

RECORD OF DECISION TAKEN
UNDER DELEGATED AUTHORITY

All requests for action to be taken in accordance with established delegated authority must be accompanied by an appropriate report setting out all relevant considerations, in particular legal and financial considerations, and with a clear recommendation[s] for action, in order for an appropriate decision to be taken in accordance with the provisions of current legislation.

Log No.

Title of Report: Pelham Road and Lymington Avenue N22 - Improvements for Pedestrians and Cyclists

Reason for relevant paragraph for authority under scheme of delegation

To seek approval to proceed with the recommendations as set out in section 7.0 of this report.

Decision of Head of Neighbourhood Services

I approve the recommendations set out in the attached report.

Signature: *Joan Hances* Date: 26.1.12

1.0 PURPOSE

- 1.1 To report on the feedback of Statutory Notification, carried out from 25 November to 16 December 2011, for the introduction of cycle and pedestrian improvements consisting of a raised table on Pelham Road junction with Noel Park Road, a raised table at Lymington Avenue junction with Glynne Road and the introduction of a contra flow cycle lane on Lymington Avenue.
- 1.2 To seek approval to proceed with the recommendations as set out in section 7.0 of this report.

2.0 BACKGROUND

- 2.1 As a Biking Borough we have secured funding from TfL to promote and increase the level of cycling in the borough. To achieve this aim we have identified a number of education, promotion, training and physical infrastructure initiatives.

- 2.2 Wood Green has been identified as the 'cycle hub' and as such we have identified infrastructure improvements along Pelham Road and Lymington Avenue to provide safer access to the hub.
- 2.3 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.
- 2.4 The measures have been developed in consultation with Haringey Cycle Campaign (HCC).

3.0 STATUTORY NOTIFICATION

- 3.1 Councillors were informed of the proposals on the 22 November 2011, and had no comments.
- 3.2 Appendix 1 shows the document that was distributed to residents/traders in the vicinity of the proposals on the 25 November 2011.
- 3.3 Legal Notices were placed on street at the locations where the new restrictions were proposed and were published in the London Gazette and local press. A copy of the legal notice is shown in Appendix 2
- 3.4 The Council received a total of 7 representations during the notification period, mostly using the new 'Feedback cards' but also by email. In total 4 respondents supported the scheme, 1 respondent objected, 1 respondent advised the Council of other traffic management issues in the area and 1 respondent felt that the funding could be spent elsewhere.

4.0 OBJECTIONS WITH COUNCIL RESPONSE

4.1 The Haringey Cycle Campaign

The HCC welcomed the proposed works, but suggested that at Lymington Avenue the connection to Ashley Crescent should be moved to the side of the informal pedestrian crossing and designated for cycle use, to avoid cycle/pedestrian conflict. They also suggested that at Pelham Road the cycle track should remain a cycle track.

The Council agree with the HCC's comments and have revised the plans to reflect this.

4.2 Gladstone Avenue Resident

A Gladstone Avenue resident stated that the Council should keep cyclists in their own lane along Pelham Road as it currently works so well.

The Council has noted the residents comments and will not convert the segregated lane on Pelham Road to shared pedestrian/cycle use.

5.0 HARINGEY COUNCIL'S ARBORICULTURAL DEPARTMENT

The Councils Arboricultural department have recommended removing the 8 existing trees between Lymington Avenue and Ashley Crescent and replacing them with more suitable tree species. The current trees are unsuitable to their location, as the roots have overgrown and have resulted in physical damage to the public highway. The London Borough of Haringey's tree strategy states that where the problems and likely future maintenance costs are so great that appropriate pruning cannot remedy the situation, trees will be removed and replaced with a more suitable species.

The phased removal and replacement of unsuitable trees will produce a more sustainable tree population that is diverse in age and species. This will provide short and long term benefits for residents as nuisance issues and maintenance costs will be reduced, allowing resources to be used for other improvements to the local environment.

