

Report for: Record of Decision Taken Under Delegated Authority

Item number:

Title: Dorset Road– Contraflow Cycling Traffic Order

Report  
Authorised by: Head of Operations

*Stunningham*

Cabinet Lead Member for Environment:

*Mitchell*

Lead Officer: Gary Smith  
Tel: 020 8489 5609  
Email: [gary.smith@haringey.gov.uk](mailto:gary.smith@haringey.gov.uk)

Ward(s) affected: Bounds Green

Report for Key/  
Non Key Decision:

1. Describe the issue under consideration
  - 1.1 To report on the feedback of statutory consultation carried out between 23<sup>rd</sup> March and 14<sup>th</sup> April 2018 for a proposal to introduce contraflow cycling in Dorset Road.
  - 1.2 To request approval to proceed to implementation having taken objection into consideration.
2. Recommendations
  - 2.1 It is recommended that we proceed to implementation of the scheme as proposed.
3. Reasons for decision
  - 3.1 Haringey is required to formally consider the results of feedback to consultations undertaken on traffic schemes, in particular any objections to proposals prior to proceeding to implementation.
4. Alternative options considered
  - 4.1 None
5. Background information
  - 5.1 As part of the Borough Cycling programme, we have worked with Haringey Cycling Campaign (HCC) to identify roads within the borough which require improvements to make them more safe and accessible for cyclists, especially on one-way streets and roads with closed to traffic sections or 'no entry' points.
  - 5.2 Dorset Road and St Michaels Terrace have been prioritised on this programme for a number of improvement measures. The key measures are listed below:
    - Introduction of contra-flow cycling on Dorset Road with associated signs.
    - Amendments to the kerbs at the entrance to Nightingale Gardens, to improve cycle accessibility.
    - Installation of cycle separators on St Michaels Terrace on the approach to Buckingham Road, to reduce conflict with vehicles waiting at the junction within the cycle lane.

## 6 Statutory Consultation

- 6.1 A public consultation was conducted between 13<sup>th</sup> January and 3<sup>rd</sup> February 2018, following which the cabinet member for the environment authorised the decision to proceed with the scheme as proposed. A copy of that decision attached in Appendix A of this report.
- 6.2 To support that decision a statutory consultation for the contra-flow cycling Traffic order was required. This was conducted between 23<sup>rd</sup> March and 14<sup>th</sup> April 2018, a copy of the consultation document is attached in Appendix B of this report.

## 7 Responses to Consultation

- 7.2 There was one objection received to the Statutory consultation, as follows:

*'I strongly disagree with the proposals to install a contraflow system for cyclists on this road. I believe this would be dangerous for cyclists and is unnecessary.'*

*The road is quite narrow and has necessary permit parking on both sides for local residents cars. There is simply not enough space for cyclists to safely navigate this road against the motor vehicles driving in the other direction - these often include large refuse removal trucks and builders vehicles.*

*I cannot understand why such a scheme is necessary, given the current arrangement of a dedicated cycle lane leading from Station Road along St Michaels Terrace which allows cyclists to safely ride through from Alexandra Palace to Bounds Green Road.*

*I therefore disagree with the proposal on the grounds of safety and waste of council tax payers money.'*

Our response to this objection is as follows:

There will be no narrowing of the carriageway or footway. Aside from signage, no additional infrastructure will be installed in Dorset Road.

A traffic observation revealed that between 8-10 vehicle per hour travel along Dorset Road. The low levels of traffic will allow the contra-flow to operate under a give and take basis using the pre-existing passing gaps created by driveways. The layout is in line with London Cycle Design Standards and the scheme has been subject to an independent road safety audit by an external consultant. A post implementation safety audit will also be undertaken to make sure the arrangements are operating safely.

Haringey Cycle campaign have identified these changes as one of their priorities, as part of a programme of improvements we have implemented borough wide to improve cycle permeability.

This alteration will allow a quiet cycle route access to the local cycle route through nightingale Gardens. As it does not adversely affect the operation of the road or the level of service to residents, we recommend that the proposal is progressed.

