

Report for: Cabinet Member for Environment, Transport, and the Climate Emergency

Title: Proposed Cycling Improvements along Bounds Green Road N11

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Ward(s) affected: Bounds Green

**Report for Key/
Non-Key Decision:** Non-Key Decision

1 Describe the issue under consideration

- 1.1 To report 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 Bounds Green Road from the junction with High Road to Bounds Green underground station.
- 1.2 To seek approval to proceed to implementation, having considered objections received to the statutory consultation.

2 Cabinet Member Introduction

- 2.1 N/A

3 Recommendations

- 3.1 The Cabinet Member for Environment, Transport and the Climate Emergency is recommended:

To approve the implementation of the Bounds Green Road cycling improvement scheme, which includes:

- (i) Converting the majority of the existing southbound and northbound advisory cycle lanes on Bounds Green Road from the junction with High Road to Bounds Green station to mandatory cycle lanes and the single kerb blips to double kerb blips.
- (ii) Adding protection for cyclists by replacing the existing wand and mini orcas with longer poles installed inside the markings of the new mandatory cycle lane.

4 Reasons for decisions

4.1 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.

5 **Alternative options considered**

5.1 None.

6 **Background Information**

6.1 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. Its commitment includes promoting cycling as a serious transport alternative recognising, with the continuing growth in numbers of people who cycle, the need for safe cycling infrastructure.

6.2 As part of the response to the Emergency Active Travel Fund allocated through the Department of Transport (DfT), the Council introduced improvements to existing mandatory and advisory marked cycle lanes at five locations in the borough. Light segregation measures were introduced in the form of mini orcas and wand orcas (cycle lane separators/small units laid inside the cycle lane markings), including Bounds Green Road N11. These sites were chosen because they already had low-quality or part-time cycle infrastructure that needed to be upgraded with protection to ensure the safety of cyclists travelling in Haringey.

6.3 The cycle lane separators are an essential safety feature for cyclists and provide a level of protection that encourages less confident people to cycle. To satisfy DfT timelines, the Council only introduced measures not requiring changes to the existing kerbside restrictions and associated traffic orders. However, the intent has always been to adapt the infrastructure to enable the council to further improve the network, in order to increase cyclists' confidence and safety when using the cycle lanes along Bounds Green Road and further encourage an uptake in cycling.

6.4 Special interest groups are considered at the design stage of the Council's cycling schemes to ensure the infrastructure is accessible to all regardless of age, gender, ethnicity, or disability. Where possible, existing guidelines including the London Cycling Design Standard (LCDS) and Local Transport Note, LTN 1/20 are also followed. LTN 1/20 sets out a comprehensive national standard for the design of cycle infrastructure by following core principles. The standards help to mitigate the risk of discrimination by providing guidance that allows for the assessment of all road users and delivering high quality cycle infrastructure that benefits all.

6.5 The Equality Act 2010 requires public sector authorities to comply with the Public Sector Equality Duty in carrying out their functions. This includes making reasonable adjustments to the existing built environment to ensure the design of infrastructure is accessible to all. The scheme has been designed with these requirements considered.

6.6 The main elements of the proposals are listed below.

- Converting the majority of the existing southbound and northbound advisory cycle lanes on Bounds Green Road from the junction with High Road to

Bounds Green underground station to mandatory cycle lanes and the single kerb blips to be changed to double kerb blips. This means no waiting or loading would be allowed along the length of the mandatory sections of the cycle lanes.

- Adding protection for cyclists by replacing the existing wand and mini orcas with longer poles installed inside the markings of the new mandatory cycle lane. These would be provided at regular intervals providing a safe barrier between the cyclist and motor traffic.

6.7 Ward Councillors were informed of the proposals on 15 October 2021.

6.8 The Haringey Cycling Campaign (HCC) was informed of the proposals on 10 September 2021. The HCC commented on 17 September 21, suggesting further measures such as installing additional wands closer to the side roads and reducing the intervals between the wands to 2m. Additional wands will be placed closer to side roads if they don't hinder turning movement of vehicles which could lead to different issues with safety. With respect to spacings between wands, 4m has been considered to offer the best compromise between discouraging unwanted vehicle incursions into the cycle lane whilst still reinforcing the presence of a cycle lane.

6.9 Legal notices were distributed to properties in the vicinity of the proposals on 20 October 2021. A copy of the statutory consultation document is provided in Appendix A and a copy of the consultation boundary can be found in Appendix B. The notification letter was uploaded on the Council's website and legal notices placed on street and in the local newspaper. A copy of the legal notice is shown in Appendix C. Appendix D contains the full consultation report from which the consultation responses were extracted.

6.10 The supply and installation of the proposed changes are estimated to cost **£76,326 (excluding VAT)** and this will be funded by Transport for London (TfL) through the money it has secured from the DfT.

6.11 The Council received 23 responses during the statutory consultation period, 6 (26%) in support, 16 (70%) who objected and 1 (4%) with other views. The objections have been summarised below together with a Council response for each type of objection.

6.11.1 **Objections related to vehicle congestion on Bounds Green Road**

The Council received 12 objections from respondents concerned that the proposed cycle lane improvements will cause further traffic congestion along Bounds Green Road.

Council response

This proposal is an upgrade of an existing advisory cycle lane and will therefore not cause any additional traffic congestion along Bounds Green Road.

