

Report for: Head of Service for Highways and Parking following consultation with the Cabinet Member for Cabinet Member for Climate Action, Environment, and Transport.

Title: Proposed Pedestrian and Cycle Crossing and Cycle Lane - 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 determine if the proposed Pedestrian and Cycle Crossing and Cycle Lanes on Bounds Green Road near the junction with Gordon Road should be implemented.
- 1.2 To report on the feedback of statutory consultation carried out from 14 February 2024 to 5 March 2024.
- 1.3 To request approval to proceed to implementation, after considering objections and officer's views regarding to those objections.

2 Cabinet Member Introduction

2.1 N/A

3 Recommendations

The Head of Highways and Parking following consultation with the Cabinet Member for Climate Action, Environment, and Transport asked to:

- 3.1 Consider the objections raised during the statutory consultation on the proposals, and officers' responses to each objection and subsequent amended proposal shown in **Appendix 3**.
- 3.2 Agree that the Council shall exercise its discretion to not cause a public inquiry to be held for the reasons set out in paragraph 8.4 of this report.
- 3.3 Approve the implementation of the proposed pedestrian and cycle crossing and cycle lane on Bounds Green Road near the junction of Gordon Road, as set out on the plan in **Appendix 1** and the making of all necessary traffic management orders (TMOs) to enable the proposed crossing and cycle lanes to be implemented.

4 Reasons for decision

- 4.1 The Council as a local authority has a duty under Section 39 of the Road Traffic Act 1988 to improve safety and reduce road traffic collisions. The proposals consulted on will provide a clearly defined crossing point and will give pedestrians and cyclists the right of way over traffic, enabling them to cross the road safely, which will assist in reducing personal injury collisions. The proposed short cycle lanes on either side of the crossing will enable cyclists to safely access the crossing. It also will future proof the cycle network along this corridor, as the Council's intention is to install a cycle lane connecting to the cycle lanes already present on Bounds Green Road, east of junction with Durnsford Road.
- 4.2 The decision does not result in a contract being awarded or expenditure in excess of £500,000 being incurred nor any virements, so it is not a key decision for that reason. The decision also relates to only one ward and so it is not a key decision for that reason as the effects of the decision will not have a significant impact on communities living or working in an area comprising two or more wards or electoral divisions in the area of the local authority.

5 Alternative options considered.

- 5.1 Do nothing: This option was rejected as it would be against the Council's objective of providing safe crossing for pedestrian and cyclist to encourage walking and cycling in the borough and would not deliver an improvement to road safety. Therefore, the Council would not be discharging its duty under section 39 of the Road Traffic Act 1988 to "take steps to prevent accidents".

6 Background Information

- 6.1 As part of the trial Low Traffic Neighbourhood (LTN) scheme for Bounds Green, the Council, in 2021 engaged with the public on the introduction of a zebra crossing on Bounds Green Road near the junction with Gordon Road. This was approved to be formally consulted upon by the Council's Cabinet in December 2021.
- 6.2 Once the trial LTN scheme was in place, given that this included a traffic filter at Gordon Road allowing access for cyclists, it became apparent that the zebra crossing should be combined with a cycle crossing in parallel to allow cyclists to safely cross Bounds Green Road. The improvement to pedestrians is vital given that many already cross here to access the medical practice on Gordon Road. The proposals formally consulted upon in March 2024 included a pedestrian and cycle crossing together with short sections of cycle lanes to link cyclists travelling between Enfield's Bowes Quieter Neighbourhood scheme area to Haringey's trial Bounds Green LTN area.
- 6.4 The proposed crossing will provide a clearly defined crossing point and will give pedestrians and cyclists the right of way over traffic, enabling them to cross the road safely.
- 6.5 The total cost of the scheme including officer time is estimated at £75k; this will cover cost of consultation, design, traffic management orders, and construction of the proposals. The full costs will be met by funding secured from TfL under their Cycleways Network Development Programme.

7 Statutory Consultation

- 7.1 Statutory notification commenced on 14 February 2024 for a period of 21 days. The process consisted of a Notice of Proposal published in the London Gazette, and Enfield

and Haringey Independent newspaper and street notices erected on lamppost close to the proposed crossing location. The closing date for objections and representations was 5 March 2024.

7.2 As per requirement of Section 23(2) of the Road Traffic Regulation Act 1984, the Metropolitan Police have also been consulted on the proposal. Their comment have been considered as per outlined in section 8.2 of the report.

7.3 It is not a legal requirement to provide statutory notification letters. However, a letter to residents and business, informing of the proposals and process, was also posted to all affected frontages in the street. **Appendix 2** contains copy of the statutory notification letter delivered.

