

Report for: Cabinet Member Signing

Title: Philip Lane CS1 - Cycling Improvement scheme, N15

Report authorised by: Mark Stevens, Assistant Director Direct Services

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Ward(s) affected: Bruce Grove / Tottenham Green

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

1 Describe the issue under consideration

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

2 Cabinet Member Introduction

- 2.1 N/A

3 Recommendations

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

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

4 Reasons for decisions

- 4.1 The Council is required to consider the feedback received during the Statutory Notification period, in particular any objections to proposals, prior to proceeding to implementation. The proposals are aimed at providing safe crossings for cyclists using the CS1 route but will also benefit pedestrians.

5 Alternative options considered

- 5.1 None.

6 Background Information

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

Philip Lane junction with Jansons Road and Napier Road

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

Philip Lane junction with Arnold Road and Town Hall Approach:

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

Philip Lane between Napier Road and Arnold Road

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

7 Contribution to strategic outcomes

- 7.1 It is important that the Council has safe, green travel to prevent the borough's roads from being overrun by cars and to support active travel, which is the ambition of the Council, as laid out in its [Borough Plan](#) and [Transport Strategy](#). The Philip Lane CS1 Cycling Improvement Scheme will support the objectives set out in these documents, as well as the wider initiatives to improve air quality and support the health of residents as per the Council's [Climate Change Action Plan](#).
- 7.2 This project will improve safety and accessibility for cyclists using this area and thus encourage cycle usage in the borough.

Statutory Officers' comments

8 Comments of the Chief Financial Officer

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

9. Comments of the Head of Legal Services and Governance

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

10 Equalities Comments

- 10.1 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
 - Advance equality of opportunity between people who share those protected characteristics and people who do not
 - Foster good relations between people who share those characteristics and people who do not.
- 10.2 The installation of safe cycling infrastructure will allow for a greater range of Haringey residents to participate in active travel modes and benefit from the improved physical and mental health and wellbeing this can bring. At present, women, disabled people, the over 65s, and those at risk of deprivation are all underrepresented as cyclists. There is evidence which shows suppressed demand amongst these groups, whereby a significant proportion of those who do not currently cycle, would like to begin. The provision of safe cycle infrastructure has been recognised as one of the key enablers to redressing this imbalance. As such, this scheme represents an opportunity to advance equality of opportunity between people who share these protected characteristics, and people who do not.
- 10.3 On the small sections of the scheme where there are areas of shared space between cyclists and pedestrians, these areas are delineated by tactile paving to highlight the shared use to visually impaired pedestrians. The design of the scheme has been approved by Transport for London, and undergone an independent road safety audit, which did not identify any significant issues.

11 Use of Appendices

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

Appendix C - Legal notice