

CABINET MEMBER SIGNING

Friday, 18th March, 2022, 1.00 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. EXTENSION OF CYCLEWAY 1 (C1) ROUTE TO QUEEN STREET VIA WHITE HART LANE (PAGES 1 - 12)

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

Thursday, 10 March 2022

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Report for: Cabinet Member Signing – 18 March 2022

Title: Extension of Cycleway 1 (C1) Route to Queen Street via White Hart Lane

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: Northumberland Park and White Hart Lane

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

1 Describe the issue under consideration

- 1.1 To report on the feedback of statutory consultation carried out from 20 October to 12 November 2021, on the proposal to extend the current Cycleway 1 (C1) Route to Queen Street via White Hart Lane.
- 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

The Cabinet Member for Environment, Transport; and the Climate Emergency is asked:

- 3.1 To approve the implementation of the proposed improvements to Cycleway C1– Queen Street which includes:
 - (a) the extension of Cycleway 1 (C1) Route to Queen Street via White Hart Lane as detailed in Appendix (I); and
 - (b) The installation of the proposed modal filter in White Hart Lane at its junction with Queen Street.

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 consulted upon are aimed at providing safe conditions 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. Our 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 Transport for London (TfL) has allocated funding to LB Haringey to extend the existing Cycle Superhighway 1 (CS1) from White Hart Lane to Queen Street to join up with the Cycleway 1 in Enfield at Bull Lane, which is at the borough boundary. The existing CS1 runs between White Hart Lane in Tottenham and Liverpool Street Station in the City.
- 6.3 Enfield Council, following statutory consultation on a number of proposals under its active travel improvement scheme, recently approved implementing a bus gate at the southern end of Bull Lane amongst other measures. Further information about Enfield's proposals and scheme progress can be found using the following link: - <https://letstalk.enfield.gov.uk/nmh-ati>
- 6.4 The bus gate in Bull Lane, once implemented by Enfield Council, will reduce the volume of traffic using Bull Lane and Queen Street as it will remove the cut through used by thousands of vehicles on a daily basis, who are avoiding using the North Circular Road roundabout and the A10. The businesses along Queen Street will remain accessible from the south.
- 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 Ward Councillors were informed of the proposals on 5 October 2021.
- 6.7 The Haringey Cycling Campaign (HCC) was informed of the proposals on 11 October 2021. The HCC commented on 14 June 2021, suggesting further measures such as incorporating a shared space area to both junctions, including signage to highlight the shared use nature of the area. These suggestions were incorporated into the revised design which was consulted upon. Moreover, officers also suggested meeting with the HCC on site prior to finalising the detailed design should the scheme be approved.
- 6.8 The proposed changes in Haringey went through the statutory consultation process whereby legal notices were distributed to properties in the vicinity of the proposals on 22 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.

- 6.9 The Council received six responses during the statutory consultation period, two in favour, 3 raising objection and one response from the Metropolitan Police commenting on the proposals.

6.10.1 Objection one

A resident stated the following:

'Queen Street is not wide enough to have cycle lanes and introducing cycle lanes will make the road even more narrow'.

They raised the following with respect to lack of parking for residents:

'There is already a shortage of parking spaces in Queen Street, which is aggravated when Hotspur is playing. Indeed parking spaces next to the church become pay and display on an event day, which means that residents with a TED parking permit cannot park there. Additionally, residents parking on single yellow lines cannot do it on an event day. If the sides of Queen Street which are currently with single yellow line are now changed to double yellow lines on a permanent basis, the shortage of parking spaces will become worse daily. I have attached a document, which details the current shortage of parking spaces in Queen Street. Tenants living in Academia Way, Princess Street and Queen Street Park on Queen Street (Academia Way not having enough parking spaces). They will not be able to park on White Hart Lane and Creighton Road, as the council is planning to implement a new CPZ in which Queen Street is not included. If there are already not enough parking spaces, single yellow lines are replaced by double yellow lines and residents will not be able to park in surrounding roads, where will tenants park? What will happen if they cannot find a parking space due to the shortage? Surely if the council intends to implement new signage, it also has a duty to ensure that there are enough parking spaces'.

