

Report for: Cabinet Member Signing – 7 March 2022

Title: Proposed Cycling Improvements along Station Road, N22

Report authorised by: Mark Stevens, Assistant Director Direct Services

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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 Station Road from the junction with High Road to the junction with Park Avenue.
- 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 Station Road cycling improvement scheme, as set out in the plan in Appendix A, which includes:
 - (a) Converting the northbound advisory cycle lanes on Station Road from the junction with High Road to the junction with Park Avenue to mandatory cycle lanes and the single kerb blips to double kerb blips.
 - (b) Converting the southbound advisory cycle lane on Station Road between its junction with High Road to its junction with Mayes Road, outside St Pauls Church to No. 76 Station Road and from its junction with Park Avenue to 138 Station Road to mandatory cycle lane and the single kerb blips to double kerb blips.

- (c) Adding protection for cyclists by replacing the existing wand and mini orcas with longer poles installed inside the markings of the new mandatory cycle lanes where the widths of the cycle lanes exceed 1.65m.

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 The proposals consulted upon included the moving of the parking bays located between 98 and 138 Station Road to outside of the existing advisory cycle lane, allowing the southbound cycle lane along Station Road between Park Avenue and Mayes Road to be made mandatory. This included removal of the widened footway at the junction with Barratt Avenue in order to provide a continuous cycle lane, negating the need for cyclists to weave in and out. However, following further site analysis, the road widths in this section were found to be too narrow, meaning these changes would result in the cycle lanes on both sides of the road being substandard and not meeting minimum widths set out in the London Cycling Design Standards (LCDS). For these reasons and following further discussions with Haringey Cycling Campaign, it was agreed that these measures would not be recommended for approval and instead a more holistic solution would be sought for this section, which would consider continuity towards Alexandra Palace and Bounds Green. This is subject to funding being identified to undertake this feasibility work.
- 5.2 The proposal also included replacing the existing wand and mini orcas (small units laid inside the cycle lane markings) with longer poles installed inside the lane of the new mandatory cycle lanes. These were proposed to be provided at regular intervals providing a safe barrier between the cyclist and motor traffic. As the road widths were found to be too narrow for the section of Station Road between Park Avenue and Mayes Road to accommodate wide cycle lanes to meet LCDS, the poles are now recommended to only be provided in sections of the cycle lanes where the widths exceed 1.65m, which would allow a clear width of 1.5m to be retained for use by cyclists.

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 Station 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 Station 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 consulted upon are listed below.
- Convert a majority of the existing southbound and northbound advisory cycle lanes on Station Road (from the junction with High Road to the junction with Park Avenue) to mandatory cycle lanes and change the single kerb blips to double kerb blips. This will mean that no waiting or loading will be allowed along the length of the mandatory sections of the cycle lanes.
 - Protection for cyclists will be provided by replacing the existing wand and mini orcas with longer poles installed inside the lane of the new mandatory cycle lane. These will be provided at regular intervals providing a safe barrier between the cyclist and motor traffic.
 - Providing 'floating parking bays' from 138 Station Road to 98 Station Road. This will involve relocating the existing parking bays to outside of the cycle lane (which will be next to the footway), reducing the length of the parking bays and removal of the footway widening at the junction with Barratt Avenue to improve safety for cyclists.
- 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 extending the cycle lane up to the Buckingham Road bridge. These suggestions will be explored as part of another phase, subject to funding, as infrastructure changes to the bus stop north of Alexandra Park station will be required, as well as changes to parking (including parking dedicated for electric vehicle charging).

- 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 are estimated to cost **£45,372.50 excluding VAT** (forty-five thousand three hundred and seventy-two pounds and fifty pence) and this will be funded by TfL through the money secured from the DfT.
- 6.11 The Council received 16 responses during the statutory consultation period, 2 (13%) in support, 13 (81%) who objected and 1 (6%) 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 congestion on Station Road**

The Council received one objection with the respondent stating that the proposed cycle lane improvements will cause further traffic congestion along Station Road.

Council response

The proposal to float the resident parking bays from outside 98-138 Station Road and provide the cycle lane inside the parking bay adjacent to the kerb is now not recommended to be implemented. The recommendations now simply entail converting sections of the existing advisory cycle lanes into mandatory lanes with no reduction to the width of the carriageway. The proposed changes will therefore not cause any additional traffic congestion along Station Road.

The proposals are designed to improve the conditions for cyclists travelling along Station Road, strengthening London's cycle network, and improving the north to south link in Haringey. It is acknowledged that the cycle lanes between Park Avenue and Mayes Road remain too narrow and converting the northbound section to a mandatory lane with waiting and loading restriction is a small improvement, but this section needs funding to consider options to provide protected cycling facilities that meet LCDS standards.

6.11.2 **Objection related to the introduction of 'No Waiting or Loading' restrictions and loss of parking on Station Road**

The Council has received 10 objections related to the proposal to introduce 'No waiting or loading' restrictions and loss of parking on Station Road.

The objectors commented that the proposals will adversely affect the churchgoers of St Paul the Apostle Catholic Church as there will be nowhere to stop to drop off passengers and also raised concerns about where vehicles will park during a funeral. One objector was worried that the Council is installing a new lane.

Council response

We are 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 for our residents.

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.

In response to the concerns raised, and the fact that the road width doesn't allow for meaningful changes to be made without an injection of substantial funding, the existing waiting and loading restrictions in the vicinity of the church will be retained. However, it should be noted that vehicles parked on cycle lanes pose danger and inconvenience to cyclists, often forcing them into the flow of traffic. Cyclists should be able to complete their journeys without deviating from their path. The existing parking bays are being retained and the expectation is that churchgoers use that for parking and dropping off. There is a refuge island in this location which would mean that not many vehicles could fit in this section outside the church without blocking traffic movements.

The proposals do not include increasing the width of the cycle therefore the changes proposed for implementation will not narrow the width of the carriageway.

6.11.3 Objection related to the minimal use of cycle lane

The Council has received two objections related to the use of the existing cycle lane.

The objectors are concerned that the existing cycle lane is hardly used, one objector feels that people tend to cycle on the road instead.

Council response

The proposed change from advisory to mandatory cycle lanes will improve safety for cyclists, as motor vehicles will not be allowed to enter the mandatory cycle lanes. Therefore, these changes will encourage cyclists to use the dedicated cycle lanes instead of the carriageway, thus improving safety and accessibility for pedestrians and cyclists.

In addition, this will help encourage more people to cycle, supporting our policy to improve walking, cycling and other sustainable forms of transport in the borough.

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 Station 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 Finance

- 8.1 This report requests Cabinet Member approval for the implementation of proposed improvements to Station Road, outlined in section 3 and detailed under 6.6. The supply and installation of the proposed changes are estimated to cost £45,372.50 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 Legal

- 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 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 – Revised Plan for Approval
- Appendix B – Consultation area
- Appendix C - Legal notice
- Appendix D – Full consultation report