69 to 115 Bounds Green Road, who will no longer be able to have deliveries unloaded outside their properties, and also will be unable to park on Bounds Green Road in the evenings and on Sundays. (2.) The proposals are a waste of public money and will benefit a very small number of cyclists. The money should be spent on improvements that will benefit the majority of road users, i.e. vehicular traffic. To gauge the number of cyclists who might benefit from the changes, I sat and observed the traffic on Bounds Green Road today during the evening peak between 6pm and 6.30pm. In that time, just 6 cyclists used the cycle lane in a northbound direction, and two in a southbound direction, whereas the vehicular traffic was nose-to-tail northbound. Surely there can be no justification for spending public money on these changes to benefit just 16 cyclists per peak hour, especially as the existing cycle lanes are perfectly adequate. A much more worthwhile change in Bounds Green Road would be to remove the northbound cycle lane between Park Road and Durnsford Road. This cycle lane deters vehicular traffic from using both lanes at the Durnsford Road junction, and so reduces the capacity of the junction. It is a major cause of the nose-to-tail traffic which affects the road northbound for much of the day. Removing that short section of cycle lane would improve the environment for residents, pedestrians and cyclists, as well as helping vehicular traffic to progress more quickly.
12	Eastern Rd	Support	Enforce the 20mph limit. Ban SUVs and 4 by 4 vehicles. Make a cycle lane up to Alexandra Palace.
13	Imperial Rd	Object	Since you have put in cycle lanes, has there been an increase in cyclists? I doubt it. All these mandatory lanes will create more traffic congestion, noise, and air pollution. This will create more health risk for pedestrians, cyclists, drivers and residents. Please ditch all these cycle lanes and LTNs forced through by the DfT. They just create more problems
14	Northcott Ave	Object	I do not use a car - I use public transport. Unless traffic is redirected elsewhere, the pollution from stationery or slow moving vehicles will only get worse. There don't appear to be many cyclists using this facility.

15	Park Ave	Object	<p>I am opposed to the planned proposal for a few reasons. As a resident of Park Avenue, the cycle lanes have forced single lane traffic on Bounds Green Road, meaning there is now a daily and longer queue of traffic for a good hour on my residential road which has become a commuter route. More traffic, more congested and more pollution for residents. What about my health? Should my health suffer because there aren't more people cycling? You won't suddenly get a plumber or roofer to start cycling to work. I rarely see anyone actually using the cycle lanes, and fair enough there should be adequate measures to make sharing the road safer. I see the buses struggling to manoeuvre around the poles. Emergency vehicles now struggle to get through traffic now because of the dividers and poles preventing drivers from making way and pulling over. This is a very bad consequence of the cycle path. Longer poles are not the answer and in fact they should be removed. What in the world is a double kerb blip? We need to share the road sensibly and safely and this feels like all-out warfare on drivers.</p>
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16	Park Ave	Support	<p>I support the proposed measures and suggest that they go further. I support: (a) the conversion of single kerb blips to double; (b) the introduction of “no waiting and no loading” measures and (c) the introduction of double yellow lines. Suggestions and Recommendations</p> <p>1. Travelling Northwest along Bounds Green Road</p> <p>·High Road / Bounds Green Road Junction - The junction is hazardous. I suggest creating a safer left turn, from High Road onto Bounds Green Road, at the traffic lights. The pavement is very wide at this corner and a dedicated cycle lane could be created, enhancing safety for all users. It should be noted that the barriers at this corner are regularly crashed into by vehicles. There is damage at present, after the railings having been recently repaired (see photograph 1 attached). ·The cycle lane from Morum House to traffic lights at Park Avenue should be mandatory for its whole length. The existing cycle lane at Morum House is omitted from the consultation map, presumably a mistake. ·Bus Stop near Morum House - The cycle lane which goes across the bus stop is not marked clearly on the road surface, as it should be. ·The map shows the current cycle lane extending to 65 Bounds Green Road. At present it extends only to 51 Bounds Green Road. However, it would be safer to take the mandatory cycle lane to No. 65. ·Pavement projection at Avenue Gardens (causing road narrowing) - for the benefit of pedestrians in particular, the cycle lane / shared surface needs to be indicated more clearly, e.g. a painted cycle symbol on the pavement at the point of entry and in the centre. 2.</p> <p>Travelling Southeast along Bounds Green Road ·Junction at Whittington Road and Trinity Road - This is currently a hazardous junction. The current build-out contributes to the hazard. It would be better removed leaving an unbroken cycle path through the junction. It should be noted that a cast iron bollard at the corner has been crashed into (see photograph 2 attached). ·I support the introduction of the new mandatory cycle lane, close to obelisk. ·The first pole, marking the beginning of the cycle lane from Park Avenue (travelling Southeast) is hazardous. As the photograph (3) illustrates, it has been hit by cars. This is because the cycle lane (at this point) begins very abruptly with a white dashed line marking the narrowing of the road. Cars must therefore pull out suddenly. It would be safer to have an “advisory” lane going through to the advance stop box at the junction. ·Park Avenue - The right turn from Bounds Green Road into Park Avenue is hazardous. This is largely due to drivers ignoring the 20 mile speed limit from its entry point. There is a need for reinforcing speed controls on Park Avenue and the length of Bounds Green Road, which is the subject of this consultation. At present there are no speed cameras, flashing speed indicators or speed limit markings on the road surfaces. The only indicators of the speed limit are the small round signs attached to posts. This is clearly inadequate. Perhaps a speed survey should be carried out on Bounds Green Road and Park Avenue. ·Park Avenue is a significant cycle route but is very hazardous on this narrow road mainly due to speeding and rushing the lights. It is a 20 mph road. Vehicles need be made more aware of cycles.</p>
17	Park Ave	Support	<p>Some hazardous areas need to be resolved and marking made clearer. Speeding on local roads is problematic for cyclists. Cars often exceed 20 mph on BGR and Park Avenue.</p>
18	Park Ave	Object	<p>Traffic is already congested, and this will make it much worse. There are local schools and a church and the impact of more pollution on these will be even worse</p>