## 8 Contribution to strategic outcomes

- 8.1 The project proposals will improve road safety contributing to the delivery of Haringey's Corporate Plan Priority 3 objective, "*We will make Haringey one of the most cycling and pedestrian friendly boroughs in London.*"

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

### 9.1 Comments of the Head of Legal Services

N/A

### 9.2 Chief Finance Officer Comments

The cost of these works can be contained within the existing budget funded from Transport for London LIP allocation"

### 9.3 Equal Opportunities

The consultation documents were distributed to all households / businesses within the agreed consultation area and also placed on the Councils web-site to ensure that all stakeholders were made aware of the Councils proposals.

### 9.4 Staff Side Comments

N/A

## 10 Summary and Response

- 10.1 Given that this contraflow route in Dorset Road supports local cycle access, has been identified as a priority by one of our strategic partners and that it can be progressed without adversely affecting the level of service currently enjoyed by residents in this area, it is recommended that the proposal be progressed as proposed.
- 10.2 A post implementation road safety audit will be undertaken to ensure that the layout is operating safely.

## 11. Use of Appendices

- Appendix A – Consultation letter
- Appendix B – Consultation Report

## 12. Local Government (Access to Information) Act 1985

N/A

Appendix A  
Resident Consultation Report

Report for: Record of Decision Taken Under Delegated Authority

Item number:

Title: Dorset Road and StMichaels Terrace – Local Cycling Measures

Report  
Authorised by: Head of Operations

*Almondham*

Cabinet Lead Member for Environment:

*Mitchell*

Lead Officer: Gary Smith  
Tel: 020 8489 5609  
Email: [gary.smith@haringey.gov.uk](mailto:gary.smith@haringey.gov.uk)

Ward(s) affected: Bounds Green

Report for Key/  
Non Key Decision:

1. Describe the issue under consideration
    - 1.1 To report on the feedback of public consultation carried out between 13<sup>th</sup> January and 3<sup>rd</sup> February 2018 on proposals to allow contraflow cycling in Dorset Road and install cycle separators to protect cyclists using the existing contraflow cycle lane on St Michaels Terrace.
    - 1.2 To request approval to proceed to implementation having taken objections into consideration.
  2. Recommendations
    - 2.1 It is recommended that we proceed to implementation of the scheme as proposed.
  3. Reasons for decision
    - 3.1 Haringey is required to formally consider the results of feedback to consultations undertaken on traffic schemes, in particular any objections to proposals prior to proceeding to implementation.
  4. Alternative options considered
    - 4.1 None
  5. Background information
    - 5.1 As part of the Borough Cycling programme, we have worked with Haringey Cycling Campaign (HCC) to identify roads within the borough which require improvements to make them more safe and accessible for cyclists, especially on one-way streets and roads with closed to traffic sections or 'no entry' points.
    - 5.2 Dorset Road and St Michaels Terrace have been prioritised on this programme for a number of improvement measures. The key measures are listed below:
      - Introduction of contra-flow cycling on Dorset Road with associated signs.
      - Amendments to the kerbs at the entrance to Nightingale Gardens, to improve cycle accessibility.
      - Installation of cycle separators on St Michaels Terrace on the approach to Buckingham Road, to reduce conflict with vehicles waiting at the junction within the cycle lane.
  - 6 Statutory Consultation
-



- 6.1 Local ward Councillors were informed of the proposals on the 5<sup>th</sup> January 2018. No objections were received from Councillors.
- 6.2 The public consultation was conducted between 13<sup>th</sup> January and 3<sup>rd</sup> February 2018, a copy of the consultation document is attached in Appendix A of this report.
- 6.3 A statutory Traffic Management Order will be required for the contraflow cycling.

## 7 Responses to Consultation

- 7.1 The full consultation report is available in appendix B. The table below sets out the summary position.