The proposals are designed to improve the conditions for cyclists travelling along Bounds Green Road, strengthening London's cycle network, and improving the north to south link in Haringey.

The proposed measures may encourage people to switch from using their car to cycling instead. This provides many benefits, including:

- Improving health of those choosing to cycle
- Reducing motor vehicle congestion
- Reducing pollution from motor vehicles

6.11.2 Objection related to the introduction of 'No Waiting or Loading' restrictions on Bounds Green Road

The Council received one objection related to the proposal to introduce 'No waiting or loading' restrictions on Bounds Green Road.

The objector feels that residents will no longer have deliveries unloaded outside their properties and will be unable to park on Bounds Green Road in the evenings and Sundays.

Council response

The Council is committed to improving the condition for cyclists to encourage the uptake of this sustainable transport mode and acknowledge that improved and safe cycle routes are essential for our residents.

Vehicles parked on cycle lanes pose danger and inconvenience to cyclists, often forcing them into the flow of traffic. Cyclists should be able to complete their journeys without deviating from their path. Therefore, it is imperative that any parking, including loading/unloading, is conducted on adjacent or other nearby roads. There are sufficient side streets along the length of Bounds Green to accommodate this activity.

Whilst it is acknowledged that residents will have to park further away and deliveries will need to be transported slightly longer distances, the Council's view is that the benefits that the protected cycle lane will bring in terms of improved safety and encouraging more people to cycle outweigh the disbenefits.

6.11.3 Objection related to lack of safety for pedestrians, including lack of pavement resurfacing

The objector is concerned that there is too much focus on cyclists and that pavements in general are in poor condition. The objector is also concerned that some cyclists choose to use the pavement, which is dangerous for pedestrians, especially the less abled.

Council response

The proposed changes will make it safer for cyclists using the cycle lanes along Bounds Green Road, as motor vehicles will not be allowed to enter the mandatory cycle lanes. Therefore, these changes will encourage cyclists to use the dedicated

cycle lanes instead of the footway, thus improving safety and accessibility for pedestrians and cyclists.

Regarding pavement surfacing, the Council conducts cyclical highways safety inspections on all roads and pavements in the borough. Any area of road or pavement which the inspector thinks may become an imminent danger to road users including pedestrians is noted, and a repair is arranged. If a road or pavement is judged to need more extensive treatment during this inspection, they are included in the Council's annual maintenance programme.

6.11.4 Objection related to how disabled people will park outside their properties

The Council received two objections related to loss of parking for disabled people.

The objectors are concerned about how disabled people will access transport facilities if the proposed poles are installed in front of their properties. One of the objectors is also concerned that the measures will narrow the width of the carriageway.

Council response

The Equality Act 2010 requires public sector authorities to comply with the Public Sector Equality Duty in carrying out their functions. This includes making reasonable adjustments to the existing built environment to ensure the design of infrastructure is accessible to all.

A prohibition of waiting and loading still permits drivers to pick up and set down passengers therefore disabled people will have access to transport facilities. It is acknowledged that the wands will prevent access to the kerbside, however a disabled person can be dropped off on the road adjacent to the cycle lane where it is safe to do so.

The proposals do not include increasing the width of the cycle lanes and the traffic management poles will be installed inside the proposed mandatory cycle lanes. Therefore, the proposed measures will not narrow the width of the carriageway.

7 Contribution to strategic outcomes

- 7.1 It is important that the Council has safe, green travel to prevent the borough's roads from being overrun by cars and to support active travel, which is the ambition of the Council as laid out in its [Borough Plan](#) and [Transport Strategy](#). The improvements to Bounds Green Road will support the objectives set out in these documents as well as the wider initiatives to improve air quality and support the health of residents as per the council's [Climate Change Action Plan](#).
- 7.2 This project will improve safety and accessibility for cyclists using this area and thus encourage cycle usage in the borough.

8 Statutory Officers' comments

8.1 Finance

This report requests Cabinet Member approval for the implementation of proposed improvements to Bounds Green Road, outlined in section 3 and detailed under 6.5. The supply and installation of the proposed changes are estimated to cost £76,326 and this will be fully met from the current Council's capital budget under scheme 309 TfL LIP, which is being funded by TfL through the money secured from the DfT.

8.2 Legal

Section 65 of the Highways Act 1980 permits highway authorities to provide cycle tracks in or by the side of existing carriageway highways and to alter or remove cycle tracks constructed by them. Section 66 permits highway authorities to provide objects or structures on a highway for the purposes of safeguarding persons using the highway, including users of cycle tracks.

It is the view of Legal Services that what is being proposed and recommended within this report is in accordance with the law, as set out in this section.

8.3 Equality

The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advance equality of opportunity between people who share those protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not.

The installation of safe cycling infrastructure will allow for a greater range of Haringey residents to participate in active travel modes and benefit from the improved physical and mental health and wellbeing this can bring. At present, women, disabled people, the over 65s, and those at risk of deprivation are all underrepresented as cyclists. There is evidence which shows suppressed demand amongst these groups, whereby a significant proportion of those who do not currently cycle, would like to begin. The provision of safe cycle infrastructure has been recognised as one of the key enablers to redressing this imbalance. As such, this scheme represents an opportunity to advance equality of opportunity between people who share these protected characteristics, and people who do not.

9 Use of Appendices

- Appendix A – Statutory consultation document
- Appendix B – Consultation area
- Appendix C - Legal notice
- Appendix D – Full consultation report