6.10.2 Council response

The proposed changes do not include provision of cycle lanes along Queen Street. This is because the road is too narrow to accommodate adequate width cycle lanes, as noted by the resident. Once Enfield Council implements the bus gate along Bull Lane, the volume of traffic passing along Queen Street is expected to substantially reduce, as the through route to and from the North Circular Road will be removed. For this reason, it is proposed to change single yellow lines on one side of Queen Street to double with a waiting and loading restriction. This will ensure adequate space is available for cyclists to safely navigate the road alongside motor vehicles, the latter still able to access this road from the south.

Queen Street is an important north-south link in the east of the borough and the proposals will help reduce the burden on public transport by providing a viable alternative to private car use.

It is acknowledged that changing the single yellow line restriction to double does reduce the availability of parking spaces for residents outside of controlled hours. However, this space is necessary to ensure the safe passage of cyclists. The

proposed CPZ for Northumberland Park (encompassing a number of roads covered within the Tottenham Event Day (TED) parking controls) that residents were consulted upon in February 2020 included Queen Street. However, the proposals along Queen Street were not progressed to the statutory consultation stage at that time. The report for the scheme made it clear that this element wasn't progressed to allow time for the proposals for the cycling scheme to be developed. Once this was known, consideration would be given to including Queen Street within the same CPZ, which has not been implemented yet. Officers within the Parking Team will progress the statutory consultation for Queen Street to be included within the new CPZ and, subject to this being approved, the whole CPZ will be delivered at the same time. This will bring in additional hours of control alongside those on event days which will benefit resident permit holders.

6.10.3 *Objection two*

'As a family we TOTALLY DISAGREE to this proposal. What is the matter with the government and councils. Such high priorities to cyclists and for them you want to block our access to A406 and hospital. We will have to go all the way round with our vehicle. This is not acceptable. We are against it as a family.'

6.10.4 Council response

Haringey Council's proposal for Queen Street is simply to amend the yellow line restrictions and provide a cycle route through signage and road markings. 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 a serious mode of transport and the proposed measures will help encourage the uptake of this.

6.10.5 *Objection three*

A resident objected to the proposed changes stating that the modal filter at White Hart Lane and the Bull Lane bus gate proposed at the time by Enfield would in reality trap local residents between two filters, which will mean they will not be able to drive out or get back home on match days.

The resident added the following:

'I live on Academia Way, a one-way road. Your proposal in addition to Enfield's bus gate on Bull Lane would mean that I cannot access by vehicle my home. I would not be able to go up Pretoria Road from White Hart Lane and turn into Durban road (dead end) and any other access from Pretoria road to Queen Street/Bull Lane would be blocked by the Enfield bus gate. I also cannot turn left from the A406 and drive to Academia Way due to the Enfield bus gate.'

'I would also not be able to turn right into Queen Street from White Hart lane due to the proposed modal filter. So how do I get home. Drive up Creighton road and turn right into white hart lane so I can be stuck behind the empty shuttle buses that don't travel at full capacity?'

'Local residents should be able to access the modal event day filter on event days with TED CPZ permits and parking outside the church on queen Street needs to be returned to TED CPZ parking to facilitate the lost spaces. Since you don't want fans driving to the stadium why are you giving them our parking'.

'Your aim as local authority should be to make residents feel wanted and valued whilst balancing local business needs. How you are going about things makes it seems that the residents are a nuisance and if you could bulldoze our homes or make us disappear on event days you would'.

