

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

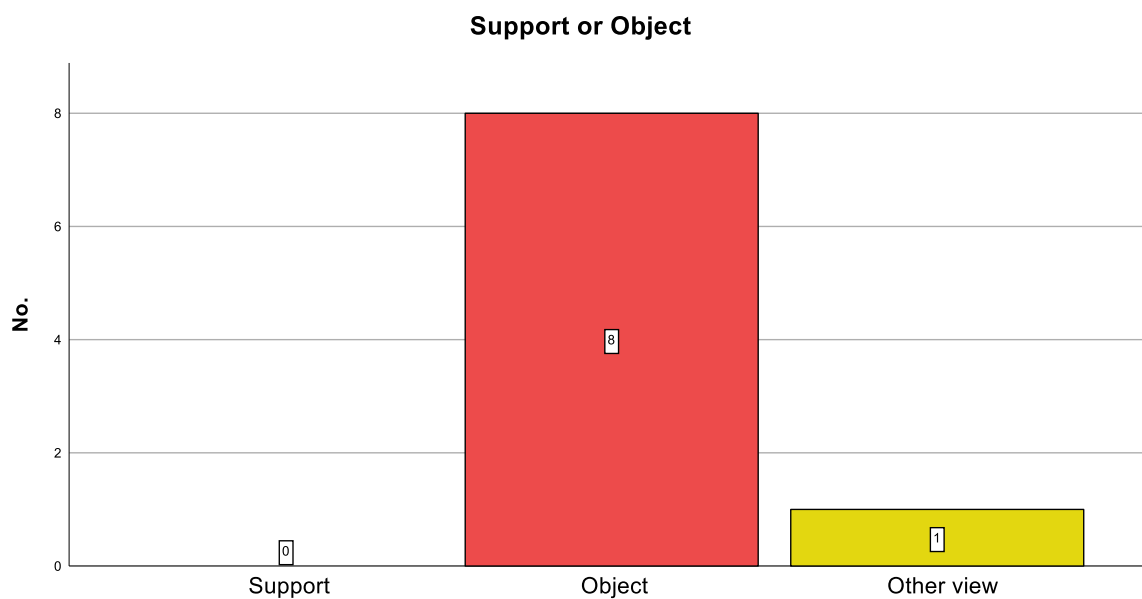


Table 1

		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	<p>High Road (CPRA - residents assn.)</p> <p>SEE FULL EMAIL+ PICTURES</p>	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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