7.4 As part of the statutory process, the following statutory bodies were also notified, some required by Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996:

- AA
- London Transport
- Police (local)
- Fire Brigade
- London Ambulance Service
- Freight Transport Association
- Road Haulage Association
- RAC
- Metropolitan Police (traffic)
- London Travel Watch
- Haringey Cycling Campaign

8 Responses to Statutory Consultation

8.1 A total of 320 properties were written to notifying their occupants of the statutory consultation and how they could object should they wish to. A total of 4 representations from residents and businesses were received, comprising of 3 objections and 1 submission in favour.

8.2 The table below summarises the objections received; these have been grouped by the reasons provided for the objections. An officer response to each objection is also provided.

Table 1

Reason for objection.	No. of objectors supporter cited this reason	Officer response
Not at all objecting to the Zebra Crossing but would ask for extra safety features! The section of road where the zebra crossing is being installed is an EXTREMELY dangerous section of road where users very frequently at speed overtake the island on the wrong side of the road when it is busy due to the tailback caused by the Intersection at Bounds Green Station! The Zebra crossing MUST have a	1	The proposed layout converts the existing informal crossing to a formalised crossing point which puts a legal responsibility on drivers/riders to stop when pedestrians or cyclists are on the crossing. This should help improve safety at the crossing as the current informal crossing point relies on a driver/rider to stop when there is

<p>central island to protect it and other safety features would be helpful!!</p> <p>Research should be conducted into this before going ahead with any adjustments and watch the traffic at the island when it is busy!</p> <p>Please do not remove the timed section from outside of Bounds Green Court, this does not affect the traffic in the quieter periods when the times are not in effect and is very often an overflow for the Car park as it is not permitted and very often becomes full.</p>		<p>no legal requirement for them to do so. The removal of the central island, necessary to accommodate cycle lanes, will remove the clear safety risk presented currently whereby some drivers are suddenly driving on the outside of the island on the wrong side of the road. Pedestrians crossing at the island are clearly not expecting this illegal manoeuvre and are at risk of being struck by a vehicle travelling the wrong side of the island.</p> <p>Subject to approval, a Road safety audit will be carried out shortly after the crossing is in place. This allows for an independent review of the crossing in its “live state” and any safety issues raised will be addressed.</p> <p>Parking restrictions are required to prevent any vehicles parking on the proposed cycle lanes, improving cyclists safety.</p>
<p>No need for a cycle lane on either side of the road.</p> <p>No need for parking restrictions either side either as the zigzag lines of the zebra crossing would be enough to stop parking near the crossing alone.</p>	1	<p>The proposal is in line with Haringey’s Walking and Cycling action plan helping promote active travel. The proposed cycle lane is to future proof the cycle network whilst providing a safe link from Enfield’s Bowes Quieter Neighbourhood to Gordon Road.</p> <p>Parking restrictions are required to prevent any vehicles parking on the proposed cycle lanes, improving cyclists safety.</p>
<p>I fully support the implementation of this pedestrian and cycle crossing to aid access to and from Gordon Road. It will especially support some residents in Passmore Edwards House who have mobility issues cross BGR easier.</p> <p>I particularly like the introduction of cycle lanes approaching the crossing, although I feel they are needed all the way down this stretch of BGR giving continuity to the one from the BG lights to Wood Green,</p>	1	<p>The extension of the cycle lanes to link with the signalised junction at Bounds Green underground station providing a safe and continuous route for cyclists to Wood Green is under consideration as part of the Council’s walking and cycling action plan.</p>

<p>Note that the MPS objects to this proposal for the reasons shown below:</p> <ul style="list-style-type: none"> • If this is a zebra crossing then it should extend kerb to kerb and include the cycle lane. • You have both zig zag markings and DYL's shown. You can't have both. • You are showing mandatory lines through the controlled area, you can't do this. • The zig zags need to follow the kerb line. • The tactiles don't indicate that this is a zebra crossing. <p>The only way a layout like this (nearly) works is if the mandatory lined section is a kerb....is it?</p>	1	<p>The proposals have been amended taking into consideration the objections from the Metropolitan Police. Revised proposed design shown in Appendix 3 has been shared with the Metropolitan Police, who have subsequently withdrawn their objections and are now in favour of amended proposals.</p>
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8.3 After considering the statutory consultation responses, officers are of the view that the proposals should be implemented as they provide a safe crossing point for both pedestrians and cyclists and provide improved links for cycling along Bounds Green Road.

8.4 It is noted that Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996 (LATOR) provides that local authorities must hold a public inquiry before making a Traffic Management Order (TMO) if a TMO prohibits loading or unloading or prohibits or restricts the passage of public service vehicles and an objection has been made and not withdrawn other than an objection which does not relate to the loading/unloading prohibitions or the prohibition/restriction on the passage of public service vehicles. The TMOs will prohibit loading and unloading, but none of the objections relate to the prohibition on loading and unloading or the passage of public service vehicles and so there is no obligation to hold a public inquiry.

