



CS1 LCC/HCC Comments, March 24th 2015

Section 19: Broadwater Road - Church Lane/ White Hart Lane

Lordship Lane- two metre refuge islands to help cyclists across, should be adequate as long as the bus stop is moved (it is due to be moved onto Bruce Grove). "Keep clear" markings across the junctions at Broadwater/Church Lane are needed, to prevent traffic on Lordship Lane blocking exit/access.

Section 18: Napier Road - Broadwater Road

Broadwater Rd is too narrow and busy for a contraflow – it needs filtering. Although the right turn from Broadwater onto Lordship Lane is to be banned most traffic turns left so it's unlikely to have an impact on flow. Filtering at the junction with Linley Rd should be investigated and if not practicable, the N end of Broadwater should revert to 2-way for all traffic, as a disincentive to rat running. This is the approach successfully used on Defoe Rd at the South of the CS1 route, where the road width is similar.

There is a confusing island signposted no entry at the junction of Broadwater Rd and the Avenue. TFL have said this will be redesigned. The junction should be built out to put it in line with parking on the Avenue and improve visibility. There are drainage issues here which TfL are aware need to be addressed.

The need for illumination to all contraflow signage is emphasised and it should be retained or reinstated where recently removed and non-rotational clips used as vandalism of signs is a problem in this area.

Visibility is very poor for cyclists accessing the footpath that leads from Strode Rd to Sperling Rd. A new sinusoidal hump should address this. A pedestrian priority sign will be needed at the path.

Junction of Napier Rd and Philip Lane: cyclists turning from Philip Lane are unable to enter Napier Rd if a car is waiting to exit Napier Rd. TfL are considering putting an island in to address this.

Sections 18 and 19 generally:

The pedestrian shared use path and narrow contra flow at a bus route, make this section unsuitable for a great increase in cycle numbers, therefore it is suggested Cycle Superhighway branding should not apply and this leg of the route should be regarded as an improved LCN feeder to CS1. In the longer run it is anticipated the superhighway will need to be extended along the High Rd to White Hart Lane.

Section 17: Philip Lane

Philip Lane is busy and needs protected space. There isn't space for full segregation; it is welcome that TfL are going to look at options for armadillos and stepped tracks and speak to Waltham Forest about their trials. Removal of parking bays will help. Philip Lane is included in the roads to which a 20mph limit will apply, which will also help. LCC and HCC still prefer the A10 alignment for this part of the route. TfL consider this would mean the loss of a bus lane.

The turn from Philip Lane onto Town Hall approach is busy and as suggested previously, this must be signalised. Please see sketch proposal attached, for a protected right turn.

Section 16: Tottenham High Road (north) - Town Hall Approach Road

The two way section of Town Hall Approach must be very clearly marked at the change from one-way. The one-way section is a very narrow; when buses are stopped here cyclists won't be able to pass. A dropped kerb and permitting cyclists to use the paved area on the east side of the carriageway (in addition to the contraflow cycle track).

Conflict with pedestrians on the shared pedestrian-cyclist area is a serious concern, particularly outside the College of North East London where the raised tree planter reduces the width. TfL have said relocation or reconfiguration of the tree pit is out of the question. The suggested alternative is to widen the pavement for the cycle track, or provide a stepped track, on the carriageway side of the tree, as the sketch below – this would mean losing a short section of bus lane between the bus stop and the war memorial, but most buses leave the bus lane ahead of this section anyway, due to the tight bends, which do not leave a clearance to other traffic.



Section 15: Ermine Road - Tottenham High Road (south)

Cycle friendly junctions are needed at West Green Rd and Seven Sisters Rd junctions, with access to and from all roads and other routes. Suggested designs have been suggested, but TfL have said full redesign of the junctions is outside the scope of the present work, but LCC/HCC consider the current proposals are very poor.

The problem of cycles mixing with high levels of pedestrian traffic, mainly in the area of Seven Sisters Underground Station, remains unresolved. All of the joint site visits have been outside the rush hour and the level of conflict that will be likely may not have been fully appreciated. Added to that on match days it is understood many fans walk up from the station to the ground and this high volume traffic would make cycling to the match (one of CS1's objectives), virtually impossible. These points are made in the Tottenham Civic Society's comments, as attached for information (a few sections have been highlighted). While not agreeing with all their points, they make a very good case for the cycle route to use road space rather than reducing pedestrian space.

In addition to moving one section of track in to road space, as already suggested above, the whole of the route from Seven Sisters Road to Town Hall Approach, could be relocated next to the road, mainly using road space and maintaining the integrity of the pedestrian space. This could also allow defined cycle crossings at junctions and separation of cycles from pedestrians. Without going in to design detail, there seems to be enough redundant road space to allow this, without losing the bus lane from the Underground Station up to the College. The track would run on the road side of the Station exits and "floating" bus stops would be needed, as being used in other Superhighway schemes.

It is suggested the street boundary of Apex House (which is due to be redeveloped) be adjusted to give more pedestrian space. The cycle track narrows down to 2.4m for a two way track under the railway bridge, which is barely adequate, but it is understood pedestrian flows are low here as the pedestrian desire line is mainly to the station etc on the other side of the High Road. A warning is needed at the blind corner to the LCN and footway N of rail bridge. The width of the shared use pavement, used by LCN 54 between the Toucan crossing and Crowland Rd needs to be checked. It is appreciated the crossing cannot be relocated as it on the pedestrian desire line to the new Station entrance.

As an alternative this section of the route (up to Town Hall Approach), could run on the E side of the High Rd, as previously suggested and this would resolve the issue of pedestrian conflict at the station entrances and reduce the redesign of junctions. This would also allow a better connection to the existing cycle route at Crowland Rd.