View	Consultation Area	
	Count	%
Support	2	25%
Object	5	62.5%
Other View	1	12.5%

- 7.2 There were 5 objections received to the consultation, we have provided responses to these in the table below:

Overall Support / Object	Comment	Response
Other view	<p>Thanks for the notification. I have concerns about this - also Dorset Road is used by only about 10 cycles a day at most. The road and pavements are both quite narrow with vehicles parked on both sides. Any cycle lane added to will only make it even narrower. Vehicles parked in the street have been hit by passing traffic as it is. It is not very clear what is intended, so more detail is required please.</p>	<p>The cycle separators are to be installed only in StMichaels Terrace where the existing contraflow lane and waiting restrictions are being abused.</p> <p>There will be no narrowing of the carriageway or footway. Aside from signage, no additional infrastructure will be installed in Dorset Road.</p> <p>The low levels of traffic will allow the contra-flow to operate under a give and take basis using the pre-existing passing gaps created by driveways. The layout is in line with London Cycle Design Standards</p>

		and the scheme has been subject to Road safety auditing.
Object	<p>There are already cycle separators in St Michaels Terrace which is appropriate for cyclists travelling between Station Road and Bounds Green Road. It is unnecessary in Dorset Road which only serves residents as it is one way and only leads to St Michaels Terrace. There is parking for permit holders on both sides of Dorset Road that is necessary for the numbers of households in the street. There is no space to safely install a separate cycle path in this road and would actually be dangerous for cyclists given the width of the road, parked cars. I hope you will reconsider this decision.</p>	<p>The cycle separators are to be installed only in St Michaels Terrace where the existing contraflow lane and waiting restrictions are being abused.</p> <p>There will be no narrowing of the carriageway or footway. Aside from signage, no additional infrastructure will be installed in Dorset Road.</p> <p>The low levels of traffic will allow the contra-flow to operate under a give and take basis using the pre-existing passing gaps created by driveways. The layout is in line with London Cycle Design Standards and the scheme has been subject to Road safety auditing.</p>
Object	<p>I object to the plan for contra-flow cycling in Dorset Road. Dorset Road is one way for a reason; it is narrow. Bin wagons and lorries get through if we all park carefully and we do. Most of us also turn in our wing mirrors having learned the hard way what happens if we don't. Cars are of course smaller, but they still take up most of the width of the road. Cyclists sometimes speed the wrong way, but if they meet an oncoming car, they pause and tuck in if you are lucky. In your new plan who would have right of way? This has not been properly thought through. Has anyone been to measure available space? What is wrong with cyclists continuing to use the existing one-way system. They can already ride up as well as down St. Michael's Terrace. Incidentally, cyclists' behaviour crossing the</p>	<p>The cycle separators are to be installed only in St Michaels Terrace where the existing contraflow lane and waiting restrictions are being abused.</p> <p>There will be no narrowing of the carriageway or footway. Aside from signage, no additional infrastructure will be installed in Dorset Road.</p> <p>The low levels of traffic will allow the contra-flow to operate under a give and take basis using the pre-existing passing gaps created by driveways. The layout is in line with London Cycle Design Standards and the scheme has been subject to Road safety auditing.</p> <p>Haringey Cycle campaign have requested these changes.</p> <p>This alteration will allow a quiet route to the local cycle route</p>

	<p>green is often appalling. They go too fast and appear to believe that pedestrians should get out of their way-and quickly. I support cycling in the city, but I think they should slow down and act responsibly; many seem to be on a mission to make a point. Pedestrians have rights too. Perhaps cycling across the green could be reviewed.</p>	<p>through nightingale Gardens. As it does not adversely affect the operation of the road or the level of service to residents, we have been happy to progress them.</p>
Object	<p>I think it would be dangerous to have bikes coming the opposite way in Dorset Road because the road is narrow and has cars parked on both sides. How would the cycle separators work - it is not clear. Will the road become even narrower for cars? I understand that cyclists don't like them, either!</p>	<p>The cycle separators are to be installed only in StMichaels Terrace where the existing contraflow lane and waiting restrictions are being abused.</p> <p>There will be no narrowing of the carriageway or footway. Aside from signage, no additional infrastructure will be installed in Dorset Road.</p> <p>The low levels of traffic will allow the contra-flow to operate under a give and take basis using the pre-existing passing gaps created by driveways. The layout is in line with London Cycle Design Standards and the scheme has been subject to Road safety auditing.</p> <p>Haringey Cycle campaign have requested these changes.</p> <p>This alteration will allow a quiet route to the local cycle route through nightingale Gardens. As it does not adversely affect the operation of the road or the level of service to residents, we have been happy to progress them.</p>
Object	<p>Dorset Rd is too narrow to keep both the existing parking bays (which are much needed) and add</p>	<p>The cycle separators are to be installed only in StMichaels Terrace where the existing contraflow lane</p>

