

PUBLIC + STATUTORY CONSULTATION 20 October – 10 November 2021

STATION ROAD: PROPOSED CYCLE IMPROVEMENTS

Summary of proposed scheme

Station Road

- Convert a majority of the southbound advisory cycle lanes on High Road between Bounds Green Road junction and Station Road junction to mandatory cycle lanes with single kerb blips changed to double blips. No waiting or loading will be allowed along the length of the mandatory sections.
- Protection for cyclists will be provided by installation of longer poles by the new mandatory cycle lane.
- The existing 'Car Club' Bays on Cranbrook Park will be converted to Loading Bays. New 'Car Club' Bays will be provided opposite No.3 Cranbrook Park.

Feedback Analysis

Chart 1 Overview of Support

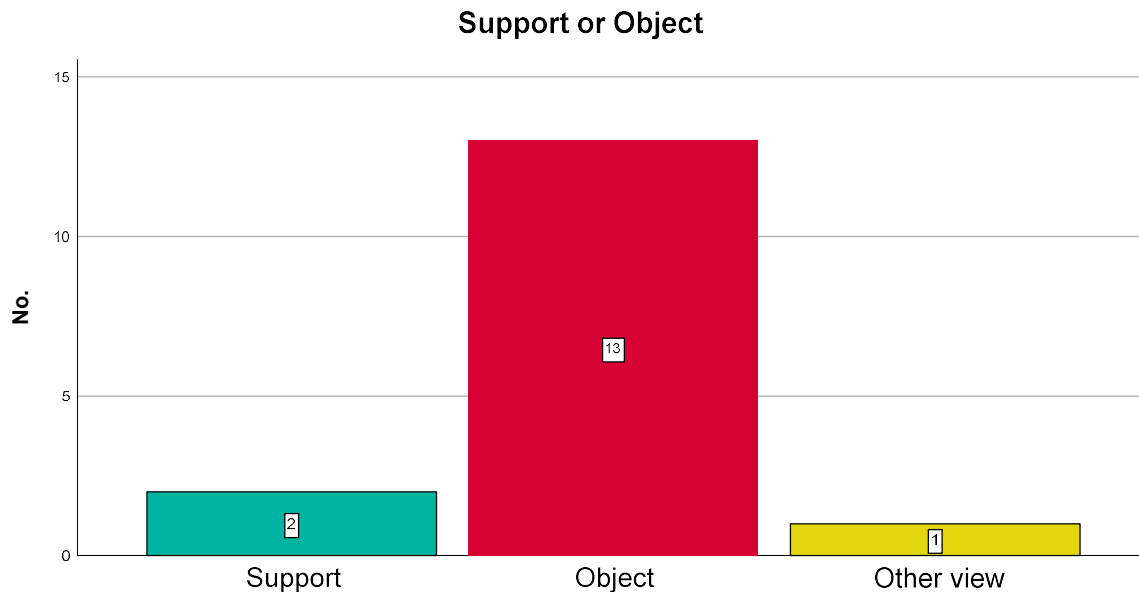


Table 1

		Count	%
Support / object	Support	2	13%
	Object	13	81%
	Other view	1	6%
	Total	16	100%

COMMENTS / SUGGESTIONS

Card number	Support / object	Comments & suggestions
10	Object	With regards to your Proposed Cycling Improvements to Station Road, N22, I object to scheme for the following reasons: 1) Since the current cycle lane was implemented last year, as a resident on Station Road, I have seen no cyclist use the lane - they tend to use the existing road. 2) The recent proposed CPZ extended scheme for Wood Green, you offered the option of electrical charging outlets for residents for charging their cards. The Cycling scheme seems to contradict this scheme as it is moving the cycling lane next to the footway would prevent residents to use such outlets 3) Implementing no waiting or loading in the current resident area discriminates against residents. As the pandemic has shown, there has been and increase in people using delivery services which would cause issues for residents to use such services 4) Impact on St Pauls Church. In particular when funerals are being held there. If there's no waiting , I imagine there's the unwelcome task of Funeral Directors and Grieving Families having to deal with parking. The letter you submitted haven't provided any reasonable rationale to move the cycling lane. As mentioned above, the current lane hasn't been used by cyclists, so I think it's an additional cost to taxpayers - I would imagine that there are other services that the Council can put the monies to good use?
11	Object	I am opposing providing 'Floating Parking Bays' from 138 station Road to 98 Station Road because this will limit the parking space for parishioners and especially people who are attending mass during funerals and holy mass such as Christmas. Here, I am talking about people who are old or disabled. As you know most parishioners are senior citizens who cannot afford to walk or take a bus. How many bicycles are passing on that road? very few and your statistics shows that few people do cycle on that road.