'We tolerate a considerable amount of disruption every event day, due to normal routes being blocked or diverted, the volume of people in the area, removal of parking bays etc. Why don't you ever ask us what would help make it easier? Rather than suggest ideas where our freedoms are encroached upon. You never ask what would make event days easier for local residents. Instead we are always being asked or forced to make event days easier for everyone else. We pay council tax they (ticket holders) don't yet you never seem to have our interest in mind. Anyway in short I reject all aspects of your current proposal in its current state'.

6.10.6 Council response

The intention of the modal filter within Haringey is not to trap anyone, as all properties will be accessible, but acknowledging that, with the addition of the Enfield bus gate, some residents will have to take a slight detour when leaving or arriving at their property by motor vehicle.

It is not possible to allow local residents with a TED permit to access the modal filter on White Hart Lane as this will increase traffic along a route that is intended to be made safer for cyclists. As noted under 6.10.2 above, the new CPZ approved for Northumberland Park (once implemented) will benefit local residents whose feedback is much valued, and their needs have been considered. Queen Street will be proposed to be part of this CPZ, again benefiting local residents.

The provision of the paid for parking bays near the church are aimed at providing some parking for visitors to the church as well as visitors to the stadium, whilst retaining the resident permit parking bays for those with a valid permit. Residents with a parking permit will benefit further when the new CPZ is introduced as the additional hours of operation will safeguard resident permit parking as event goers will not have access to these bays during operational hours.

6.10.7 Comment

The Metropolitan Police responded by requesting information on the signs and lines to be used at the modal filter at White Hart Lane/Queen Street junction and added that road markings alone for cycle routes would be more dangerous than doing nothing at all.

6.10.8 Council response

Detailed plans of the proposed filter in White Hart Lane junction with Queen Street were sent to the Metropolitan Police with no further comments or objections received on the proposals. If approved, the designs of the scheme including any signs and road markings will be subject to an independent safety audit, the report for which will be shared with the Metropolitan Police.

6.10.9 Comment

'Fully support this sensible proposal, even though it will force some traffic on to Creighton Road'.

6.10.10 Comment

'In this they are talking about putting a fixed bus gate in, as long as we still have appliance access, and it is large enough to get an Aerial appliance through I would have no objections'.

6.10.11 Council response

Emergency vehicle access will be maintained, as stated in the consultation document.

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](#). Cycle Superhighway route 1 improvements 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 These proposals will improve cycling connectivity along CS1 route and thus encourage cycle usage and making cycling safer in the borough.

Statutory Officers' comments

8 Finance

- 8.1 To extend the existing Cycle Superhighway 1 (CS1) to the Cycleway 1 in Enfield. The existing CS1 runs between White Hart Lane in Tottenham and Liverpool Street Station in the City. The supply and installation costs are estimated to cost £56k and will be funded by TfL through funding secured from DfT.

9 Legal

- 9.1 Section 65 of the Highways Act 1980 permits highway authorities to provide cycle tracks in or by the side of existing carriageways 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 Equality

- 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 - Plan of proposals
- Appendix C - Legal notice

Appendix A – Statutory consultation document

Highways

Ann Cunningham: Head of Highways & Parking



22 October 2021

Public and Statutory Notification**Extension of Cycleway 1 (C1) Route to Queen Street via White Hart Lane**

Dear Resident or Business,

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.

As part of our 2021/22 works programme, we are proposing to extend the Cycleway 1 (C1) route north to Queen Street N17 where it joins the borough boundary with Enfield. This will enable a direct connection to Enfield's proposed active travel route, which extends from the borough boundary at the southern end of Bull Lane to the A406 North Circular Road underpass. The active travel route proposal which Enfield is currently consulting on includes a bus gate at the southern end of Bull Lane, and modal filters at Amersham Avenue and Shaftesbury Road. For more information, please visit <https://letstalk.enfield.gov.uk/a1010s-nmh>

Our proposal is designed to generally improve the conditions for cyclists travelling along Queen Street and White Hart Lane, strengthening London's cycle network as well as improving the North to South link, in Haringey.