19	Trinity Rd	Object	The existing cycle lanes have increased pollution from traffic and are hardly ever even used by cyclists. The proposed works will be an eyesore. The additional pollution caused will affect residents - and children walking to school. We are supposed to be helping the environment, not making it worse.
20	Trinity Rd	Object	This scheme has increased traffic on the road with added noise and pollution. As a cyclist I still think these lanes are dangerous, because cars do not look around as much. Also I get woken up at 5am from cars hooting their horns because of the road being blocked. This is affecting my mental health.
21	Trinity Rd	Object	Outside my house at all hours there is traffic congestion and people using their horns. There is more pollution, and this scheme doesn't really work for the amount of cyclists.
22	Truro Rd	Object	Great to have so much support for cyclists - mainly middle-aged men. The proposals will make for even more congestion on Bounds Green rd which is the only exit from Truro Road under your proposals. It would be good for a change to show the same concern and support for elderly and disabled residents who rely on their cars. In spite of registering protests at meetings, our concerns are being completely ignored by the council.
23	Whittington Rd	Support	Please improve the path between BGR / Trinity Rd and Nightingale Road. It used to be just pedestrians but now cyclists use it - going fast and silently - which is a risk to pedestrians. Please put up notices which advise cyclists that this is a shared path and that bells should be used by cyclists to make others aware of their presence.
Total	23	23	23

a. Limited to first 100 cases.

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Report for: Cabinet Member for Environment, Transport, and the Climate Emergency

Title: Proposed Cycling Improvements along High Road N22

Report authorised by: Mark Stevens, Assistant Director Direct Services

Lead Officers: Simi Shah, Group Engineer Traffic and Parking, Simi.shah@haringey.gov.uk and Danny Gayle, Team Manager Traffic Engineering Projects, Danny.Gayle@haringey.gov.uk

Ward(s) affected: Woodside

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 20 October to 10 November 2021 on proposals to improve protection for cyclists using the northbound and southbound cycle lanes along a section of High Road from the junction with Bounds Green Road to the junction with Station Road.
- 1.2 To seek approval to proceed to implementation, having considered objections received to the statutory consultation.

2 Cabinet Member Introduction

- 2.1 N/A

3 Recommendations

- 3.1 The Cabinet Member for Environment, Transport, and the Climate Emergency is recommended:

To approve the implementation of the High Road, N22 cycling improvement scheme, which includes:

- (i) Converting the majority of the existing southbound advisory cycle lanes on High Road from the junction with Bounds Green Road to the junction with Station Road to mandatory cycle lanes and the single kerb blip restrictions to double blips.
- (ii) Adding protection for cyclists by replacing the existing wand and mini orcas with longer and additional poles installed inside the markings of the new mandatory cycle lane (except the section where the bus alighting point has been provided).
- (iii) Converting the existing two number 'Car Club' bays on Cranbrook Park to loading bays. Two new 'Car Club' bays will be provided opposite No.3 Cranbrook Park.

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 proposed changes will make it safer for cyclists using these lanes as motor vehicles will not be allowed to enter the mandatory cycle lanes.

