

Consultation Analysis

PUBLIC + STATUTORY CONSULTATION 20 October – 10 November

BOUNDS GREEN ROAD: PROPOSED CYCLE IMPROVEMENTS

Summary of proposed scheme

Improved protection for cyclists using the northbound and southbound cycle lanes along Bounds Green Road from the junction with High Road to Bounds Green Station. The proposed changes will make it safer for cyclists, as motor vehicles will not be allowed to enter the mandatory cycle lanes.

The proposed changes are:

Convert most of the existing advisory cycle lanes to mandatory cycle lanes, and the single kerb blips will be changed to double kerb blips. This means 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 (small units laid inside the cycle lane markings) with longer poles installed inside the lane of the new mandatory cycle lane.

Feedback Analysis

Table 1 Overview of Support

		Support		Support / Object		Other view	
		Count	Row %	Count	Row %	Count	Row %
Road	Bounds Green Rd	0	0%	5	83%	1	17%
	Braemar Ave	2	67%	1	33%	0	0%
	Cornwall Ave	0	0%	2	100%	0	0%
	Park Ave	2	50%	2	50%	0	0%
	Trinity Rd	0	0%	3	100%	0	0%
	Other	2	40%	3	60%	0	0%
	Total	6	26%	16	70%	1	4%

COMMENTS & SUGGESTIONS

Case Summaries^a

	Roads	Support / Object	Comments
1	Bounds Green Rd	Object	By all means put in cycle lane improvements, but NOT outside residential properties and driveways. How will deliveries from Tesco, Sainsbury and online suppliers be possible if poles are installed in front of properties? What about disabled people with crutches who need access to transport when going to hospitals etc. Will they be expected to walk to another road in order to access transport, or be picked up?
2	Bounds Green Rd	Object	Please stop adding to congestion and pollution by these schemes, and also stop causing misery for residents. We need to keep life moving. Our carers are encountering severe delays already because of the LTNs. Please be sensible and stop the ill-conceived ideas. Think of residents for a change. NO MORE CYCLE LANES PLEASE.
3	Bounds Green Rd	Other view	Whilst I support safer cycle lanes, I am concerned about 'No waiting or loading' restrictions, as this imposes problems for all types of deliveries etc.
4	Bounds Green Rd	Object	We have 2 disabled people here and need to park outside our house as they use wheelchairs. It's already difficult for residents to park or load here, so we strongly oppose these changes. Local roads are already narrow and congested - causing traffic congestion and noise; so why narrow them even more?
5	Bounds Green Rd	Object	Everything is now focused solely on cyclists. How about providing more safety for pedestrians e.g. pavement resurfacing (not done for decades). Also stop cyclists using the pavements. I have raised this before, but the council ignores the issue by saying it is the responsibility of the police. Of course, nothing is ever done.