Due to the expected reduction in motor traffic along Bull Lane and Queen Street resulting from the proposed bus gate by Enfield Council, our proposal is relatively light touch. Should Enfield Council's proposals be implemented, then following monitoring of traffic in nearby streets, we may come back at a later date with additional proposals aimed at mitigating any traffic displacement which may result from this bus gate.

The main elements of our proposal are listed below and detailed on the plan overleaf.

White Hart Lane east of junction with Queen Street

- Provision of a modal filter (road closure allowing emergency services and cyclists to travel through) enforced by CCTV camera enabling a safe link for cyclists travelling between White Hart Lane and Queen Street along the proposed extension to the C1 route.
- The filter will allow buses including coaches to access this section of White Hart Lane during Mon-Fri 4.30 pm – 11pm and Sat & Sun 10 am – 11pm only during event days at Tottenham Stadium. 8 metres of permit holder parking bay (1 space) will need to be removed from White Hart Lane to accommodate the filter.

Queen Street

- Upgrade of 170m of existing single yellow line to double yellow line with double kerb blips (no waiting or loading permitted) on the western side of Queen Street. This is to ensure there is sufficient space for cyclists to safely travel along this road which will continue to be used by some motor traffic.

This letter marks the start of a three-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 **20 October 2021** and provides a 21-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 10 November 2021.

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

www.haringey.gov.uk

Public Notice

**PROPOSED INTRODUCTION OF MODAL FILTER ON WHITE HART LANE, N17
PROPOSED INTRODUCTION/AMENDMENT/REMOVAL OF WAITING AND LOADING RESTRICTIONS
AND PARKING PLACES – WHITE HART LANE, PRINCES STREET & QUEEN STREET, N17**

**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***

The Haringey (Moving Traffic Restrictions) (Amendment No. *) Order 202***

T52

Notice is hereby given that the Council of the London Borough of Haringey proposes to make the above mentioned Orders under sections 6, 29, 45, 46, 84 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:-

1. To Install;

- (i) A modal filter (road closure allowing emergency services and cyclists to travel through) on both sides of **White Hart Lane, N17**, outside of no. 134 to 144, operating at all times with the exception of buses Monday to Friday 4.30 pm to 11pm, Saturday and Sunday 10 am to 11pm on event days only;
- (ii) No loading at any time restrictions on **Queen Street, N17** (west side), from its junction with White Hart Lane, N17, to a point in line with the southern property boundary of 22 Queen Street, N17, a total length of 247.5 metres;
- (iii) No loading at any time restrictions on **Princes Street, N17**, (both sides), at its northern junction with Queen Street, N17, for a total length of 3 metres;
- (iv) No loading at any time restrictions on **Princes Street, N17**, (both sides), at its southern junction with Queen Street, N17, for a total length of 4.5 metres;
- (v) No loading at any time restrictions on **White Hart Lane, N17**, outside no. 176 White Hart Lane, N17, a total length of 14 metres.

2. To Convert;

- (i) The existing single yellow line restrictions to double yellow lines on **Queen Street, N17**, (west side) from outside no. 1 Queen Street, N17, to outside no. 15 Queen Street, N17 (inclusive of), a total length of 58.5 metres;
- (ii) The existing single yellow line restrictions to double yellow lines on **Queen Street, N17**, (west side) from outside no. 1 Trafalgar Cottages, Queen Street, N17, to a point in line with the southern property boundary of 22 Queen Street, N17, a total length of 137 metres;
- (iii) The existing Permit Bay on **White Hart Lane, N17**, outside of no. 134 to 144 White Hart Lane, N17, (north side) to double yellow lines, a total length of 7 metres.
- (iv) The existing single yellow line on **White Hart Lane, N17**, opposite no. 134 to 144 White Hart Lane, N17 (south side) to double yellow lines, a total length of 7 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 reference 2021-T52, by 10th November 2021.

Dated: 20th October 2021

Ann Cunningham
Head of Highways and Parking

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