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 recognising, with the continuing growth in numbers of people who cycle, the need for safe cycling infrastructure.
- 6.2 As part of the response to the Emergency Active Travel Fund allocated through the Department of Transport (DfT), the Council introduced changes to existing mandatory and advisory marked cycle lanes at five locations in the borough. Light segregation measures were introduced in the form of mini orcas and wand orcas (cycle lane separators/small units laid inside the cycle lane markings), including High Road N22. These sites were chosen because they already had low-quality or part-time cycle infrastructure that needed to be upgraded with protection to ensure the safety of cyclists travelling in Haringey.
- 6.3 The cycle lane separators are an essential safety feature for cyclists and provide a level of protection that encourages less confident people to cycle. To satisfy DfT timelines, the Council only introduced measures requiring changes to the existing kerbside restrictions and associated traffic orders. However, the intent has always been to adapt the infrastructure to enable the Council to further improve the network, in order to increase cyclists' confidence and safety when using the route along High Road, and further encourage an uptake in cycling.
- 6.4 Special interest groups are considered at the design stage of the Council's cycling schemes to ensure the infrastructure is accessible to all regardless of age, gender, ethnicity, or disability. Where possible, existing guidelines including the London Cycling Design Standard (LCDS) and Local Transport Note, LTN 1/20, are also followed. LTN 1/20 sets out a 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.
- 6.5 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.

6.6 The main elements of the proposals are listed below.

- Convert the majority of the existing southbound advisory cycle lanes on High Road from the junction with Bounds Green Road to the junction with Station Road to mandatory cycle lanes and the single kerb blip restrictions to double blips. This will mean no waiting or loading would be allowed along the length of the mandatory sections of the southbound cycle lane.
- Adding protection for cyclists by replacing the existing wand and mini orcas with longer and additional poles installed inside the markings of the new mandatory cycle lane, where possible. These will be provided at regular intervals providing a safe barrier between the cyclist and motor traffic.
- Convert the existing two number 'Car Club' bays on Cranbrook Park to loading bays. Two new 'Car Club' bays are to be provided opposite No.3 Cranbrook Park.

6.7 Ward Councillors were informed of the proposals on 15 October 2021.

6.8 The Haringey Cycling Campaign (HCC) was informed of the proposals on 10 September 2021. The HCC commented on 17 September 21 suggesting further measures such as removing the slip road leading from Station Road into the High Road, just outside of River Park House. This is beyond the scope of this scheme as it is part of a complex signal junction. Such a change would require a detailed feasibility to be undertaken (including traffic signal modelling) which would require additional funding.

6.9 Legal notices were distributed to properties in the vicinity of the proposals on 20 October 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 and legal notices placed on street and in the local newspaper. A copy of the legal notice is shown in Appendix C. Appendix D contains the full consultation report, from which the consultation responses were extracted.

6.10 The supply and installation of the proposed changes is estimated to cost **£10,340 (excluding VAT)**. This will be funded by Transport for London (TfL) through the money it has secured from the DfT.

6.11 The Council received 9 responses during the statutory consultation period, 8 (89%) who objected and 1 (11%) with other views. The objections have been summarised below together with a Council response to each type of objection.

6.11.1 Objections related to vehicle congestion on High Road and Cranbrook Park

The Council received two objections from respondents concerned that the proposed cycle improvements will cause further congestion on High Road and Cranbrook Park. Also, a respondent requested that the Council convert Cranbrook Park to a Low Traffic Neighbourhood (LTN).

Council response

This proposal is an upgrade of an existing advisory cycle lane and will therefore not cause any additional traffic congestion along High Road and Cranbrook Park. However, it is acknowledged that some deliveries will take place from Cranbrook Park which previously would have been undertaken from High Road.

The proposals are designed to improve the conditions for cyclists travelling along High Road, such that they have a continuous protection whilst travelling along this busy section of road. Making the cycle lane mandatory will mean motor vehicles will not be able to travel in it and this, together with the protection from the vertical poles, will afford cyclists a safer facility than at present.

The enhanced facility should help encourage more people to switch from using their car to cycling instead. This provides many benefits, including:

- Improving health of those choosing to cycle
- Reducing motor vehicle congestion
- Reducing pollution from motor vehicles

The Council has recently approved delivery of its first three Low Traffic Neighbourhoods (LTNs). The Council's aspiration is to create a number of these in residential areas across the borough and this aspiration is part of the Council's draft Walking and Cycling Action Plan (WCAP) that has just been consulted upon. If approved, it will result in consideration of additional LTNs in the borough, subject to funding being secured. The request for a LTN in Cranbrook Park will be considered as part of this process should the draft WCAP be approved for adoption.

6.11.2 Objections related to the introduction of the loading bays and loss of parking on Cranbrook Park

The Council received six objections, from respondents concerned about the introduction of the loading bays and loss of parking on Cranbrook Park.

The objectors feel that businesses will no longer have space for loading/unloading on the High Road and the scheme will create problems for residents who live on Cranbrook Park.

Council response

The Council is committed to improving the condition for cyclists to encourage the uptake of this sustainable transport mode and acknowledge that improved and safe cycle routes are essential to achieve this.

Vehicles parked on cycle lanes pose problems for cyclists, often forcing them into the flow of traffic. Cyclists should be able to complete their journeys without deviating from their path.

This is a busy section of High Road with competing demands from the businesses who have servicing needs and from cyclists who should be provided with a safe passage. Unfortunately, there isn't sufficient space on the carriageway to accommodate both safely and, as such, loading provision has been made in the adjacent side street. It is acknowledged that this may result in goods being transported over a longer distance, however the benefits afforded to cyclists is

considered to outweigh the disbenefit as servicing can still take place, albeit from a different point.