6	Bounds Green Rd	Object	<p>Whilst I find it commendable to encourage people to cycle, any benefit this could create is more than eliminated by the staggering levels of traffic affecting Bounds Green Road. I cannot see how a dedicated cycle lane is going to reduce traffic and get it moving, and I doubt a dedicated cycle lane is going to convert the current levels of vehicle traffic to bike traffic. This change means I will now have double-yellow lines outside my property. This means I will no longer be able to park my car outside the property momentarily to drop off my young children to my house at ANY time - which seems excessive - and instead I will need to park across the busy road. How is this helpful when children are asleep or in adverse weather conditions? What about neighbours with accessibility issues not being able to access their properties easily and being forced to cross the same road. Deliveries will also become even more difficult than when the wand orcas and cats-eyes were introduced. As it stands, couriers and supermarket deliveries are now stopping off at the ambulance station more than 50 metres away from my property, to deliver to this property. Why in your proposal are there not regular loading bays that residents could benefit from? Why in your proposal have you not included figures outlining the success or otherwise of the cycling changes already made? Surely measuring and being transparent with the practical impact of the changes first made should preface more drastic changes being proposed. From my own experience, the change in the level of cycling traffic since these cycling lane changes were made is negligible. In stark contrast, the level of vehicle traffic has increased significantly. The road is blighted by continual traffic, noise and air pollution, and this is what the council should be addressing. What are the Council doing to reduce traffic on Bounds Green Road and get traffic moving again? Whilst you are concerned about the safety of cyclists passing through the area, it would be reassuring to show your concern for residents living in the area. I can't help but feel that residents along Bounds Green Road are being forced to accept a higher burden for the broader area: (i) The changes made by the Enfield LTN in mid-2020 have increased traffic considerably as traffic is forced onto Bounds Green Road, with heavy traffic now the norm in both directions along Bounds Green Road. Residents along this road are now contending with stop-start traffic effectively from 6.30am-8pm, with its resultant air pollution and noise as car, truck, and bus traffic stands idle. It is exponentially worse than before the LTN was introduced; (ii) The Bounds Green LTN will further increase traffic on this road; (iii) The changes to the cycling lane have also slowed traffic, especially outside Bounds Green School, where there is now much less road length before the intersection allowing two cars to drive alongside each other. In my opinion, the contributes to the traffic queues; and (iv) We also have Three appealing the Council's decision, twice, to refuse a 5G tower in the green area adjacent to Trinity Road opposite the ambulance station. It seems to me that the residents along Bounds Green Road are being forced to accept burdensome changes for the sake of benefiting other residents in the Borough. It does not seem fair that we are having our living conditions continually changed for the worse, whilst other residents benefit from quieter, cleaner, safer streets, etc. Surely the Council would aim to ensure that any changes adversely affecting people are spread fairly across the area. And then there are some other changes alongside reducing traffic on Bounds Green Road, which should be assessed and addressed, including: (i) The safety barriers erected along Bounds Green Road near my</p>
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			property, including the barriers for the traffic island outside 87-89 Bounds Green Road for pedestrians crossing the road, were destroyed from different traffic a
7	Braemar Ave	Object	The current 'advisory' cycle lanes result in extreme traffic congestion on Bounds Green Rd for large parts of the day. This means it is not feasible to turn left out of Braemar Avenue without waiting for 15 mins to get to Bounds Green Station. Suggest TWO lines of traffic in approach to the station.
8	Braemar Ave	Support	As a cyclist and motorist in London, I'm very much in favour of all proposals that make residents cycle, and which mean that cyclists feel safer on the roads
9	Braemar Ave	Support	
10	Cornwall Ave	Object	Vehicular congestion on BGR has increased considerably since the introduction of the cycle lanes. This has resulted in more pollution because of cars waiting / moving slowly on BGR and this is having a negative effect on residents. This aspect does not appear to have been considered at the planning stage.
11	Cornwall Ave	Object	I object to the proposals for the following reasons. (1.) The proposals will inconvenience the residents of 46 to 60 Trinity Road and 69 to 115 Bounds Green Road, who will no longer be able to have deliveries unloaded outside their properties, and also will be unable to park on Bounds Green Road in the evenings and on Sundays. (2.) The proposals are a waste of public money and will benefit a very small number of cyclists. The money should be spent on improvements that will benefit the majority of road users, i.e. vehicular traffic. To gauge the number of cyclists who might benefit from the changes, I sat and observed the traffic on Bounds Green Road today during the evening peak between 6pm and 6.30pm. In that time, just 6 cyclists used the cycle lane in a northbound direction, and two in a southbound direction, whereas the vehicular traffic was nose-to-tail northbound. Surely there can be no justification for spending public money on these changes to benefit just 16 cyclists per peak hour, especially as the existing cycle lanes are perfectly adequate. A much more worthwhile change in Bounds Green Road would be to remove the northbound cycle lane between Park Road and Durnsford Road. This cycle lane deters vehicular traffic from using both lanes at the Durnsford Road junction, and so reduces the capacity of the junction. It is a major cause of the nose-to-tail traffic which affects the road northbound for much of the day. Removing that short section of cycle lane would improve the environment for residents, pedestrians and cyclists, as well as helping vehicular traffic to progress more quickly.
12	Eastern Rd	Support	Enforce the 20mph limit. Ban SUVs and 4 by 4 vehicles. Make a cycle lane up to Alexandra Palace.
13	Imperial Rd	Object	Since you have put in cycle lanes, has there been an increase in cyclists? I doubt it. All these mandatory lanes will create more traffic congestion, noise, and air pollution. This will create more health risk for pedestrians, cyclists, drivers and residents. Please ditch all these cycle lanes and LTNs forced through by the DfT. They just create more problems
14	Northcott Ave	Object	I do not use a car - I use public transport. Unless traffic is redirected elsewhere, the pollution from stationery or slow moving vehicles will only get worse. There don't appear to be many cyclists using this facility.