Section 14: Holmdale Terrace - Ermine Road

LCC and HCC are strongly opposed to the proposed St Anns Rd alignment, due to the heavy congestion and narrow road width. We welcome TfL's confirmation that they are investigating the feasibility of our preferred alignment (High Rd/Hillside Rd).

Tottenham Civic Society's comments:-

I am writing as the Secretary of the Tottenham Civic Society whose aims, as set out in its constitution, are as follows:

1. To promote high standards of planning and architecture in Tottenham;
2. To educate the public in the geography, history, natural history and architecture of Tottenham;
3. To secure the preservation, protection, development and improvement of features of historic, environmental or public interest in Tottenham;
4. To work to improve the quality of life for everyone in Tottenham; and
5. To encourage the appropriate and sustainable regeneration of Tottenham.

While the Society is very much in favour of improved provision for cycling in Tottenham, we are concerned by several aspects of the proposals:

-- The proposals for section 15 reducing the pavement between South Tottenham station and West Green Road would squeeze the pedestrians between the cycle traffic and the busy A10 road. This is against principles of cycle infrastructure design recommending that infrastructure should not be less safe or give the perception of less safety. Cycle paths with "raised borders" should be adjacent to the road leaving the pedestrians "safely" away from car traffic.

-- We find the proposals for the area around the Seven Sisters tube entrance ill-conceived and unworkable in their entirety. We are opposed to the removal of any mature trees at this very (noise and fume) polluted site. We do not see how the "seating, cycle parking and other street furniture" can be "relocated a short distance" to accommodate adequate provision for a segregated path and current use here.

-- This tube entrance is already extremely busy and will become more so following the introduction of Overground services to the main line and the expected massive increase in the number of homes planned for the area. The station is also very heavily used on match days when crowd management is required. Furthermore, there are major changes planned in the next few years for this intersection, with restoration to Wards Corner and redevelopment of Apex House. We cannot see how this space, as proposed, will work without causing confusion, especially since it is such a short stretch.

-- The entire proposed High Road stretch of CS1 between Seven Sisters and Philip Lane lies within 3 conservation areas (South Tottenham High Road, Seven Sisters, and Page Green & Tottenham Green) that themselves form part of the Tottenham Historic Corridor. The renewed pavements in front of a series of Tottenham's very significant historic buildings, along with Tottenham Green itself, have seen a visible increase in use since the public realm improvements works associated with the return of this very busy road to two-way traffic. The pavement area has become a destination in itself. The benches are well used and along with the improved paving and trees have proved to be very positive investments. The proposed in situ cycling lanes would completely destroy this.

-- The CS1 proposals will not only undermine the historic context but also efforts to further enhance and preserve this heritage asset by introducing visually intrusive segregated paths and disrupting the relationship between the historic buildings and the public realm. The area between West Green Road and Tottenham Green constitutes a town centre space which includes both a pavement and a "promenade cum town square" both heavily used by wider Tottenham residents. This amenity space is also well used by the area's immediate local residents many of whom live in flats and house-shares without their own outdoor space. The trees were recently planted and are now established and the landscaping and benches (albeit poorly maintained by TfL) were put in to improve the value of the space and make it an attractive and vital link to the recently refurbished West and East sections of Tottenham Green. The amenity value the "pavement" provides to the pedestrians and residents of Tottenham cannot be underestimated.

The pavement has already been narrowed as a consequence of the road being relaid to eliminate the gyratory, when additional lanes of traffic were added and the pavement planters removed. Much of the effect of the return to two-way traffic has been undermined by the addition of these extra traffic lanes and the suppression of the bus lane. The result is that the High Road here remains extremely busy with car traffic often going at high speeds after and before the bottlenecks created by the reduction in the number of lanes at both ends, at West Green Road in the south and Philip Lane in the north.

The CS1 proposals would introduce a segregated, two-way cycle track taking a quite considerably wide strip of the pavement away from pedestrians -- up to 4 metres. It includes "raised borders" whereby the benches will be pushed to the side of the pavement to become "fixed objects" that hem both the cyclists into their path (see 2.1 Clear space required by cyclists) but also the pedestrians into a "corridor of benches" whereas before they would have benefited from "their own space". This is not desirable.

The crossing near the Tesco store is very well used and will give rise to innumerable instances of "traffic conflict" between pedestrians and cyclists.

The pavement is always very busy with pedestrian traffic, not only on a daily basis but also on match days when there is a massive influx of football fans that walk up to THFC ground at White Hart Lane.

Having consulted the DfT Local Transport Note 2/08 on Cycle Infrastructure Design we further note the following proposed hierarchy of provision for cycle infrastructure design:

- Traffic volume reduction (consider first);
- Traffic speed reduction;
- Junction treatment, hazard site treatment, traffic management;
- Reallocation of carriageway space;
- Cycle tracks away from roads;
- Conversion of footways/footpaths to shared use for pedestrians and cyclists (consider last)

We note that the portions of CS1 along the A10 and Philip Lane are the only parts of the entire CS1 route where there is a net loss of pavement space and consequent gain for wheeled, albeit cycle, traffic.

Given these factors, the Society feels obliged to ask TfL to review its proposals for sections 15, 16 and 17 of CS1 as, in their present state, they are ill-conceived and bring no great benefits to either cyclists or pedestrians; they would also undermine efforts to preserve the Tottenham Historic Corridor and improve and maintain the public realm and amenity space in the area. We feel that no pavement space should be sacrificed to traffic as this goes against the trend in urban spaces for traffic to occupy less and not more space.

We ask that a more holistic approach be taken to reduce traffic density and speeds along the A10 in Tottenham, which should include provision for segregated cycle lanes on the road rather than the pavement, thus resulting in no loss of either pedestrian and public amenity space or harm to the Tottenham Historic Corridor.

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