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 improvements to High Road 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 High Road, outlined in section 3 and detailed under 6.6. The supply and installation of the proposed changes are estimated to cost £10,340 and this will be fully met from the current Council's capital budget under scheme 309 TfL LIP, which is being funded by TfL through the money secured from the 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 purpose 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.

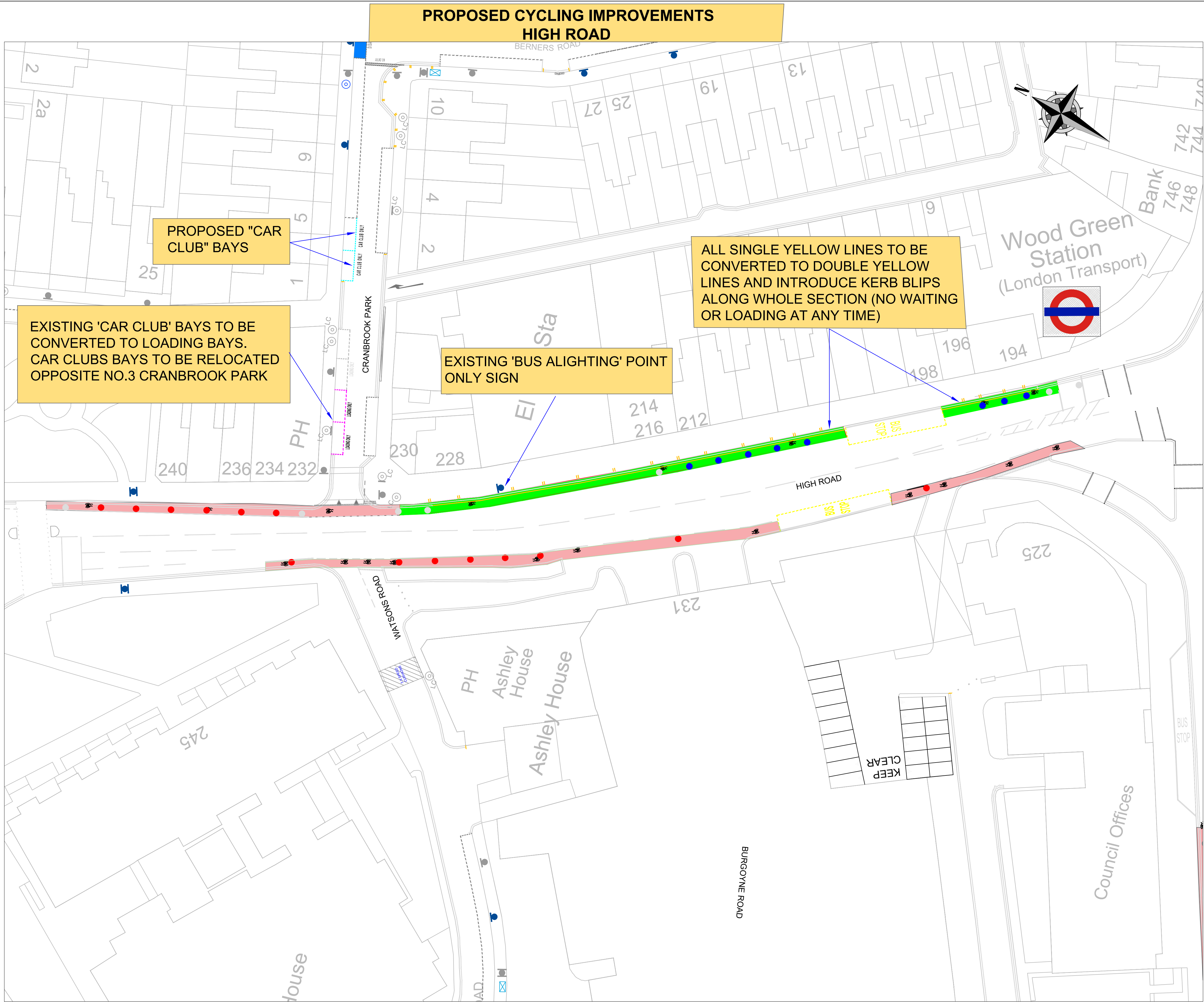
10 Equalities Comments

- 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.