8.5 The Council has a duty under section 122 of the Road Traffic Regulation Act (RTRA) 1984 to (in summary) *“secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway having regard to securing and maintaining access to premises, preserving or improving the amenities of the areas, national air quality, facilitating the passage of public service vehicles and safety and convenience of people using such vehicles as far as practicable.”*

Officers consider that the factors which have pointed in favour of implementing the proposed zebra crossing include:

- The opportunity for pedestrians and cyclists to safely cross Bounds Green Road.
- The safe and convenient movement of pedestrians and cyclists on the Council's road network including pedestrians travelling to and from medical practice based at Gordon Road.
- not restricting the passage of public service vehicles.

9 Contribution to strategic outcomes

9.1 The installation of the new formal crossing at this location will support the delivery of the Council's Road Danger Reduction and Walking and Cycling Action Plan action, by improving road safety and promoting walking and cycling. It supports the

following high-level strategic priority outcomes contained within the Corporate Delivery Plan:

Theme 1: Resident experience, participation and collaboration

- Positive Resident Experience
- Inclusive Public Participation

Theme 2: Responding to the Climate Emergency

- A Greener and Climate Resilient Haringey
- A Just Transition
- A Low Carbon Place

It will also support the delivery of the Council's wider [Transport Strategy](#), encouraging walking as road users will feel more confident and safe.

10 Carbon and Climate Change

10.1 The scheme will help contribute positively to carbon emission reduction and mitigate climate change in the following way:

10.1.1 Improving road safety: Improving road safety through provision of a safe crossing point, will encourage more people to seek active transportation modes such as walking and cycling. This not only reduces greenhouse gas emissions but also promotes a healthier lifestyle, which, in the long run, can improve health conditions linked to sedentary lifestyles.

Statutory Officers' comments

11 Comments of the Chief Financial Officer

11.1 The full cost associated with the proposal of this report is projected to be £75k and will be fully met from the current capital programme plan, under capital scheme reference number 4015 - Walking and Cycling Action Plan (WCAP) Strategic cycle route delivery. This scheme is being funded by a combination of TfL grant award and SCIL

12 Comments of the Head of Legal Services and Governance

12.1 Before reaching a decision to make the necessary traffic management order to implement specific use designated parking bays, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act 1984 (as amended) ("RTRA") and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended) ("the Regulations"). All representations received must be properly considered in the light of administrative law principles, human rights law and the relevant statutory powers.

12.2 The Council's powers in relation to the making of traffic management orders arise mainly under sections 6, 9, 122 and 124 and schedules 1 paragraphs 1-22 the RTRA

12.3 The power of a local authority to make an order regulating or controlling vehicular and other traffic is contained within the ambit of section 6 of the RTRA.

12.4 By virtue of section 122, the Council must exercise its powers under the RTRA so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on

and off the highway. These powers must be exercised so far as practicable having regard to the following matters: -

- the desirability of securing and maintaining reasonable access to premises.
- the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
- the national air quality strategy.
- facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
- any other matters appearing to the Council to be relevant.

12.5 The legal position in relation to traffic management orders and the statutory requirements in respect of consultation are set out in section 8 of this report. As long as the statutory consultation is undertaken and due consideration similarly given to representations made, the Council would be acting in accordance with the law were it to proceed with the proposals set out in this report.

12.6 It shall be the duty of a local traffic authority to execute any works (including the placing, erection, maintenance, alteration and removal of marks and traffic signs) required in connection with the establishment, alteration or removal of crossings in accordance with regulations having effect under section 25 of the RTRA, or in connection with the indication of crossings in accordance with such regulations.

12.7 Before establishing, altering or removing a crossing a local traffic authority shall consult the chief officer of police about their proposal to do so and shall give public notice of that proposal as set out in S23 of the RTRA.

13.5 The Highways Act 1980 permits local authorities to place objects or structures on a highway for the purposes of providing a service for the benefit of the public or a section of the public.

13.6 For the most part, the measures proposed can only be implemented after a statutory consultation process and after proper and meaningful consideration of any formal representations. The report sets out the effect of the representations received, setting out the detail of those representations. Officer views are included in the report, but the decision maker must exercise a judgment as to how much weight each representation should carry and whether or not to approve or further any measure in the light of those representations.

13.7 What is being proposed and recommended within this report is in accordance with the law, as set out in this section.

13.8 The decision to approve the highway works/alter/install highway infrastructure and make/vary an order to introduce a pedestrian crossing is an executive decision that can be exercised by the Head of Highways and Parking in accordance with the Council's Constitution and delegation given by the Director of Environment and Resident Experience in this scheme of delegation dated 13 March 2023.

13 Equality Comments

13.1 The council has a Public Sector Equality Duty (PSED) 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 protected characteristics and people who do not.
- Foster good relations between people who share those characteristics and people who do not.

The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

13.2 The decision outlined in this report is to implement the revised proposal for a combined pedestrian and cycle crossing and cycle lane on Bounds Green Road, near the junction with Gordon Road.