	<p>in a cycle contraflow lane.. It could potentially be dangerous. Cyclists crossing the main bridge should follow the main road and then turn into St Michael's Terrace after the pub. Agree that cycle lane in St Michael's Terrace should be retained and improved - as proposed. Parking in it, as presently practiced, is to be forbidden at all times</p>	<p>and waiting restrictions are being abused.</p> <p>There will be no narrowing of the carriageway or footway. Aside from signage, no additional infrastructure will be installed in Dorset Road.</p> <p>The low levels of traffic will allow the contra-flow to operate under a give and take basis using the pre-existing passing gaps created by driveways. The layout is in line with London Cycle Design Standards and the scheme has been subject to Road safety auditing.</p> <p>Haringey Cycle campaign have requested these changes.</p> <p>This alteration will allow a quiet route to the local cycle route through nightingale Gardens. As it does not adversely affect the operation of the road or the level of service to residents, we have been happy to progress them.</p>
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<p>Object</p>	<p>Object to the DORSET ROAD AND ST MICHAEL TERRACE N22: PROPOSED CYCLE CONTRA-FLOW AND CYCLE SEPARATORS. I live at st michaels terrace, and every morning and evening, I or my wife have to walk through Nightingale Gardens to get our 16 month old son to nursery. He likes to toddle through the park alongside us. While I have nothing against cyclists (I cycle to work most days), the bend at the entrance on nightingale gardens from st michaels terrace is a real blind spot. Cyclists come tearing around it very fast and sometimes I have to pull my son off the path so he doesn't get run over. If I could suggest:          ·Blind spots in nightingale gardens is improved (with mirrors).          ·A U-chicane used to decrease speed of</p>	<p>The cycle separators are to be installed only in StMichaels Terrace where the existing contraflow lane and waiting restrictions are being abused.</p> <p>There will be no narrowing of the carriageway or footway. Aside from signage, no additional infrastructure will be installed in Dorset Road.</p> <p>The low levels of traffic will allow the contra-flow to operate under a give and take basis using the pre-existing passing gaps created by driveways. The layout is in line with London Cycle Design Standards and the scheme has been subject to Road safety auditing.</p> <p>Haringey Cycle campaign have requested these changes.</p> <p>This alteration will allow a quiet route to the local cycle route through nightingale Gardens. As it does not adversely affect the</p>
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	<p>cyclists at the entrance of the park from st michaels terrace. (This would also stop mopeds going down, Please see attached). Not spend money laying down infrastructure for cycle paths on Dorset road and st michaels terrace when the traffic on these roads is negligible (one car every fifteen minutes). Cyclists don't even stick to their lanes because of lack of cars. I have informed police in the past about mopeds using nightingale gardens cycle path.</p>	<p>operation of the road or the level of service to residents, we have been happy to progress them.</p>
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**8 Contribution to strategic outcomes**

8.1 The project proposals will improve road safety contributing to the delivery of Haringey's Corporate Plan Priority 3, "A clean, well maintained and safe borough where people are proud to live."

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

**9.1 Comments of the Head of Legal Services**

N/A

**9.2 Chief Finance Officer Comments**

The cost of these works can be contained within the existing budget funded from Transport for London LIP allocation"

**9.3 Equal Opportunities**

The consultation documents were distributed to all households / businesses within the agreed consultation area and also placed on the Councils web-site to ensure that all stakeholders were made aware of the Councils proposals.

**9.4 Staff Side Comments**

N/A

**10 Summary and Response**

**10.1** Although five of the eight respondents have objected to these proposals, it is clear that there is some confusion as to how the contraflow cycling will operate in Dorset Road. And an assumption that infrastructure will be installed, that will be detrimental to parking and general operation of the street.

**10.2** Given that this contraflow route in Dorset Road and protection in St Michaels Terrace are two of the strategic aims of our partners at the Haringey Cycle Campaign and the at they can be progressed without adversely affecting the level of service currently enjoyed by residents in this area. We have recommended that this proposal be progressed as proposed.