12	Object	<p>I would like to object to the proposed cycling improvements on Station Road. My family regularly attend Church at St Pauls and park along station road near the church. We have four small children, so cycling as a family is just not possible for us. This would be the same for members of the congregation who find mobility difficult. I find all the 'improvements' to be very discriminatory to anyone who finds getting around difficult. By not being able to use my car, the difficulties posed by other transport methods will mean my family will simply miss out on many of the activities we enjoy and value. We often use the residents parking bays but sometimes have to park elsewhere in the road, for example on the single yellow line. Reducing the parking available will impact on our ability to go to church, therefore on our family's spiritual and mental health. In general, the various proposals being proposed by Haringey will decrease my quality of life and satisfaction in living in the area. Hardly anyone uses the current cycle lanes, so I don't know where all the cyclists are that this policy is supposed to benefit. It will, however, add to the traffic congestion and I strongly disagree with this proposal which seems to be being bulldozed through, as so many others in the local area. A cultural change to residents cycling more, cannot be achieved without other social policies to support it e.g. payments for people with caring responsibilities to allow for the extra time, expense and lost earnings that will be incurred as a result of the proposed changes. I use a car because i need it to achieve my daily responsibilities. You need to bring people with you, not work against them. These policies are divisive.</p>
13	Object	<p>I have lived here for 35 years now, and I know what the traffic is like in all weathers. There is a road drain on the proposed cycle lane that's finally been cleared after at least 14 years caused by the leaves and other rubbish all the time, I can imagine that this wont take long before this drain is blocked again, For all the time I have been here there is no leaves clean up by the council, at the moment the parking bay is absolutely full of leaves and cannot see the pavement edge on most of the bay, take a 5 minute walk up and see for yourself, what chance has a cyclist got there, I am all in favour of cycling lanes as I use these myself, I also have a parked car in the parking bay at the moment. I think that by moving the cars away from the pavement nearer the roadway, the available road space will be too narrow, example: Main road, 1 bus and 1 lorry passing each other with car wing mirrors sticking out, also passengers getting into and out the roadside door of the car, vehicles that have to pick up elderly people, vehicles that have to park to do deliveries, this bay is usually full. Also cars that come out of Barrett Ave, have a reasonably good view of oncoming traffic at the moment, narrowing the road gives less are to pull out safely, the amount of car crashes we have seen over the years, until the extension in the corner pavement was done has reduced this. There is also a Zebra crossing near the church that if the new cycle lane was introduced pushing out the parking bay that it will be tight for buses and large vehicles to manoeuvre into the Zebra crossing, Also in the event that there might be electric charging points erected on the side of the pavement for future electric car charging, where are the charging cable going to go ?. I feel that narrowing the main road lane space that in the event of emergencies and other things that there is no more room to manoeuvre.</p>

14	Object	<p>I have the following concerns. 1) Reduced parking availability due to smaller parking bays. The new road layout seems to remove parking availability at either end of the parking bays. There is already pressure on parking in the area - particularly I might add with Haringey council workers with permits using the spaces allocated to residents. 2) Risk to car drivers / passengers getting into and out of cars By design there will now be twice the risk of accident as either side of the car will now be exposed to fast moving traffic on the cycle lane and the road. Opening car doors directly into the reduced road space. 3) Risk to static cars by passing traffic. By compressing the space between bi-directional traffic - including heavy lorries and buses - there is now an increase in risk in accidental side collisions for the cars parked in these bays. As a resident and a cyclist - the proposal is attempting to fix a problem that is not there. Cyclists move freely on the road in the existing lane - and many choose to follow the existing cycle route alongside the school wall on the Common. The proposal offers little to no increase in safety for cyclists - and actually puts passengers using the car parking bays at increased and renewed risk. The money would be better invested into speed reduction initiatives on Station Road which would make the roads safer for residents, school children - at the three! schools - Road users and Cyclists.</p>
15	Object	<p>As a parishioner of St Paul's RC church, Station Road, Wood Green, my attention has been drawn to the proposals to restrict the stopping of vehicles outside the church. These proposals will impact significantly on me as, according to the consultation diagrams, there will be no stopping at any time to drop off outside the church. For the elderly and, in particular, those with mobility issues, this will be most inconvenient and may even cause us to give up worshipping at this church. The availability of public transport - only the W3 and 184 buses - which does stop outside the church may not be a solution for many. I dare say there will be other downsides for the church community, such as the ease with which funerals may be carried out if getting to and leaving the church are restricted in the way proposed. Please reconsider.</p>