13.3 A statutory notification period of 21 days commenced on the 14th February 2024, with a notice of proposal published in local newspapers and street notices erected closed to the proposed crossing location. In addition, a letter to residents and businesses was posted to all affected frontages in the street (see Appendix 2).

- Of the 320 properties who were written to and notified of the statutory consultation, a total of 3 objections were received. None of the objections were related to the potential impacts of the crossing on groups with protected characteristics.
- One submission in favour was received. This response specifically referred to the potential positive impacts of the proposal for elderly residents in Passmore Edwards House, who would be able to cross Bounds Green Road more safely.

15 Use of Appendices

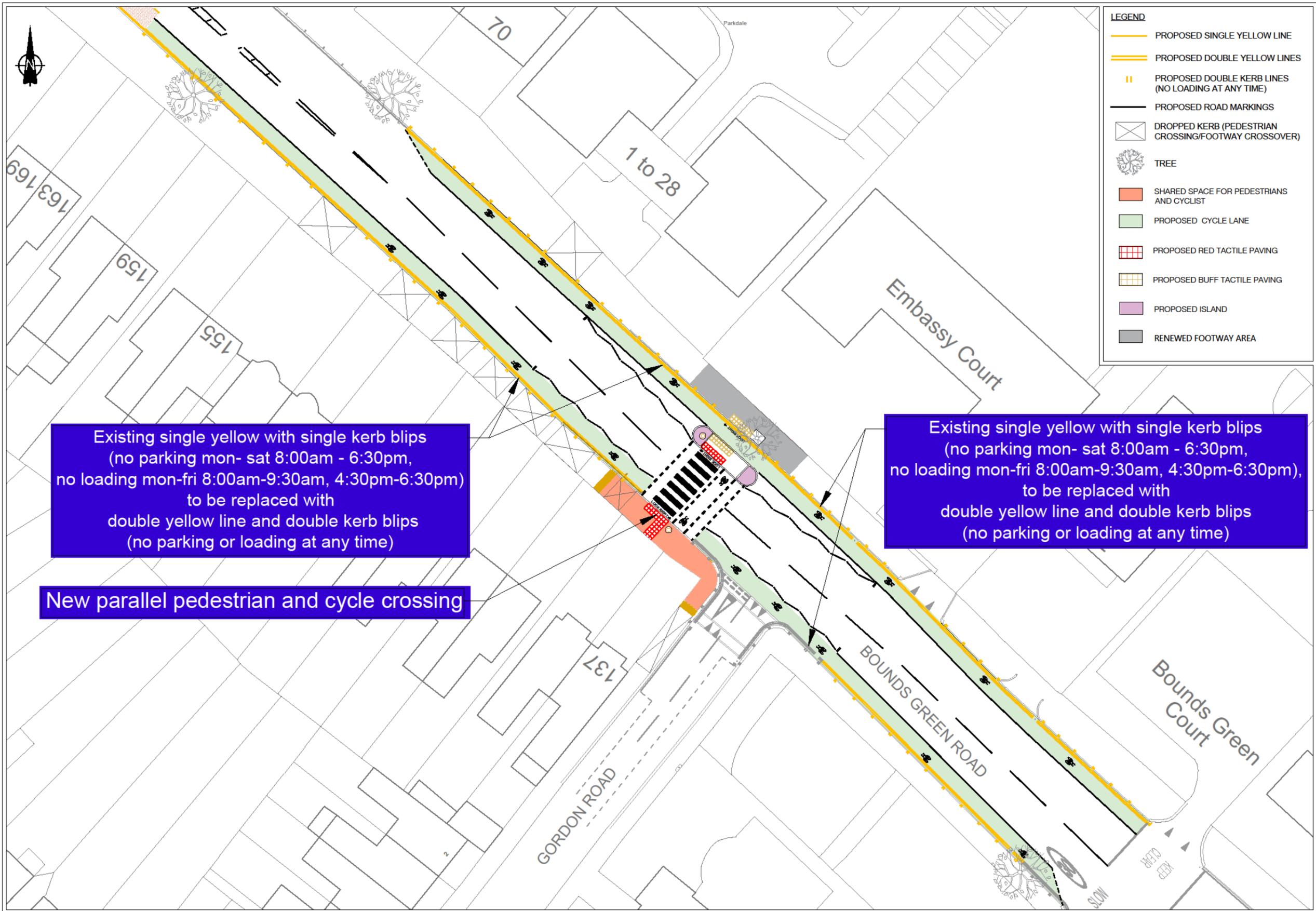
Appendix 1 – Plan showing the proposed measures consulted on.

Appendix 2 - Statutory notification letters delivered to affected frontages.

Appendix 3 - Plan showing the revised proposed measures after consultation.

Appendix 1

Plan showing the proposed measures consulted on.