6.0 SUMMARY

- 6.1 In view of the HCC and a Gladstone Avenue resident comments, the shared use cycle lane along Pelham Road has been withdrawn, and will remain segregated. At Lymington Avenue the connection to Ashley Crescent has been moved to the side of the informal pedestrian crossing to avoid cycle/pedestrian conflict. It is further proposed that the area between Lymington Avenue and Ashley Crescent should be converted into shared use to improve cycle access from Lymington Avenue and Ashley Crescent, which will also improve the urban realm of the area. In addition, it is proposed that the existing trees should be removed and replaced with trees which will not cause damage to the footpaths, as this is a maintenance and safety issue. Moreover, no motorcycle signs will be placed in the area between Lymington Avenue and Ashley Crescent to discourage motorcycle use. See Appendix 3 for the revised proposals.

7.0 RECOMMENDATION

- 7.1 It is recommended that the Head of Neighbourhood Services:-
Approves the making of the Traffic Order as per Appendix 2 and as below;
- i. Introduce a 'contra flow' cycle lane in Lymington Road N22, between Glynne Road and Bury Road so that cyclists may travel in a south-westerly direction on that length of road.
 - ii. Introduce a new shared pedestrian/cycle tracks under Section 65 of the Highways Act 1980 at the following locations:-
 - a. proposed route between Ashley Crescent and Lymington Avenue, N22
 - iii. The Council propose to introduce new road humps called 'speed tables' under Section 90 of the Highways Act 1980 in:-
 - a. Pelham Road, N22, at its junction with Noel Park Road (approx 20 metres in length);
 - b. Lymington Avenue, N22, at its junction with Glynne Road (approx 7 metres in length).

The road humps will cover the full width of the carriageway and be no higher than 100mm at their highest points from the surrounding carriageway.

- iv. Relocate a shared-use Residents/Pay and Display parking bay in Lymington Avenue, N22 outside No. 32. This bay will be moved approximately 5 metres south-west, to a position outside No. 30. As a result, there will be no loss of parking capacity.
- v. Approves informing ward members, residents and traders of the decision.

Appendix 1



25 November 2011

Statutory Notification

Pelham Road and Lymington Avenue N22: Improvements for Pedestrians and Cyclists

Dear Resident or Trader

I am pleased to inform you that the Council has secured funding from Transport for London for accessibility improvements for pedestrians and cyclists in the Pelham Road area, as part of the Biking Borough programme.

We propose to construct a raised table on Pelham Road junction with Noel Park Road to help reduce the speed of vehicles approaching the junction. We also intend to convert the footway on the south side of Pelham Road to a shared use facility for both pedestrians and cyclists.

In addition, we shall also be providing a contra flow cycle lane on Lymington Avenue, a raised table at the Lymington Avenue junction with Glynne Road and an 'island' to provide protection for cyclists turning into Lymington Avenue from Glynne Road. Full details are set out in the plan overleaf.

If you wish to make any comments and indicate whether or not you agree with what is proposed; please use the enclosed comment card and then return it to us (Freepost – no postage required) by 16 December 2011. If you would like to discuss the proposals please call Project Engineer Paul Miles on 0208 489 1717 or Project Engineer Michael Demosthenous on 020 8489 1694. If preferred you can email us at Frontline.consultation@haringey.gov.uk

