

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