**11. Use of Appendices**

- Appendix A – Consultation letter
- Appendix B – Consultation Report

**12. Local Government (Access to Information) Act 1985**

N/A

**Appendix A**  
**Consultation Letter and area**

13 January 2018

## **Statutory Notification**

### **Dorset Road and St Michaels Terrace N22: Proposed Cycle Contra-flow and Cycle Separators**

Dear Resident or Business,

As part of the Borough Cycling programme, we have worked with Haringey Cycling Campaign (HCC) to identify roads within the borough which require improvements to make them more safe and accessible for cyclists, especially on one-way streets and others with closed sections or 'no entry' points.

Dorset Road and St Michaels Terrace have been prioritised on this programme for a number of improvement measures. The key measures are listed below and detailed on the plan overleaf:

1. Introduction of contra-flow cycling on Dorset Road with associated signs.
2. Amendments to the kerbs at the entrance to Nightingale Gardens, to improve cycle accessibility.
3. Installation of cycle separators on St Michaels Terrace on the approach to Buckingham Road, to reduce conflict with vehicles waiting at the junction within the cycle lane.

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

Please ensure that your comments reach us as soon as possible and no later than 3<sup>rd</sup> February 2018.

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

Yours faithfully



Sustainable Transport: Highways Engineering

**Sustainable Transport**  
Level 5 Alexandra House  
10 Station Road, Wood Green  
London N22 7TR

020 8489 1000

[www.haringey.gov.uk](http://www.haringey.gov.uk)



Replace existing wide based post with new 4m unit, with two lanterns for double ended signs 1 and 2