Yours faithfully

Joan Hancox
Head of Neighbourhood Services

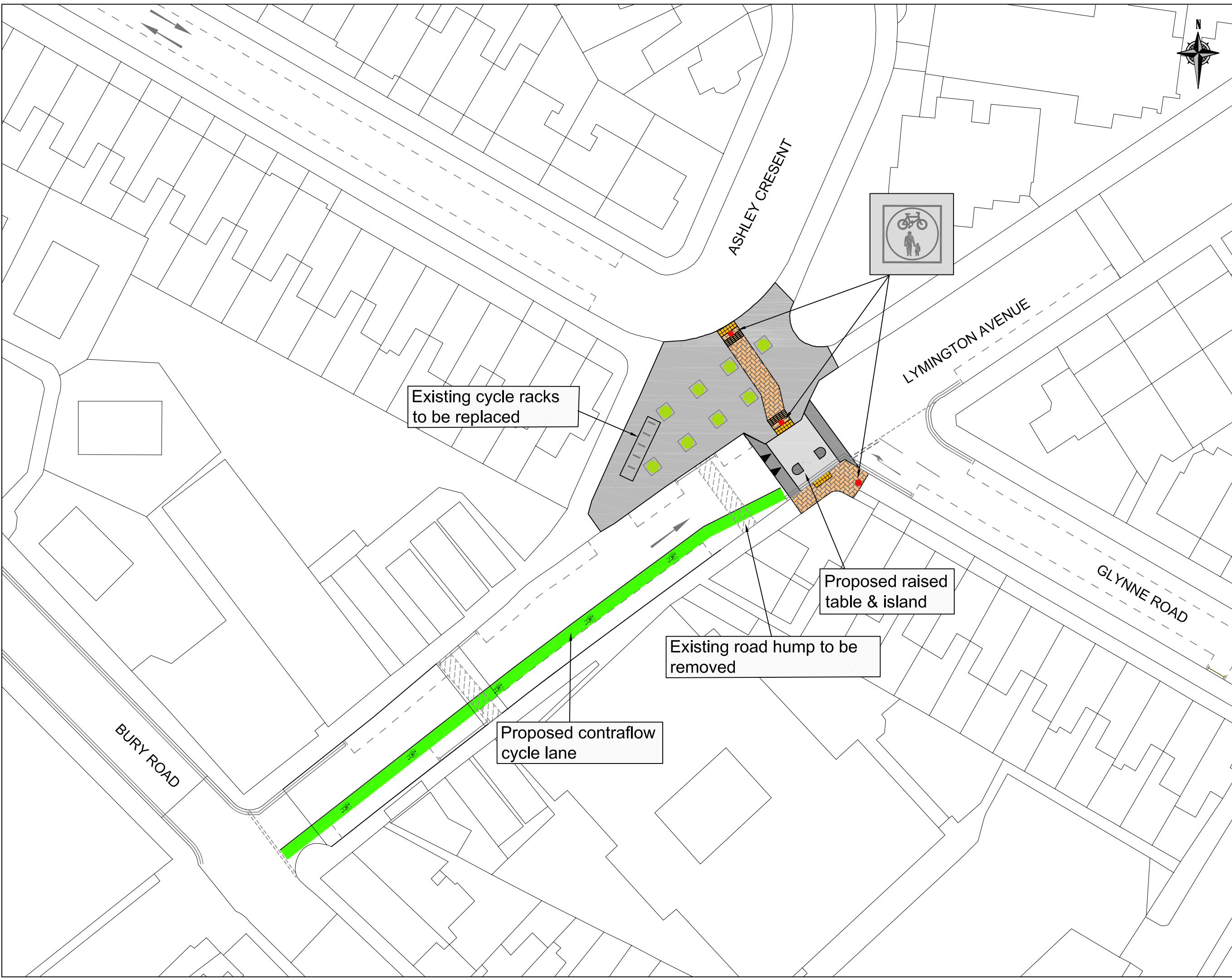
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NOTES:

KEY:

-  Proposed shared pedestrian/cycle area
-  Proposed tactile paving
-  Proposed courdroy paving
-  Existing parking bays
-  Existing tree
-  Proposed shared pedestrian/cycle use paving slab.



Rev	Description	Checked	Date
Project: Biking Borough Improvements			
Title: PROPOSED SHARED FOOTWAY & RAISED TABLE SHEET 2 of 2			
Path: EN\SirtSci\High\Srv\FALF\Sustainable Transport\TPP Group\Cycling\Biking Borough\Pelham Road and Lyminster Road\Drawings			
Designed:	Drawn:	Checked:	
VA	VA	DG	
Scale:	Date Drawing Created:		
NTS	18/11/11		
Fig. No:	SS/Hi/3527/A		Rev:
PLACE & SUSTAINABILITY Sustainable Transport Group <small>2nd Floor South, River Park House, 255 High Road, Wood Green, London N22 8HQ Tel: 020 8449 9000 Fax: 020 8449 3201</small> <small>Director Place and Sustainability: Lyn Garner</small>			
<small>www.haringey.gov.uk</small> 			

