

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: St Ann's Road N15: Improved Facilities 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 Sustainable Transport

I approve the recommendations set out in the attached report.

Signature: *Joan Harvey* Date: *14/09/11*

1.0 PURPOSE

- 1.1 To report on the feedback of statutory consultation carried out from July to September 2011, for improved facilities for pedestrians and cyclists on St Ann's Road, between Hermitage Road and Avenue Road N15.
- 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 Funding has been secured from Transport for London's Greenways initiative. Greenways are safe routes running through parks, forest and quiet residential streets and are designed to improve facilities for cyclists who enjoy recreational cycling or for novice cyclists who want to build confidence.
- 2.2 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.
- 2.3 It was suggested by the Haringey Cycle Campaign (HCC) that improved facilities for pedestrians/cyclists are required at the junction of St Ann's Road and Hermitage Road N15, which forms part of the Greenways Link 03 route.
- 2.4 A Green Cycle Route Implementation and Stakeholder Plan (CRISP) was previously conducted for Greenways Link 03 – which runs from Finsbury Park to Lea Valley. The purpose of the Green CRISP study is to review, in consultation with stakeholders, the links strategic alignment and measures to improve conditions for cyclists and pedestrians.
- 2.5 The CRISP recommended that a raised junction table should be constructed at St Ann's Road at its junction with Hermitage Road to encourage drivers to slow down before entering the junction. The study also recommended converting the existing zebra crossing to shared use and relocating it close to the link 03 desire line, to help cyclists safely cross this busy junction. It is therefore proposed that a raised table is constructed at St Ann's Road junction with Hermitage Road and the existing zebra crossing is relocated to the links desire line and converted to shared use.
- 2.6 In addition to the above proposals, it is proposed to convert the existing zebra crossing on Hermitage Road at its junction with St Ann's Road to shared use and to provide a new raised zebra crossing on St Ann's Road near the junction of Avenue Road, to help the School children safely cross the road. Block paving with signage will be used where the footpath is for shared pedestrian/cycle use.

- 2.7 Proposals also include “no waiting and loading at any time” parking restrictions on St Ann’s Road between North Grove and Avenue Road, which will improve visibility and help prevent obstructive parking.

3.0 STATUTORY CONSULTATION

- 3.1 Councillors were informed of the proposals on the 15 July 2011, and Councillors David Browne welcomed the proposals.
- 3.2 The proposed scheme was presented on the 21 July 2011, at the St Ann’s Haringey Area Forum and Committee meeting, attended by local residents, local Councillors and the Chief Executive.
- 3.3 A public exhibition was held on the 09 August 2011 between 4-7pm in St Ann’s Road library as requested by Councillor Brabazon. The exhibition gave local residents the opportunity to speak to council officers about the proposals prior to completing and returning their questionnaires. Unfortunately nobody attended this exhibition.
- 3.4 Appendix 1 shows the document that was distributed to residents in the vicinity of the proposals on the 21 July 2011.
- 3.5 The statutory consultation document was also placed on the Council’s web site, giving the opportunity for any interested parties to comment.
- 3.6 The proposals were also placed on street and an exhibition stand was set up in St Ann’s library informing residents of these proposals and provided interested parties the opportunity to comment.
- 3.7 In view of the summer holiday season the Council allowed 43 days to receive any comments and representations, which is over the standard 21 day requirement of the Traffic Order Procedure Regulations 1996.
- 3.8 Legal Notices were placed on street at the locations where the new restrictions were proposed. A copy of the legal notice is shown in Appendix 2.
- 3.9 The Haringey Cycle Campaign welcomed the proposals.

4.0 STATUTORY CONSULTATION FEEDBACK :

- 4.1 A total of 4 responses were received. 3 respondents support the scheme and 1 respondent objects to the scheme.

5.0 REPSONSES TO CONSULTATION

- 5.1 *The St Ann’s Conservation Area Advisory Committee (CAAC)*

The CAAC welcomed the proposals. However, it was requested that Yorkstone paving or similar quality paving is used instead of block paving, as the proposal is within a conservation area.

The Council informed the CAAC that the preferred material used in such schemes is block paving which also can be used in a conservation area.

Due to funding constraints Yorkstone paving or alike paving cannot be used.

5.2 *St Mary's RC Infant/Junior School*

St Mary's RC Infant/Junior school believes that traffic around the mini roundabout, where St. Ann's Road and Hermitage Road meet, would run much easier and with fewer accidents, if the pedestrian crossing along Hermitage Road was recited to the Schools main gates.

The location of the existing zebra crossing on Hermitage Road is on the desire line for pedestrians travelling along St Ann's Road who wish to cross Hermitage Road. Therefore relocating this crossing to the Schools main gate is likely to lead to an increase in accidents at this location and so relocating the crossing is not a viable option.

5.3 *The St Ann's Haringey Area Forum and Committee meeting*

Concerns were raised at the above meeting regarding the potential conflict of pedestrians/cyclists using the proposes shared use zebra crossings.

Pedestrians were advised that this scheme has been designed to conform to TFL's London Cycle Design Standards and the Department for Transport's Cycle Infrastructure design guidelines. Moreover, a study on the shared use of zebra's crossings was carried out by the Transport Research Laboratory for Transport for London (TfL). This considered the legal framework of different crossing types and studied the current unofficial shared-use of six different zebra sites. Conflict analysis was carried out using video surveys of the sites, which showed moderate levels of risk and conflict.

6.0 **SUMMARY**

- 6.1 After statutory consultation and reviewing all comments received by the general public, the Council has concluded that no alterations should be made to the proposed scheme.

7.0 RECOMMENDATION

- 7.1 It is recommended that the Head of Sustainable Transport:-
Approves the making of the Traffic Order as per Appendix 2 and as below;

The general effect of the Orders would be to introduce double yellow lines and double loading blips:-

- (a) St. Ann's Road, N15, both sides, (i) from its junction with Hermitage Road eastward for 60 metres, (ii) from a point 30 metres west of Hermitage Road westward for 15 metres;
- (b) North Grove, N15, at the cul-de-sac by No. 1.

FURTHER NOTICE is given that the Council will introduce new zebra pedestrian crossings at the following locations:-

- (a) St. Ann's Road, N15, (i) outside No. 289, (ii) 10 metres west of its junction with Avenue Road;
- (b) Hermitage Road, N15, at the side of No. 289 St. Ann's Road.

FURTHER NOTICE is given that the Council proposes to introduce road humps. The road humps would be constructed to cover the full width of the carriageway, with a maximum height of 100 millimetres from the carriageway at the following locations:-

- (a) St. Ann's Road, N15, (i) outside No. 289, (ii) 10 metres west of its junction with Avenue Road;
- (b) Hermitage Road, N15, at the side of No. 289 St. Ann's Road.