11 **Use of Appendices**

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

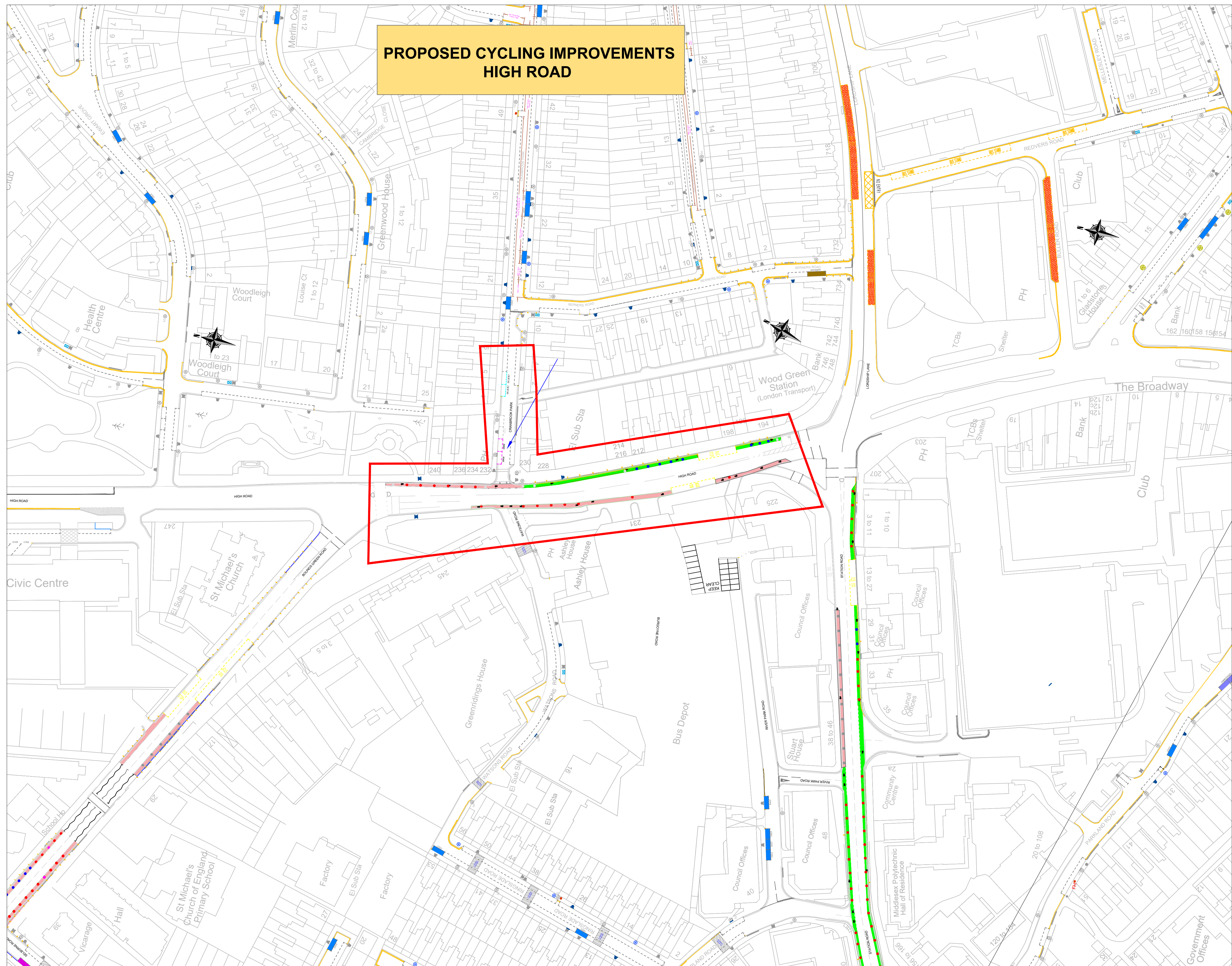


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KEYS:

- EXISTING ROAD MARKINGS
- PROPOSED CONVERSION OF ADVISORY CYCLE LANE TO MANDATORY WITH DOUBLE KERB BLIP RESTRICTION (NO WAITING OR LOADING)
- MANDATORY CYCLE LANE TO REMAIN
- EXISTING TM POLES
- EXISTING WAND ORCA/ MINI ORCA TO BE REPLACED WITH TM POLE INSTALLED INSIDE LANE OF NEW MANDATORY MARKING WITH A SPACING 4M APART
- PROPOSED TM POLES WITH A SPACING 4M APART TO BE INSTALLED INSIDE LANE OF NEW MANDATORY MARKING

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**PROPOSED CYCLING IMPROVEMENTS
HIGH ROAD**

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KEYS:

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PROPOSED CYCLING IMPROVEMENTS – HIGH ROAD N22
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***

T56

Notice is hereby given that the Council of the London Borough of Haringey, under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.

The general effect of the Orders would be:-

- i. To introduce double yellow lines (No Waiting at Any Time) and double kerb blips (No Loading at Any Time) to cover the extent of the proposed mandatory cycle lane described below.
- ii. To convert 2 car club bays on the north side of Cranbrook Park adjacent to No.232 High Road N22 to 2 Loading bays operating at 8am-10pm.
- iii. To relocate the 2 car club bays to outside No.3 & No.5, measuring an approximately length of 5.2 metres each.