Appendix 2

Public Notice



Haringey Council

PELHAM ROAD AND LYMINGTON AVENUE, N22– NEW SHARED USE PEDESTRIAN/CYCLIST FACILITY AND CONTRAFLOW CYCLE LANE

THE HARINGEY (PEDAL CYCLE LANE) (AMENDMENT NO. *) TRAFFIC ORDER 2011

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Haringey, hereinafter called the Council, propose to make the above-mentioned Orders under the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Order would be to introduce a 'contra flow' cycle lane in Lymington Road, N22, between Glynne Road and Bury Road so that cyclists may travel in a south-westerly direction on that length of road.
3. FURTHER NOTICE is given that the Council will introduce new shared pedestrian/cycle tracks under Section 65 of the Highways Act 1980 at the following locations:-
 - (a) proposed route between Ashley Crescent and Lymington Avenue, N22
 - (b) the eastern/south-eastern most footway on Pelham Road, N22, between its junction with Gladstone Avenue and Noel Park Road.
4. FURTHER NOTICE is given that the Council propose to introduce new road humps called 'speed tables' under Section 90 of the Highways Act 1980 in:-
 - (a) Pelham Road, N22, at its junction with Noel Park Road (approx 20 metres in length);
 - (b) Lymington Avenue, N22, at its junction with Glynne Road (approx 7 metres in length).

The road humps will cover the full width of the carriageway and be no higher than 100mm at their highest points from the surrounding carriageway.

5. Copies of the proposed Orders, the Orders being amended and of the Council's statement of reasons for making the Orders and plans showing the locations and effects of the Orders, speed tables and cycle tracks may be inspected during normal office working hours at Sustainable Transport Group, River Park House, 2nd Floor (South), 225 High Road, Wood Green, N22 8HQ.
6. Any person desiring to object to the proposed Orders or make other representation should send a statement in writing of either their objection and the grounds thereof or of their representation to the Sustainable Transport Group, River Park House, 2nd Floor (South), 225 High Road, Wood Green, N22 8HQ within 21 days of the date on which this Notice is published.

Dated: 25th November 2011.

