

MINUTES OF CABINET MEMBER SIGNING MEETING HELD ON MONDAY, 7TH MARCH, 2022, 9.00 - 9.10 AM

PRESENT: Councillor Mike Hakata, Cabinet Member for Environment, Transport and the Climate Emergency.

In attendance: Danny Gayle, Engineering Projects Manager; Simi Shah, Group Engineer – Traffic and Parking; Andrew Bourke, Team Manager Parking Schemes; Peter Boddy, Highways and Traffic Manager; Mark Stevens, Assistant Director Direct Services; and Fiona Rae, Acting Committees Manager.

135. APOLOGIES FOR ABSENCE

There were no apologies for absence.

136. DECLARATIONS OF INTEREST

There were no declarations of interest.

137. PROPOSED CYCLING IMPROVEMENTS ALONG STATION ROAD N22

The Cabinet Member for Environment, Transport and the Climate Emergency considered the report which reported 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.

The report also sought approval to proceed to implementation, having considered objections received to the statutory consultation.

The Cabinet Member RESOLVED

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.

Reasons for decision

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.

Alternative options considered

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.

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.

138. SCHOOL STREETS (BATCH 1A AND 1B) - REVIEW OF 10 SCHOOL STREETS INTRODUCED UNDER EXPERIMENTAL TRAFFIC MANAGEMENT ORDER PROCEDURES

The Cabinet Member for Environment, Transport and the Climate Emergency considered the report which reported the impact of 10 School Streets introduced on an experimental basis across the borough between November 2020 and April 2021. The report also asked the Cabinet Member to consider any statutory objections made to the associated traffic orders and sought approval to make all 10 School Streets permanent.

The Cabinet Member RESOLVED

1. To note the outcome of the trial/experimental period of the 10 School Streets, as detailed in the Monitoring Report (Appendix A);
2. To consider the scheme objections (Appendix B) and officer's responses to the themes raised (Appendix C);
3. To approve the amendment (a reduction) to the hours of operation of Rokesly School Street to 8:15am to 9:15am and 2:45pm to 3:45pm, for reasons given in paragraph 8.9 and 8.10;
4. To approve the making permanent of the 10 School Streets, subject to the outcome of any statutory traffic order procedures.

Reasons for decision

As set out in Haringey Council's School Streets Plan¹, the Council took the decision to implement its School Streets using experimental traffic orders (ETOs).

The procedures for an ETO are defined by legislation². An ETO can last for a maximum of 18 months and will involve a 6-month statutory consultation that runs concurrently with the delivery of a scheme. After 6 months (but before 18 months), the Council must decide whether to revoke the ETO, amend the ETO (and invoke another 6-month consultation window) or make the order, and thus the scheme, permanent.

The use of ETOs has enabled the swift implementation of School Streets and were, in part, driven by a need to respond to the pandemic and to support social distancing and reduce the risk of a damaging car-led recovery. ETOs have allowed the Council and the public to assess the schemes in operation, rather than try and predict their impact. Implementation using ETOs also encourages local residents who may otherwise be unaware of proposals to gain a sense of how well they think a scheme is working and provide feedback on that basis.

As the latter half of the 18-month ETO period is being reached, it is now necessary for the Council to take a decision on whether to make permanent the 10 School Streets schemes that were introduced in late 2020 and early 2021.

The 10 School Streets under consideration in this report are:

1. Chestnuts School (SS02)
2. Campsbourne Primary School (SS03)
3. Coldfall Primary School (SS04)
4. Earlsmead Primary School (SS06)
5. Highgate Primary School and Blanche Neville School for the Deaf (SS10)
6. Holy Trinity Primary School (SS11)
7. Rokesly Infants and Junior School (SS13)
8. St Pauls Catholic Primary School (SS16)
9. Tiverton Primary School (SS17)
10. Welbourne Primary School (SS18)

The decision to make permanent the above 10 schemes is based upon the evidence collected during the ETO period and the positive benefits that the School Streets have delivered in terms of:

- i. Reduced congestion and car use near schools
- ii. Reduced road danger and improved safety for pupils and parents/carers travelling to and from school
- iii. Encouraged active travel to schools
- iv. Improved air quality around schools

Alternative options considered

Do Nothing – i.e. *let the experimental traffic orders lapse*

This option was rejected as it would mean the Council would need to remove the infrastructure associated with the 10 School Streets listed in paragraph 4.5.

The Council would therefore fail to deliver on the motion passed by Full Council in March 2019, which set out a commitment to deliver School Streets at primary schools across the borough.

Failure to deliver these School Streets would be contrary to the objectives set out in the Borough Plan, the Transport Strategy, the Climate Change Action Plan and the Draft Walking and Cycling Action Plan.

Allow a further six months of experimental operation before a decision is made.

This option was rejected due to the pressure on resources required to review and then deliver any change within a shorter time period.

Alongside this, there is evidence from other School Streets across London that little would change or be gained within an extra 6-month time period.

If time runs out on the ETO, the default position is that it lapses and is no longer enforceable. This would allow no time for any delays in making the School Streets permanent.

CABINET MEMBER: Cllr Mike Hakata

Signed by Cabinet Member

Date ...8 March 2022.....