The existing advisory cycle lane to is to be converted to a mandatory cycle lane on east side of High Road N22:

- i. from 2 metres south east of the northern property wall of No.230 to the shared property boundary of No.202/204 (total 76.9 metres).
- ii. from 1 metres north west of shared property boundary of No.198/196, south east to a point 2 metres south east of No.194 south eastern property boundary (total 20 metres).

Exemption for access to adjacent properties.

Copies of the proposed Orders and of the Council's statement of reasons for making the Order and plans showing the locations and effects of the Orders 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-T56**, by 10th November 2021.

Dated: 20th October 2021

Ann Cunningham
Head of Highways and Parking

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High Road Consultation Analysis



PUBLIC + STATUTORY CONSULTATION 20 October – 10 November 2021
HIGH ROAD: PROPOSED CYCLE IMPROVEMENTS

Summary of proposed scheme

- Convert *advisory* cycle lanes on Station Road from the junction with High Road to the junction with Park Avenue to mandatory cycle lanes, single kerb blips will be changed to double kerb blips. This means no waiting or loading will be allowed along the mandatory sections of the cycle lanes.
- Protection for cyclists will be provided by installation of longer poles by the new mandatory cycle lane.
- Provide 'Floating Parking Bays' from 138 Station Road to 98 Station Road. This will involve relocating the existing parking bays to outside the cycle lane (cycle lane will be next to the footway) and removal of the footway widening at the junction with Barratt Avenue to improve safety for cyclists.

Feedback Analysis

Chart 1 Overview of Support

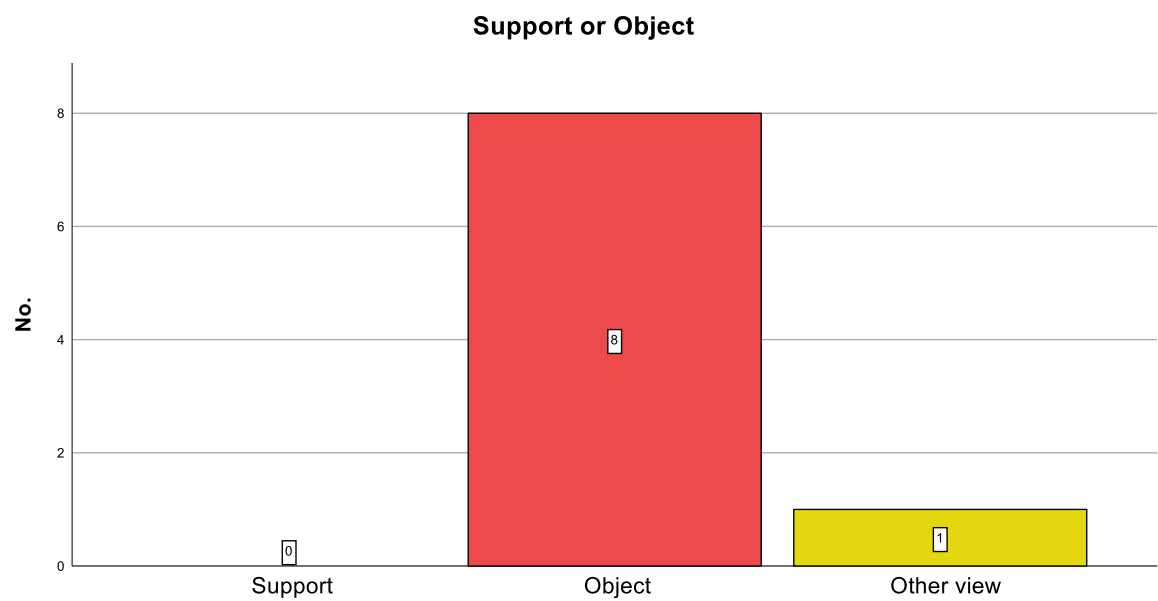


Table 1

		Count	%
Support / object	Support	0	0%
	Object	8	89%
	Other view	1	11%
	Total	9	100%