Joan Hancox, Head of Neighbourhood Management, Place and Sustainability


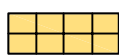







Appendix 3

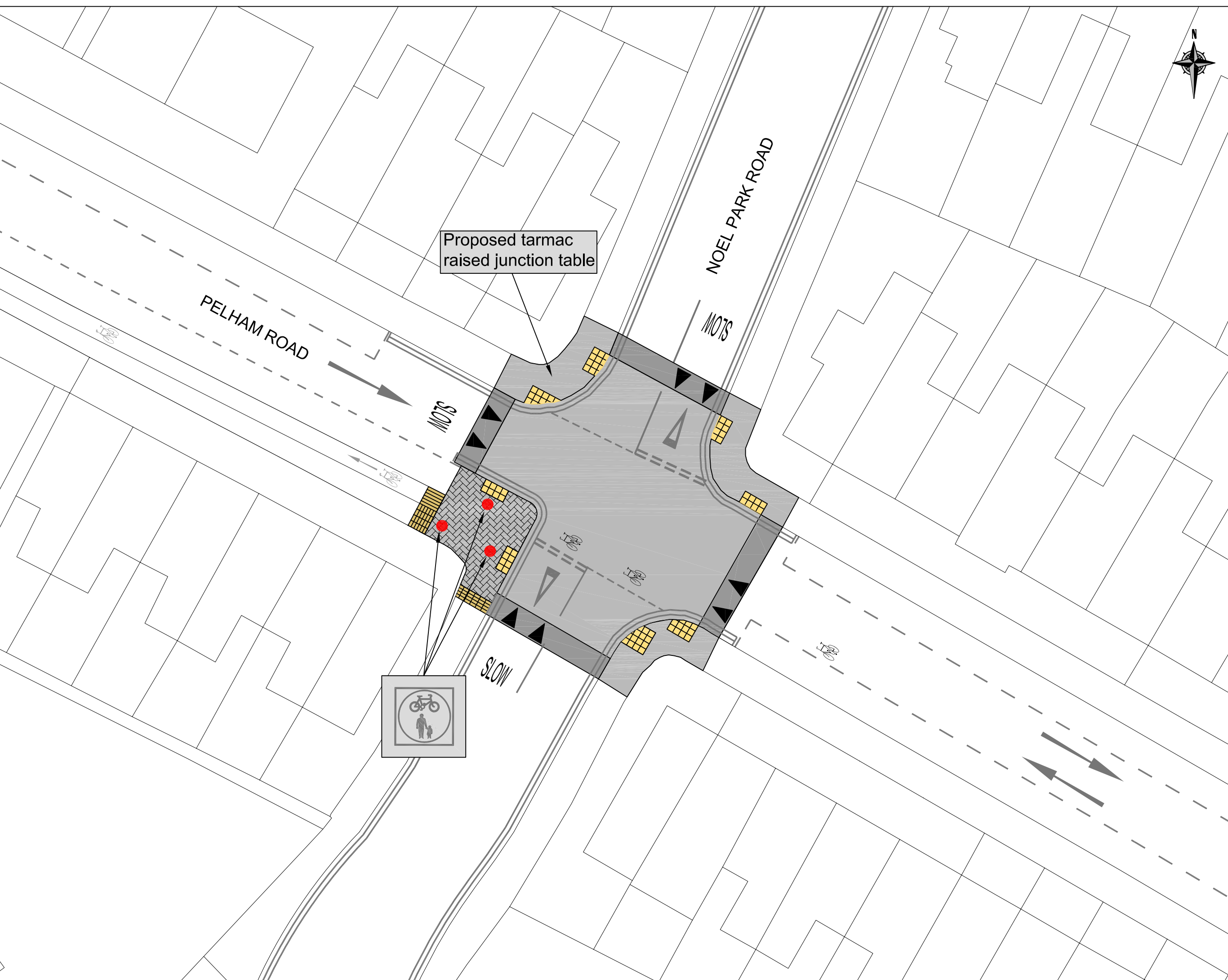
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NOTES:

KEY:

-  Proposed shared pedestrian/cycle area
-  Proposed tactile paving
-  Proposed courdroy paving
-  Existing parking bays
-  Existing double yellow line
-  Existing single yellow line
-  Proposed cycle logo
-  Proposed shared pedestrian/cycle use paving slab.
-  Proposed slow road marking



Rev	Description	Checked	Date

Project: Biking Borough Improvements

Title: PROPOSED SHARED FOOTWAY & RAISED TABLE SHEET 1 of 2

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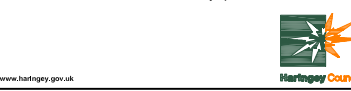
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Orig. No: SS/H/3526/A	Rev:
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PLACE & SUSTAINABILITY SINGLE FRONTLINE

2nd Floor, River Park House, 225 High Road, Wood Green, London N22 8WJ
 Tel: 020 8489 0200 Fax: 020 8489 1251
 Director Place and Sustainability: Lyn Garner