LEGEND

- PROPOSED SINGLE YELLOW LINE
- PROPOSED DOUBLE YELLOW LINES
- PROPOSED DOUBLE KERB LINES (NO LOADING AT ANY TIME)
- PROPOSED ROAD MARKINGS
- DROPPED KERB (PEDESTRIAN CROSSING/FOOTWAY CROSSOVER)
- TREE
- SHARED SPACE FOR PEDESTRIANS AND CYCLIST
- PROPOSED CYCLE LANE
- PROPOSED RED TACTILE PAVING
- PROPOSED BUFF TACTILE PAVING
- PROPOSED ISLAND
- RENEWED FOOTWAY AREA

Existing single yellow with single kerb blips
 (no parking mon- sat 8:00am - 6:30pm,
 no loading mon-fri 8:00am-9:30am, 4:30pm-6:30pm)
 to be replaced with
 double yellow line and double kerb blips
 (no parking or loading at any time)

Existing single yellow with single kerb blips
 (no parking mon- sat 8:00am - 6:30pm,
 no loading mon-fri 8:00am-9:30am, 4:30pm-6:30pm),
 to be replaced with
 double yellow line and double kerb blips
 (no parking or loading at any time)

New parallel pedestrian and cycle crossing

Appendix 2

Statutory notification letters delivered to affected frontages.

Environment and Resident Experience

Ann Cunningham: Head of Service for Highways & Parking



14 February 2024

STATUTORY CONSULTATION

Proposed Pedestrian and Cycle Crossing and Cycle Lane – Bounds Green Road N11

Dear Resident or Business

As part of the Low Traffic Neighbourhood scheme for Bounds Green, the Council, in 2021 engaged the public on the introduction of a pedestrian crossing on Bounds Green Road near the junction with Gordon Road. This was approved to be formally consulted upon by the Councils Cabinet in December 2021.

We are writing to inform you of the proposals which are detailed below and provided on the plan overleaf.

The proposals will allow cyclists to cross the busy Bounds Green Road when approaching from or entering Gordon Road and provide a safer crossing for pedestrians, benefiting those visiting the health centre in Gordon Road.

The key proposals are as follows:

- Introduction of a new crossing (a combined pedestrian and cycle crossing) on Bounds Green Road near the junction of Gordon Road. This will provide a formal crossing point ensuring drivers stop allowing pedestrians and cyclists to cross the road safely. This will require the existing islands to be removed.
- Introduce a new island on the outside of the eastbound proposed cycle lane allowing pedestrian a safe landing area to wait and be better seen by oncoming vehicles before crossing the road. This will improve sightlines currently an issue due to the presence of a large tree on the northern footway.
- Creation of a shared area for pedestrians and cyclists on the southern footway allowing cyclists a safe way to access the crossing from Gordon Road.
- Introduction of small sections of mandatory cycle lanes on both sides of Bounds Green Road on either side of proposed crossing. (No parking or loading will be allowed in the cycle lanes).

Next stage

The statutory consultation for this proposal will begin on **14 February 2024** and provides a 21-day period for anyone wishing to object to the proposals. You can send us your objection or representations via the online portal <https://consultation.appyway.com/haringey> or email traffic.orders@haringey.gov.uk. Alternatively, you can write to us at the postal address shown on this letter. Please ensure that **'2022-T55'** is included within the subject title when responding. The closing date for objections to be received by the Council is **5 March 2024**.

What Happens Next

Any objections or representations received will be considered by the Council before a decision is made. If the decision is made to implement the changes proposed, we will then send you a further letter informing you when works will commence on site.