Replace existing wide based post with new 4m unit, with lanterns for signs 1



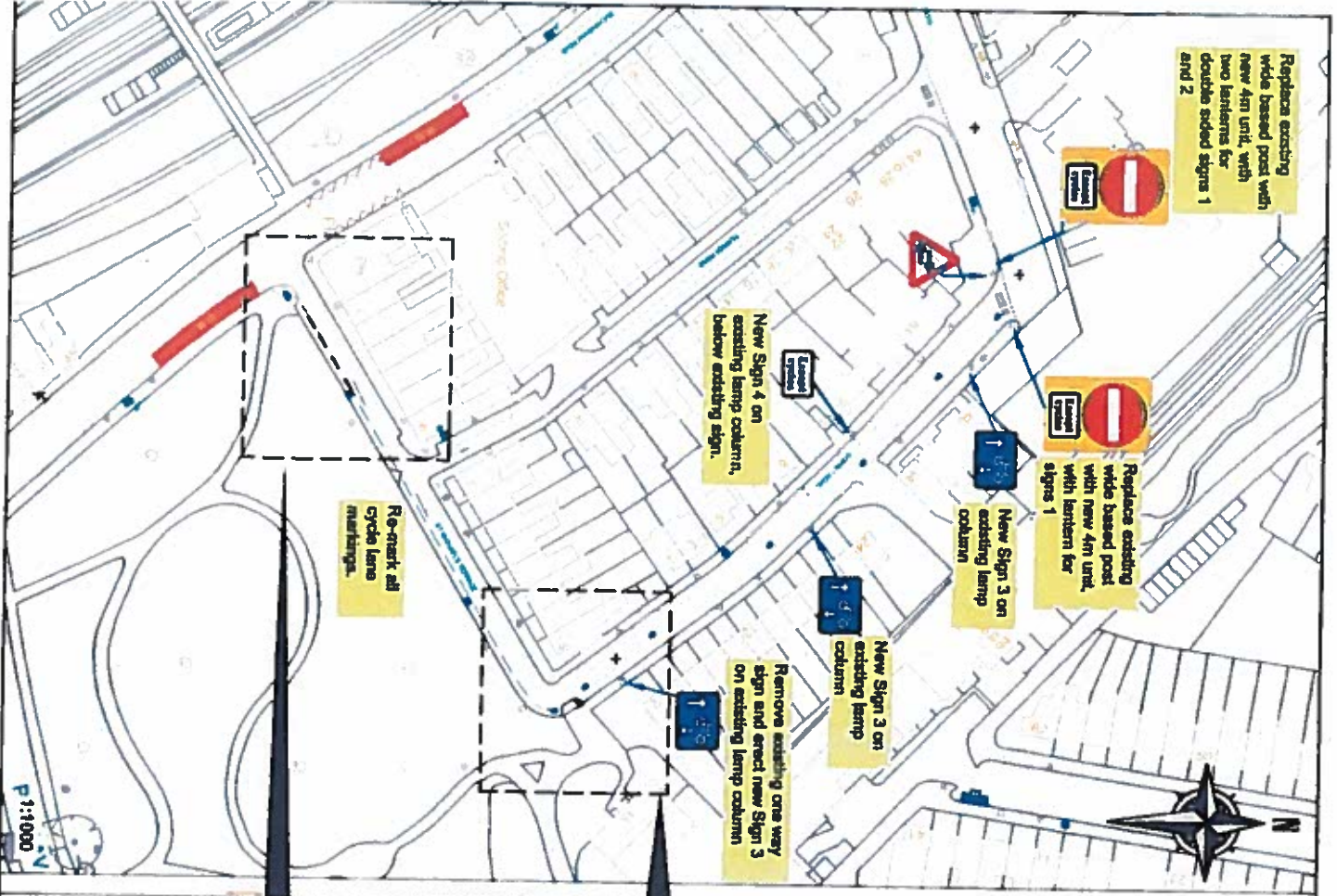
New Sign 3 on existing lamp column

New Sign 3 on existing lamp column

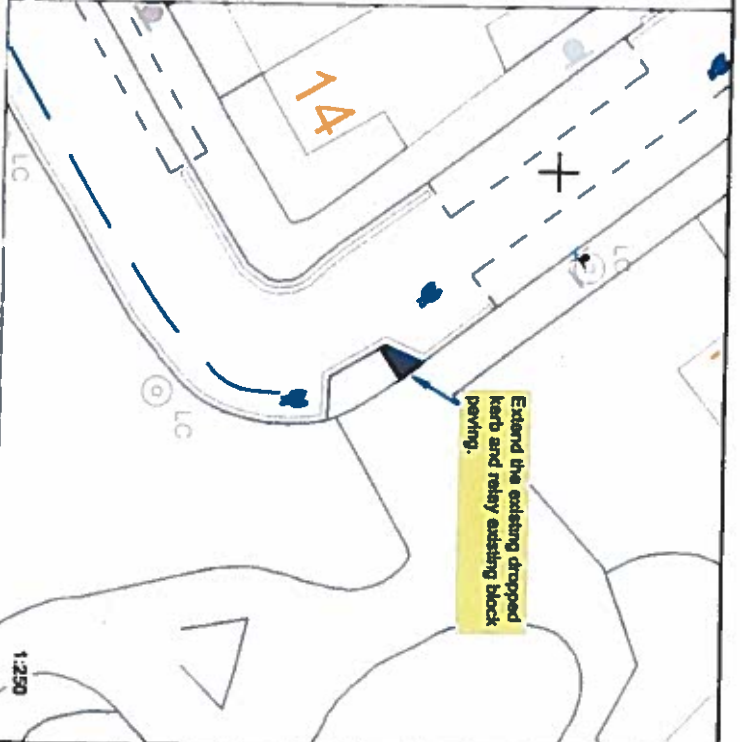
New Sign 4 on existing lamp column, below existing sign.

Remove existing one way sign and erect new Sign 3 on existing lamp column

Re-mark all cycle lane markings.