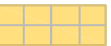












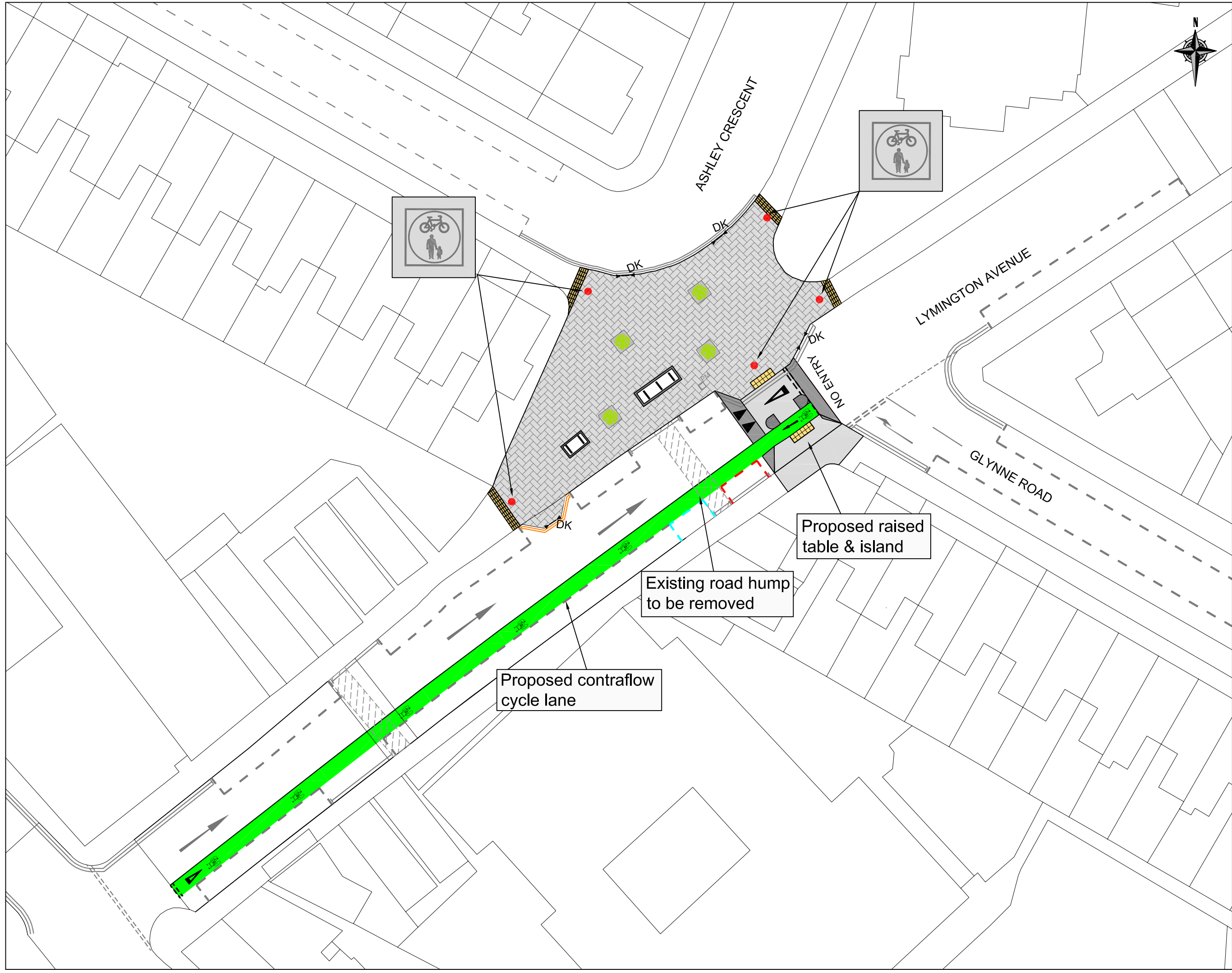
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NOTES:

KEY:

-  Proposed shared pedestrian/cycle area
-  Proposed tactile paving
-  Proposed courdroy paving
-  Existing parking bay
-  Existing parking bay to be removed
-  Proposed new parking bay
-  Proposed tree
-  Proposed shared pedestrian/cycle use paving slab.
-  Proposed dropped kerb
-  Proposed Sheffield cycle stands
-  Proposed double yellow lines
-  Proposed cycle logo



Proposed contraflow cycle lane

Existing road hump to be removed

Proposed raised table & island

Rev	Description	Checked	Date

Project: Biking Borough Improvements

Title: PROPOSED SHARED FOOTWAY & RAISED TABLE SHEET 2 of 2

Path: EN\Sit\Sch\High\Sn\FW\I\Sustainable Transport\TPP Group\Cycling\Biking Borough\Pelham Road and Lyminster Road\Drawings

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PLACE & SUSTAINABILITY SINGLE FRONTLINE

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