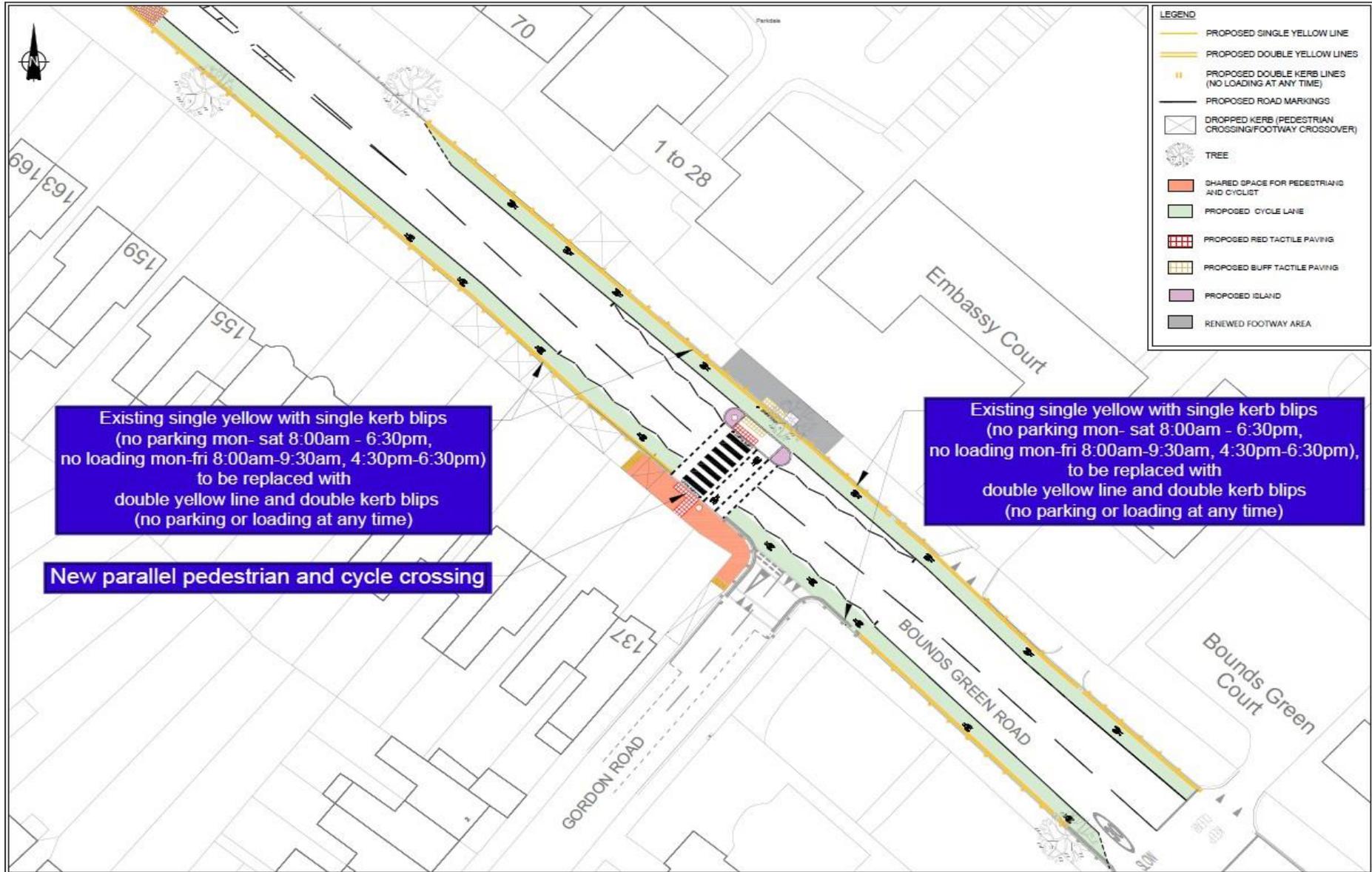
Yours faithfully,

A handwritten signature in black ink that reads 'Ann Cunningham'.

Head of Highways and Parking

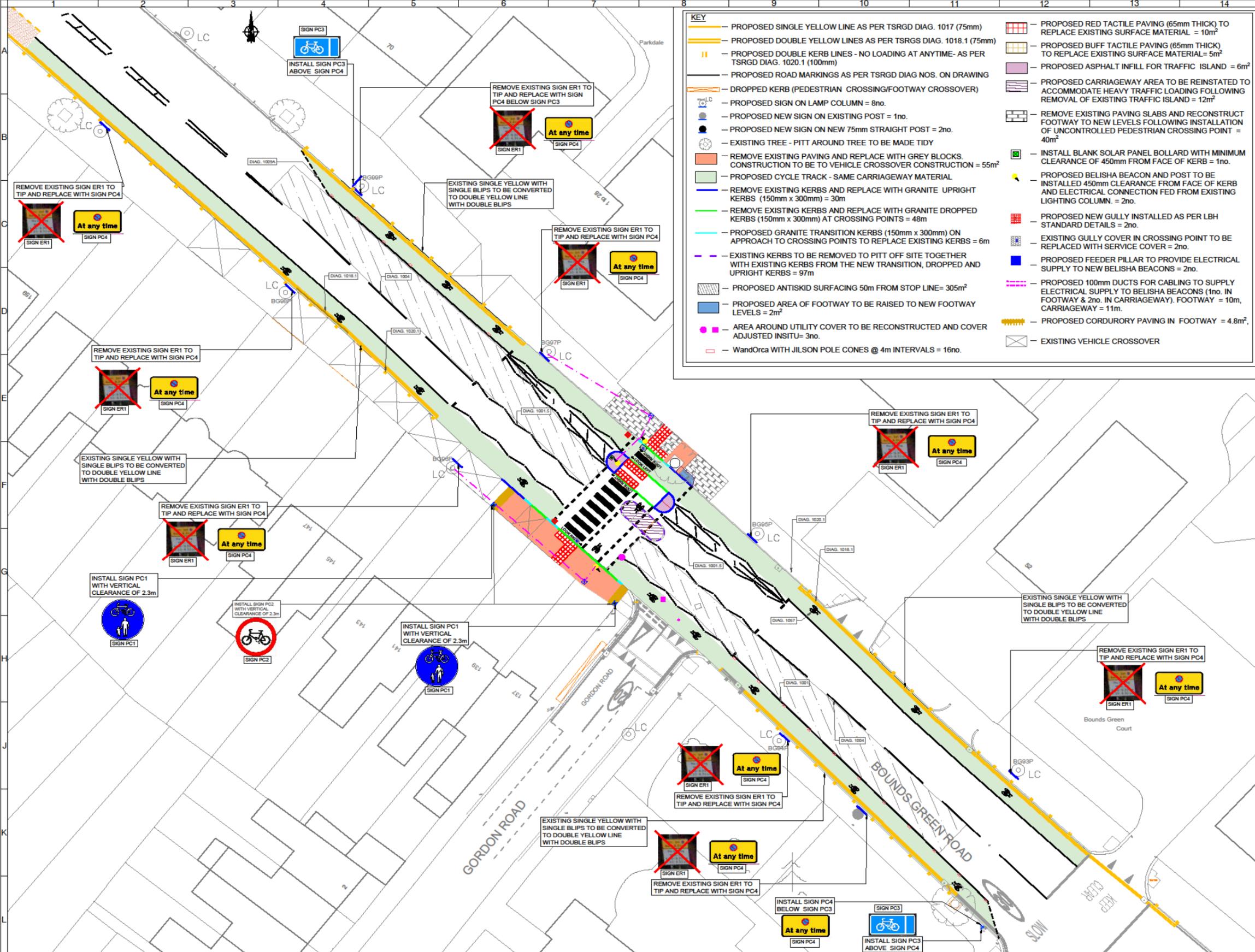
Streetspace Team
Level 4, Alexandra House,
10 Station Road, London N22 7TY
www.haringey.gov.uk