16	Object	<p>I would like to formally object to the proposed so- called cycling improvements planned for Station Road on several grounds</p> <ol style="list-style-type: none"> 1. Inadequate consultation and engagement: many local people will not be aware of the implications of this scheme. The wording of the scheme does not fully state the removal of available parking for disabled badge holders This discriminates against the elderly and disabled who need available parking to attend church services at St Paul's, this should have been much more widely advertised to the wider community. 2. Inadequate risk assessment to pedestrians using shared space with cyclists particularly as these pedestrians are likely to be more vulnerable, elderly and disabled, attending church services. The population of pedestrians using this section of the road are likely to be older, frailer and sicker. The risk of accident or injury from vehicles now traversing a much narrower space because of the cycleway and wider shared space makes both pedestrians and cyclists more vulnerable. Additionally pedestrians are at more risk of accidents with cyclists in the shared space. Signs saying that cyclists should dismount is not adequate protection for vulnerable pedestrians and the fact that the Council has needed to include such signs in your proposal should signal that this is a potentially dangerous scheme, particularly given that the pedestrians will include many vulnerable people. 3. Disabled, the elderly and the vulnerable church goers, who need to shield or for whom active travel is not an option have not been adequately addressed by the scheme. Many will need to be driven to church, journeys that will now take longer in congestion adding anxiety, physical discomfort and distress for passengers as well as the additional pollution caused by idling traffic. The fear of missing the start of a church service induces anxiety and to then add to it further congestion for the sake of a scheme. 5. Buses and school transport will also be disadvantaged in the congestion on surrounding streets and there is also the risk of delays to emergency ambulances particularly were there to be any traffic incidents on alternate routes. 6. The proposed scheme does not appear to be a reasonable or proportionate response to achieve the objectives because the vast number of local people who would be at risk and severely disadvantaged by the scheme. Cyclists make up less than 2% of any transport system and it is disproportionate to design a scheme that so clearly disadvantages so many for an aspiration that could be met in other ways. 7. For reasons stated above, I believe that the Station Road cycle scheme infringes Haringey Council's duty to secure the expeditious movement of traffic on its road networks. I urge Haringey Council to carry out further risk assessments, and full community engagement and consultation, full baseline data in terms of traffic counts, cycle counts, air quality, etc, before proceeding with any proposed work.
17	Object	<p>Regarding the proposed cycling improvements in Station Road, I am completely opposed to any change. A cycling lane already exists, and as a member of St. Paul's church I am concerned about what is going to happen when there is a funeral. Where will the hearses be able to park? Please reconsider this proposal.</p>
18	Object	<p>The changes proposed to Station Road are going to adversely affect the church goers of St Paul the Apostle Catholic Church. Many parishioners attend this church daily and hundreds on a Sunday. Parking is particularly difficult around this area as it is! What will happen if a funeral is planned and there's no close parking for the hearse, or a wedding car for weddings? A Church needs to be accessible! Please reconsider these plans - they are NOT acceptable.</p>

19	Object	I strongly oppose these proposals for the following reasons - I frequently take elderly parishioners to St Paul's church during the week and without the parking bays I will not be able to do this. Where will we park when there is a funeral taking place ? I have never seen a cyclist using any of these lanes - in fact the quite opposite they still cycle on the footpath, with no regard for pedestrians. The council should remove these lanes as they just cause more distribution to the majority
19	Object	I am writing to you to object to the extension of the cycle lane in Station Road. I am a parishioner at St Pauls Church and we need the front of the Church to be kept clear for funeral cars etc. Also a lot of elderly people travel by bus and use the island in the middle of the road to access the Church and there is a bus stop which is virtually outside the Church. Please consider these objections, Station Road is narrow enough for buses already without another lane installed, Cyclists are well provided for already,
21	Other view	I support the first 2 proposals re cycle lanes but strongly object to relocating parking bays. The speed that cyclists come down Station Rd will endanger residents parking as well as delivery drivers and service providers. The road is too narrow for the amount of traffic using it and there are schools, church, decorum. Who would police the changes? Please re-think this. Other studies show it doesn't work.
22	Object	Leave it as it is. Your scheme will increase congestion and make the road more difficult to drive down.
23	Support	
24	Object	The bike lanes should be removed. They are a complete waste of time and cause more problems on narrow roads
25	Support	
16	16	16