P1:1000



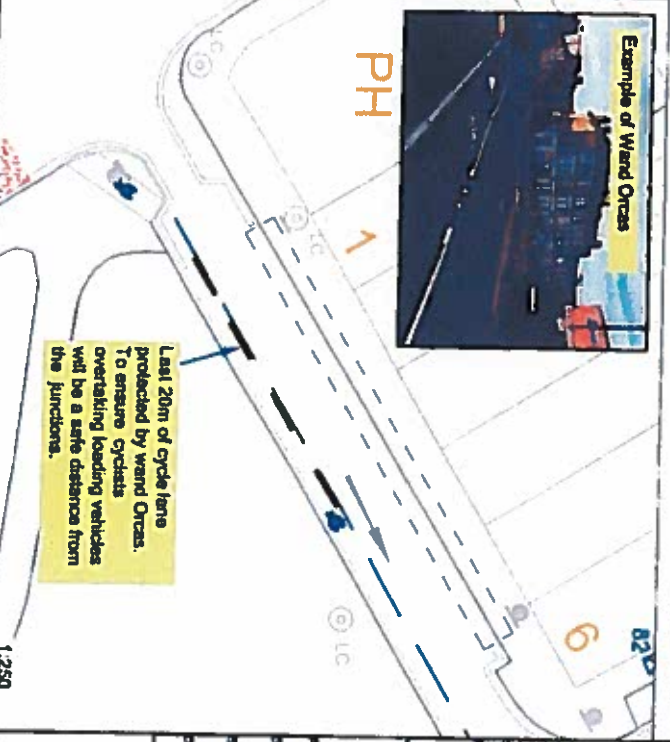
Extend the existing dropped kerbs and re-lay existing block paving.



Example of Wand Orcas

PH

Last 20m of cycle lane protected by Wand Orcas. To ensure cyclists overtaking loading vehicles will be a safe distance from the junctions.



1:250

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NOTES:

CYCLING MEASURES  
2017/18

ST MICHAELS TERRACE  
& DORSET ROAD  
PRELIMINARY DESIGN

GS GS DG  
VARIES @A3 10/2017

CH2017\_18 PD 001  
PLACE & SUSTAINABILITY  
SINGLE FRONTLINE



**Appendix B**  
**Consultation Response Report**

## CONSULTATION REPORT

### Dorset Road – St Michael's Terrace: Cycle Contra-flow

Statutory Consultation 12 Jan – 3 Feb 2018

12 January 2018

#### Statutory Notification

##### Dorset Road and St Michaels Terrace N22: Proposed Cycle Contra-flow and Cycle Separators

Dear Resident or Business,

As part of the Borough Cycling programme, we have worked with Haringey Cycling Campaign (HCC) to identify roads within the borough which require improvements to make them more safe and accessible for cyclists, especially on one-way streets and others with closed sections or 'no entry' points.

Dorset Road and St Michaels Terrace have been prioritised on this programme for a number of improvement measures. The key measures are listed below and detailed on the plan overleaf:

1. Introduction of contra-flow cycling on Dorset Road with associated signs.
2. Amendments to the kerbs at the entrance to Nightingale Gardens, to improve cycle accessibility.
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This notification letter marks the start of a three-week consultation period during which we welcome your views and comments using the enclosed Freepost feedback card. If preferred you can email [frontline.consultation@haringey.gov.uk](mailto:frontline.consultation@haringey.gov.uk) with your views. Should you wish to object to the proposal please include reasons.

## Analysis of responses

### Support / Object

	Frequency	Percent
Support	2	25.0
Object	5	62.5
Other view	1	12.5
Total	8	100.0

Road name	Support / Object	Comments
	Other view	<p>Thanks for the notification. I have concerns about this - also Dorset Road is used by only about 10 cycles a day at most. The road and pavements are both quite narrow with vehicles parked on both sides. Any cycle lane added to will only make it even narrower. Vehicles parked in the street have been hit by passing traffic as it is. It is not very clear what is intended, so more detail is required please.</p>
	Object	<p>There are already cycle separators in st Michaels Terrace which is appropriate for cyclists travelling between Station Road and Bounds Green Road. It is unnecessary in Dorset Road which only serves residents as it is one way and only leads to St Michaels Terrace. There is parking for permit holders on both sides of Dorset Road that is necessary for the numbers of households in the street. There is no space to safely install a separate cycle path in this road and would actually be dangerous for cyclists given the width of the road, parked cars. I hope you will reconsider this decision.</p>
	Object	<p>I object to the plan for contra-flow cycling in Dorset Road. Dorset Road is one way for a reason; it is narrow. Bin wagons and lorries get through if we all park carefully and we do. Most of us also turn in our wing mirrors having learned the hard way what happens if we don't. Cars are of course smaller, but they still take up most of the width of the road. Cyclists sometimes speed the wrong way, but if they meet an oncoming car, they pause and tuck in if you are lucky. In your new plan who would have right of way? This has not been properly thought through. Has anyone been to measure available space? What is wrong with cyclists continuing to use the existing one-way system. They can already ride up as well as down St. Michael's Terrace. Incidentally, cyclists' behaviour crossing the green is often appalling. They go too fast and appear to believe that pedestrians should get out of their way- and quickly. I support cycling in the city, but I think they should slow down and act responsibly; many seem to be on a mission to make a point. Pedestrians have rights too. Perhaps cycling across the green could be reviewed.</p>