BOUNDS GREEN ROAD – PROPOSED PEDESTRIAN AND CYCLE CROSSING



Appendix 3

Plan showing the revised proposed measures after consultation.



KEY

- PROPOSED SINGLE YELLOW LINE AS PER TSRGD DIAG. 1017 (75mm)
- PROPOSED DOUBLE YELLOW LINES AS PER TSRGD DIAG. 1018.1 (75mm)
- PROPOSED DOUBLE KERB LINES - NO LOADING AT ANYTIME- AS PER TSRGD DIAG. 1020.1 (100mm)
- PROPOSED ROAD MARKINGS AS PER TSRGD DIAG NOS. ON DRAWING
- DROPPED KERB (PEDESTRIAN CROSSING/FOOTWAY CROSSOVER)
- PROPOSED SIGN ON LAMP COLUMN = 8no.
- PROPOSED NEW SIGN ON EXISTING POST = 1no.
- PROPOSED NEW SIGN ON NEW 75mm STRAIGHT POST = 2no.
- EXISTING TREE - PITT AROUND TREE TO BE MADE TIDY
- REMOVE EXISTING PAVING AND REPLACE WITH GREY BLOCKS. CONSTRUCTION TO BE TO VEHICLE CROSSOVER CONSTRUCTION = 55m²
- PROPOSED CYCLE TRACK - SAME CARRIAGEWAY MATERIAL
- REMOVE EXISTING KERBS AND REPLACE WITH GRANITE UPRIGHT KERBS (150mm x 300mm) = 30m
- REMOVE EXISTING KERBS AND REPLACE WITH GRANITE DROPPED KERBS (150mm x 300mm) AT CROSSING POINTS = 48m
- PROPOSED GRANITE TRANSITION KERBS (150mm x 300mm) ON APPROACH TO CROSSING POINTS TO REPLACE EXISTING KERBS = 6m
- EXISTING KERBS TO BE REMOVED TO PITT OFF SITE TOGETHER WITH EXISTING KERBS FROM THE NEW TRANSITION, DROPPED AND UPRIGHT KERBS = 97m
- PROPOSED ANTISKID SURFACING 50m FROM STOP LINE= 305m²
- PROPOSED AREA OF FOOTWAY TO BE RAISED TO NEW FOOTWAY LEVELS = 2m²
- AREA AROUND UTILITY COVER TO BE RECONSTRUCTED AND COVER ADJUSTED INSITU= 3no.
- WandOrca WITH JILSON POLE CONES @ 4m INTERVALS = 16no.
- PROPOSED RED TACTILE PAVING (65mm THICK) TO REPLACE EXISTING SURFACE MATERIAL = 10m²
- PROPOSED BUFF TACTILE PAVING (65mm THICK) TO REPLACE EXISTING SURFACE MATERIAL= 5m²
- PROPOSED ASPHALT INFILL FOR TRAFFIC ISLAND = 6m²
- PROPOSED CARRIAGEWAY AREA TO BE REINSTATED TO ACCOMMODATE HEAVY TRAFFIC LOADING FOLLOWING REMOVAL OF EXISTING TRAFFIC ISLAND = 12m²
- REMOVE EXISTING PAVING SLABS AND RECONSTRUCT FOOTWAY TO NEW LEVELS FOLLOWING INSTALLATION OF UNCONTROLLED PEDESTRIAN CROSSING POINT = 40m²
- INSTALL BLANK SOLAR PANEL BOLLARD WITH MINIMUM CLEARANCE OF 450mm FROM FACE OF KERB = 1no.
- PROPOSED BELISHA BEACON AND POST TO BE INSTALLED 450mm CLEARANCE FROM FACE OF KERB AND ELECTRICAL CONNECTION FED FROM EXISTING LIGHTING COLUMN. = 2no.
- PROPOSED NEW GULLY INSTALLED AS PER LBH STANDARD DETAILS = 2no.
- EXISTING GULLY COVER IN CROSSING POINT TO BE REPLACED WITH SERVICE COVER = 2no.
- PROPOSED FEEDER PILLAR TO PROVIDE ELECTRICAL SUPPLY TO NEW BELISHA BEACONS = 2no.
- PROPOSED 100mm DUCTS FOR CABLING TO SUPPLY ELECTRICAL SUPPLY TO BELISHA BEACONS (1no. IN FOOTWAY & 2no. IN CARRIAGEWAY). FOOTWAY = 10m, CARRIAGEWAY = 11m.
- PROPOSED CORDURORY PAVING IN FOOTWAY = 4.8m².
- EXISTING VEHICLE CROSSOVER