15	Park Ave	Object	<p>I am opposed to the planned proposal for a few reasons. As a resident of Park Avenue, the cycle lanes have forced single lane traffic on Bounds Green Road, meaning there is now a daily and longer queue of traffic for a good hour on my residential road which has become a commuter route. More traffic, more congested and more pollution for residents. What about my health? Should my health suffer because there aren't more people cycling? You won't suddenly get a plumber or roofer to start cycling to work. I rarely see anyone actually using the cycle lanes, and fair enough there should be adequate measures to make sharing the road safer. I see the buses struggling to manoeuvre around the poles. Emergency vehicles now struggle to get through traffic now because of the dividers and poles preventing drivers from making way and pulling over. This is a very bad consequence of the cycle path. Longer poles are not the answer and in fact they should be removed. What in the world is a double kerb blip? We need to share the road sensibly and safely and this feels like all-out warfare on drivers.</p>
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16	Park Ave	Support	<p>I support the proposed measures and suggest that they go further. I support: (a) the conversion of single kerb blips to double; (b) the introduction of “no waiting and no loading” measures and (c) the introduction of double yellow lines. Suggestions and Recommendations</p> <p>1. Travelling Northwest along Bounds Green Road</p> <ul style="list-style-type: none"> ·High Road / Bounds Green Road Junction - The junction is hazardous. I suggest creating a safer left turn, from High Road onto Bounds Green Road, at the traffic lights. The pavement is very wide at this corner and a dedicated cycle lane could be created, enhancing safety for all users. It should be noted that the barriers at this corner are regularly crashed into by vehicles. There is damage at present, after the railings having been recently repaired (see photograph 1 attached). ·The cycle lane from Morum House to traffic lights at Park Avenue should be mandatory for its whole length. The existing cycle lane at Morum House is omitted from the consultation map, presumably a mistake. ·Bus Stop near Morum House - The cycle lane which goes across the bus stop is not marked clearly on the road surface, as it should be. ·The map shows the current cycle lane extending to 65 Bounds Green Road. At present it extends only to 51 Bounds Green Road. However, it would be safer to take the mandatory cycle lane to No. 65. ·Pavement projection at Avenue Gardens (causing road narrowing) - for the benefit of pedestrians in particular, the cycle lane / shared surface needs to be indicated more clearly, e.g. a painted cycle symbol on the pavement at the point of entry and in the centre. <p>2.</p> <p>Travelling Southeast along Bounds Green Road</p> <ul style="list-style-type: none"> ·Junction at Whittington Road and Trinity Road - This is currently a hazardous junction. The current build-out contributes to the hazard. It would be better removed leaving an unbroken cycle path through the junction. It should be noted that a cast iron bollard at the corner has been crashed into (see photograph 2 attached). ·I support the introduction of the new mandatory cycle lane, close to obelisk. ·The first pole, marking the beginning of the cycle lane from Park Avenue (travelling Southeast) is hazardous. As the photograph (3) illustrates, it has been hit by cars. This is because the cycle lane (at this point) begins very abruptly with a white dashed line marking the narrowing of the road. Cars must therefore pull out suddenly. It would be safer to have an “advisory” lane going through to the advance stop box at the junction. ·Park Avenue - The right turn from Bounds Green Road into Park Avenue is hazardous. This is largely due to drivers ignoring the 20 mile speed limit from its entry point. There is a need for reinforcing speed controls on Park Avenue and the length of Bounds Green Road, which is the subject of this consultation. At present there are no speed cameras, flashing speed indicators or speed limit markings on the road surfaces. The only indicators of the speed limit are the small round signs attached to posts. This is clearly inadequate. Perhaps a speed survey should be carried out on Bounds Green Road and Park Avenue. ·Park Avenue is a significant cycle route but is very hazardous on this narrow road mainly due to speeding and rushing the lights. It is a 20 mph road. Vehicles need be made more aware of cycles.
17	Park Ave	Support	<p>Some hazardous areas need to be resolved and marking made clearer. Speeding on local roads is problematic for cyclists. Cars often exceed 20 mph on BGR and Park Avenue.</p>
18	Park Ave	Object	<p>Traffic is already congested, and this will make it much worse. There are local schools and a church and the impact of more pollution on these will be even worse</p>

19	Trinity Rd	Object	The existing cycle lanes have increased pollution from traffic and are hardly ever even used by cyclists. The proposed works will be an eyesore. The additional pollution caused will affect residents - and children walking to school. We are supposed to be helping the environment, not making it worse.
20	Trinity Rd	Object	This scheme has increased traffic on the road with added noise and pollution. As a cyclist I still think these lanes are dangerous, because cars do not look around as much. Also I get woken up at 5am from cars hooting their horns because of the road being blocked. This is affecting my mental health.
21	Trinity Rd	Object	Outside my house at all hours there is traffic congestion and people using their horns. There is more pollution, and this scheme doesn't really work for the amount of cyclists.
22	Truro Rd	Object	Great to have so much support for cyclists - mainly middle-aged men. The proposals will make for even more congestion on Bounds Green rd which is the only exit from Truro Road under your proposals. It would be good for a change to show the same concern and support for elderly and disabled residents who rely on their cars. In spite of registering protests at meetings, our concerns are being completely ignored by the council.
23	Whittington Rd	Support	Please improve the path between BGR / Trinity Rd and Nightingale Road. It used to be just pedestrians but now cyclists use it - going fast and silently - which is a risk to pedestrians. Please put up notices which advise cyclists that this is a shared path and that bells should be used by cyclists to make others aware of their presence.
Total	23	23	23

a. Limited to first 100 cases.