COMMENTS / SUGGESTIONS

Card no.	Road and no.	Support / object	Comments & suggestions
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1	High Road (CPRA - residents assn.) SEE FULL EMAIL+ PICTURES	Object	<p>The CPRA has concerns about the proposals for reasons as set out below. While Haringey Council may seek to try to make the High Road a safer and 'greener' place for cyclists, they propose to achieve this at the expense of the local residential area by making it: a) more traffic congested, and consequently b) more dangerous c) more polluted and d) to reduce parking spaces for residents who actually live here unlike local business owners and passing cyclists who do not. Many neighbouring boroughs are embracing Low Traffic Neighbourhood (LTN) schemes, and the CPRA would like to see Haringey Council apply the same to our four streets by making them a Low Traffic Neighbourhood area in order to reduce congestion, and pollution. It would seem like a good opportunity to do this whilst making improvements nearby. Please see attached screen shots of similar LTN schemes nearby. It must be noted that all neighbouring boroughs seem to be on board with LTNs and that Haringey appears to be lagging behind in this respect. The CPRA does not, in principle, object to improving cycle lanes on the High Road; in fact we are in favour of improving conditions and safety for cyclists. However, we do object to any proposals which would impact negatively on local residents in the long-term, and we have serious concerns that the current proposals, as they stand, would not be of benefit. These proposals do not represent an improvement in the area as a whole but merely seek to shunt existing problems of traffic volume and flow, off the High Road and around the corner into Cranbrook Park, which will, undoubtedly, have a negative knock-on effect also on Berner's Road, Gathorne Road and St. Albans Crescent. If changes are to be made to local loading bays, then the CPRA would like to see similar improvements made to our residential neighbourhood at the same time. These measures could include: a) Making Cranbrook Park, Berner's Road, Gathorne Road and St. Albans Crescent into a LTN b) Timed access only for loading and unloading c) Access only d) Total renovation of all the road and pavements on Cranbrook Park, Berner's Road, Gathorne Road and St. Albans Crescent. This is long overdue and must be a priority. It is only right and fair that the consequences of any potential displacement of traffic from the High Road into Cranbrook Park and neighbouring roads, is met with increased investment in the infrastructure that is needed to support such proposals. And at the same time, to safeguard local residents against increased pollution and unnecessary rat-run traffic volumes. Additional associated problems with Cranbrook Park and surrounding roads being used as a rat-run are as follows: Increase in fly-tipping of fast food wrappers. Increase in pollution as cars sit idling with their engines on whilst eating take away food (which then gets left on the pavement, or kerbside). An increasing number of Driving School instructors using the area for practice with students. Increase in drivers using Albany Park as a public toilet - including Driving Instructors. Increase in crime and criminal activities - 2 cannabis farms have been discovered this year alone, in our area - one in St. Albans Crescent, the other, very recently in Gathorne Road: the ease of access providing an ideal 'open' network for drug dealing and associated activities. We believe that by making our 4 streets into a LTN - many of the above problems will be considerably reduced. In reference to specific points of the proposal - the following: THE PROPOSED RELOCATION OF THE LOADING BAYS TO CRANBROOK PARK As Haringey Council is very well aware, this corner of Cranbrook Park is already highly problematic and volatile due to the on-going</p>
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			<p>problems with Fast Fit Tyres. Currently there are two 'Car Club' parking bays and one 'Loading only' bay in this location. Our concern is that the introduction of another loading bay, in place of the two Car Club bays, directly opposite Fast Fit Tyres, will only exacerbate the high levels of daily congestion and pollution in this area. (And it is worth remembering that the 'Car Club' bay is relatively less active in comparison to loading and unloading of goods, and with the use of smaller cars as compared to big lorries or vans). Therefore, we would want to see the following measures instigated to mitigate the impact of the proposed relocation of the loading bays: Timed loading and unloading; access in conjunction with resurfacing of all the roads would be strongly needed, as well as robust enforcement. There is also the strong possibility that increased pressures on what is limited space and restricted access could lead to increased hostility and confrontation at this juncture.</p> <p>Therefore, we advise that permanent, 24 hour monitored CCTV accompanies any new re-arrangements at this point. THE PROPOSED RELOCATION OF X2 'CAR CLUB' BAYS The CPRA is opposed to the relocation of the existing two 'Car Club' bays to outside No. 3 Cranbrook Park. It is unfair to ex</p>
2	St Albans Crescent	Object	<p>Haringey Council must have a screw loose to consider putting loading bays at the top of Cranbrook Park. I welcome the cycling initiative but across road is a nightmare Tyre shop which already creates traffic chaos. I strongly object to any loading bays being put in on Cranbrook Park. Residents have been trying to get traffic control for our area for years as it's used a rat run to avoid the lights and get on to Lordship Lane. This creates a lot of noise and pollution for residents. Why not deal with that instead of adding more commercial vehicles to route with is already problematic. SEE EMAIL & PICTURES</p>
3	Cranbrook Park	Other view	<p>Whilst I would encourage cycling and footfall I would urge you to consider the following whilst trying to improvise cycling. 1. To mark the following on the pavements where the cycle lane will be introduced with "No cycles/mopeds or e scooters allowed on pavements" 2. If this is flouted a fine of £50.00 to be levied on the offender. 3. Install CCTV if necessary. 4. Clear sign/s at signal lights that any two wheelers must follow the signals. You may have not noticed this but I have. Especially on Sundays and late evenings. I wasn't surprised that there were women culprits as well. Then again at the traffic lights ...sometimes these riders think it is their monopoly to do what they want and no authority cares. The way these riders(especially moped riders as well as e scooters) ride they do not have concerns about the public going about their business. The only time the authorities will wake up is when they have to pay compensation to the victims. Lastly, the roads in the N22 area are being dug with impunity sometimes for days and one cannot see any labourers on the site. This not only causes a traffic jam as the buses/motorists' have to observe the traffic signals but a lot of inconvenience to the public to fulfil their appointments. Please ensure that limited time is taken to implement these works.</p>