NOTES

- WORK SHALL ONLY BE CARRIED OUT BY SUITABLE TRAINED INDIVIDUALS.
- ALL DIMENSIONS ARE IN METRES UNLESS OTHERWISE STATED.
- ALL DIAGRAM NUMBERS REFER TO THE TRAFFIC SIGN REGULATIONS AND GENERAL DIRECTION.
- WORKS AREA TO BE SCANNED TO LOCATE ANY BURIED SERVICES, PRIOR TO ANY EXCAVATION WORKS TAKING PLACE.
- ALL FOOTWAY SLOPE TO BE 1:40 TOWARDS THE CARRIAGEWAY.
- WHERE ACHIEVABLE, MINIMUM KERB UPSTAND TO BE 100mm.
- ALL SIGNS TO HAVE A MINIMUM VERTICAL CLEARANCE OF 2.3m AND HORIZONTAL CLEARANCE OF 500mm FROM THE FACE OF KERB.
- ALL FOOTWAY CONSTRUCTION TO BE CARRIED OUT AS PER LBH STANDARD FOOTWAY DESIGN.
- NEW GULLY CONNECTIONS TO BE AS PER LBH STANDARD DETAILS.

ROAD MARKINGS

DIAG. 1001 - 100mm THICKNESS

DIAG. 1001.5 - 500mm LINE, 500mm GAP and 200mm THICKNESS

DIAG. 1003A - 600mm LINE, 300mm GAP and 200mm THICKNESS

DIAG. 1004 - 400mm LINE, 200mm GAP and 100mm LINE THICKNESS

DIAG. 1009A - 600mm LINE, 300 GAP and 100mm THICKNESS

DIAG. 1010 - 1000mm LINE, 1000mm GAP and 100mm LINE THICKNESS

DIAG. 1018.1 - 75mm GAP, 75mm LINE THICKNESS and 150mm RETURN

DIAG. 1020.1 - 250mm LINE, 100mm GAP 100mm LINE THICKNESS

DIAG. 1020.1 - 1250mm x 600mm x 3750mm

DIAG. 1057 - 750mm WIDTH and 1215mm LENGTH

SIGN SCHEDULE

- SIGN PC1 - TSRGD DIAG. 956 (450mm diameter) = 2no.
- SIGN PC2 - TSRGD DIAG. 951 (450mm diameter) = 2no.
- SIGN PC3 - TSRGD DIAG. 959.1 (x-height 35) = 2no.
- SIGN PC4 - TSRGD DIAG. 650.3 variant = 9no.
- SIGN ER1 - EXISTING SIGNS TO BE REMOVE TO TIP OFF SITE = 10no.

Rev	Date	Description	Drn	Chk	App
2	03/05/2024	Minor amendments	EQ	EQ	EQ
1	06/03/2024	Construction drawing	EQ	EQ	YK
0	28/10/2021	Work in progress	AB	SM	-

This drawing has been specifically prepared to meet the requirements of the named client and may contain design and innovative features which differ from conventional design standards.

Client

Project
 BOUNDS GREEN ROAD JUNCTION WITH GORDON ROAD

Drawing Title
 PARALLEL CROSSING GENERAL ARRANGEMENT

Drawing Status
 CONSTRUCTION

Drawn	Designed	Date	Scale	Size
BG	BE/YK	DEC 23	NTS	A1

Drawing No. LTN-21_22-BG_GR-01 Bounds Green Zebra- GA
Rev 0