Support

Will there be enough room for dustcarts? In the shared path area, cyclists need to be considerate of pedestrians as there are many older people as well as mothers with young children. I would also like the street signs to be kept to a minimum

Support

I live in Scotland Green N17. I use a bicycle to get around the borough and greater London, and wanted to voice my support for this initiative. I have found myself cycling on St. Michael's Terrace and wishing for better cycling provisions. It is not entirely clear how to safely navigate from the cycle path along the New River across the railway. I also support the proposal of the Haringey Cycling Camping: the addition of double yellow lines to the remainder (unprotected) section of the cycle lane on St Michael's Terrace.

Object

I think it would be dangerous to have bikes coming the opposite way in Dorset Road because the road is narrow and has cars parked on both sides. How would the cycle separators work - it is not clear. Will the road become even narrower for cars? I understand that cyclists don't like them, either!

Object

Dorset Rd is too narrow to keep both the existing parking bays (which are much needed) and add in a cycle contraflow lane.. It could potentially be dangerous. Cyclists crossing the main bridge should follow the main road and then turn into St Michael's Terrace after the pub. Agree that cycle lane in St Michael's Terrace should be retained and improved - as proposed.

Parking in it, as presently practiced, is to be forbidden at all times

Object to the DORSET ROAD AND ST MICHAEL TERRACE N22:

PROPOSED CYCLE CONTRA-FLOW AND CYCLE SEPARATORS. I live at st michael's terrace, and every morning and evening, I or my wife have to walk through Nightingale Gardens to get our 16 month old son to nursery. He likes to toddle through the park alongside us. While I have nothing

Object

against cyclists (I cycle to work most days), the bend at the entrance on nightingale gardens from st michael's terrace is a real blind spot. Cyclists come tearing around it very fast and sometimes I have to pull my son off the path so he doesn't get run over. If I could suggest: ·Blind spots in nightingale gardens is improved (with mirrors). ·A U-chicane used to decrease speed of cyclists at the entrance of the park from st michael's terrace. (This would also stop mopeds going down, Please see attached). Not spend money laying down infrastructure for cycle paths on Dorset road and st michael's terrace when the traffic on these roads is negligible (one car every fifteen minutes). Cyclists don't even stick to their lanes because of lack of cars. I have informed police in the past about mopeds using nightingale gardens cycle path, as seen in the photo. (See Card 7)

**Appendix B**  
**Traffic Order –Public Notice**

**HARINGEY COUNCIL – PUBLIC NOTICE  
DORSET ROAD N22: INTRODUCTION OF CYCLE CONTRAFLOW**

THE HARINGEY (PRESCRIBED ROUTES) (AMENDMENT NO. \*) 201\*

T81

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Haringey proposes to make the above mentioned Order under sections 6 and 124 of and Part IV of Schedule 9 of the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Order would be to introduce a pedal cycle contraflow in the whole length of Dorset Road N22 in a north to south direction. This would allow cycles to proceed in this road against the flow of one way traffic.
3. 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 [www.haringey.gov.uk/traffic\\_orders](http://www.haringey.gov.uk/traffic_orders).
4. Any person desiring to object to the Order or make other representation should send a statement in writing of either their objection and the grounds thereof or of their representation to the Traffic Management Group, River Park House, 1<sup>st</sup> floor, 225, High Road, Wood Green, N22 8HQ or to [traffic.orders@haringey.gov.uk](mailto:traffic.orders@haringey.gov.uk) within 21 days from the date of this Notice.

Dated 23<sup>rd</sup> March 2018

Ann Cunningham,  
Head of Operations