4	High Road Business	Object	<p>my objection is as follows: 1. The proposed conversion of the Car Club Bays to Loading Bays in Cranbrook Park is not sufficient for the number of deliveries received by the businesses along that stretch of the High Road. A significant proportion (/virtually all) of the commercial units are trading businesses which require deliveries throughout the day. 2. There will be inevitable congestion amongst delivery vehicles (mostly vans) turning into Cranbrook Park and waiting for an available parking space, impeding traffic into Cranbrook Park and creating congestion on the High Road itself. This is hazardous to both pedestrians and cyclists. Even currently when vehicles turning into Cranbrook Park must wait a matter of moments for pedestrians to cross, congestion instantly builds up around the Bounds Green Road junction. 3. Palettes of products will need to be transported/wheeled from the delivery vehicles on Cranbrook Road, as far as the commercial units next to the Underground Station. This stretch of pavement sees heavy foot traffic throughout the day, especially around the bus stops. Transporting multiple, heavy goods over such a distance is a safety hazard and increases congestion on the pavement. Any congestion on the pavement will likely lead to pedestrians walking into the cycle lane and around the congested pavement, causing a danger to themselves and oncoming cyclists. This already happens very frequently as it is. 4. Kerbside access is very often needed for servicing, for example for waste removal services, water/sewage services, electricity/power services etc. These vehicles currently pull into the kerbside while works/services are being carried out. The danger of the proposed changes is either lack of access of these services to carry out works properly, or the service people parking temporarily in the road and subsequently blocking traffic, as well as the view of any cyclists, pedestrians and drivers. For the above reasons, I strongly object to the proposed changes to the cycleway; they heighten the danger to cyclists and pedestrians alike, as well as impeding the operations of essential services and businesses, impacting all passing traffic.</p>
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5	Cranbrook Park	Object	<p>My neighbour alerted me to the consultation about the proposal to move the car club space to outside 3 Cranbrook Park, N22. I am a resident and homeowner in Cranbrook Park. I have a young family and find parking outside my property already challenging; the pay by phone option for parking means many of the spaces at the top of the road are taken up by shoppers rather than residents. Transporting a young family means lots of heavy lifting (buggies, car seats, changing bags, toys etc. - and of course the children themselves!) and it often takes several trips back and forth to get everything in and out of the vehicle. With young children it also becomes a safety issue when I am by myself and forced to park at the other end of the road as there's no available parking at the end of the street where my house is (close to the High Road). Reducing the available parking to local residents will only make it harder for my family. I'm supportive of the car club initiative and welcome it as a means of shared transport and convenience. However, repositioning the car club parking to an already congested area will make life harder for young families like mine. An alternative could be to use the space at the other end of the road, where there tends to be more parking available as it's not so close to the High Road. This would therefore enable a convenient location for car club users without adding further pressures to already congested area. Another alternative for the Council to consider would be to restrict the parking in the local area to residents only, removing the pay by phone option. What should be a quiet residential road is already far busier thanks to profiteering from local parking spaces. I urge you to reconsider using the space outside 3 Cranbrook Park for the car club. Please don't make it any more difficult for young families like mine to find accessible and convenient parking outside my house. Please can you also let me know how I can raise a formal complaint about how this process has been conducted? My family will be directly affected by this proposal yet received no notification about the consultation, making a slight mockery of the consultation's purpose (which is presumably to engage and seek the views of those affected). Had it not been for my neighbour sending me the proposal I wouldn't have known. Needless to say I feel uncomfortable and unhappy with how this process has been conducted. A disappointing and dispiriting experience of local democracy.</p>
6	High Road	Object	<p>Strongly object as it will leave our small businesses with no space to load / unload. No lorries can turn or park on Cranbrook Park. There will be no place for delivery lorries or vans to park when making deliveries to us. This scheme will kill our small businesses.</p>
7	Cranbrook Park	Object	<p>Cranbrook Park is a very busy road - already badly congested, noisy and polluted. Your proposal will, we believe, make it worse for residents, The top part of Cranbrook Park is already very busy with cars because of the garage and all the nearby shops. With large vehicles unloading, your scheme will make a bad area even worse. Please leave things as they are.</p>
8	High Road	Object	<p>Converting advisory lanes to mandatory cycle lanes along with single blips to double blips will make it impossible for us to run our business, because no suppliers with vans or lorries will be able to park and unload. It is already extremely difficult for lorries to park on Cranbrook park loading bays. It is one way and the scheme will create more problems in a residential street.</p>

9	Cranbrook Park	Object	Moving the loading bays to where the car club bays are is a very bad idea. It will add more congestion to what is already a very busy road for parking. Furthermore, the proposed new car club bays should NOT be positioned outside residential properties. These spaces are needed by residents as well as services such as Thames Water who are frequently required to come and empty the blocked drains on the corner of Cranbrook Park - they need the space to park.
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