

Mr Neil Goldberg
Haringey Council
River Park House
225 High Road,
Wood Green N22 8HQ



Michael Poteliakhoff
Consultation Coordinator
Haringey Cycling Campaign
3 Elgin Rd
London N22 7UE

17th September 2021

Dear Neil,

Low Traffic Neighbourhoods - Public Consultation

Thank you for giving HCC the opportunity to participate in the stakeholder and other consultation events, leading up to this consultation. The plan for 25 future LTN across the Borough is very welcome and we agree it is very important the three LTNs currently consulted on are a success. Generally the current plans are very well presented, however we would urge the following be considered in future communications -

- 1) Emphasise that each LTN is part of an overall plan for 25 future LTNs across the Borough. The consultations refer to a "wider programme...in the Council's Draft Walking and Cycling Action Plan.....", however being clearer on future LTNs would reduce the fear of long term traffic displacement.
- 2) Try to simplify language and presentation. For example while we agree the expression "modal filter" be used in preference to the inaccurate description "road closure", it would help if the illustration of a modal filter could be shown immediately below, as many people are not familiar with this sort of technical language.
- 3) Show existing pedestrian crossings, Toucan crossings and cycle contra-flows. This information should also be shown in all future design drawings.
- 4) For all schemes include measures:-

To improve walking and cycling permeability on the periphery of the LTN.

To make local distributor roads cycle friendly.

To improve pedestrian and cycle junction safety and usability at the cell periphery.

In the short term there will be an increase in motor traffic on local distributor roads, so in the absence of these measures, the potential of LTNs for modal shift will not be realised and the overall project could fail.

We give our specific comments on the LTN proposals in the following pages.

Bounds Green

We support the proposed LTN measures and school streets.

- 1) Myddleton Rd should be made 2-way for cycles to facilitate access to the local shops and the station.
- 2) The one-way streets at the North of area B (LB Enfield) should all revert to 2-way. If keeping them one way is essential to avoid a mini rat run, cycle contra-flow should be permitted. (NB The LTN "exit" arrow is pointing the wrong way at Melbourne Avenue). Cycles should be exempted from the existing right turn ban in to Kelvin Avenue.
- 3) TfL should change the lane designations at the Bounds Green Rd junction to the A406. The two left turn traffic lanes on the N bound approach are extremely dangerous, as cycles have to cross 2 lanes of traffic to go straight ahead. Many drivers in fact use the 2nd lane to go ahead, so on a bike you risk being overtaken by fast moving traffic on both sides. The Toucan crossings do not have cycle entries to shared use pavement and do not work.
- 4) There should be protected cycle lanes on Bounds Green Rd, with priority maintained at all junctions.
- 5) HCC would support a bus gate on Brownlow Rd (LB Enfield).
- 6) There should be a protected cycle route on Durnsford Rd, at least from the Library up to Bounds Green Station, possibly a 2-way track to replace parking on the N side of the road.

Bruce Grove

HCC supports the overall scheme in principle and the proposed school streets. The proposed bus gate on CS1 is particularly welcome.

- 1) There are a number of changes proposed to the existing very complicated one-way street system in area "A", for example the reversal of flow on Lordsmead Road. Existing and proposed cycle contra-flow is not indicated in the plans, however we assume it is intended this will be retained at this road and the splitter island relocated to the North. There is presently no signage at the North end of the road to warn drivers there is a cycle contra-flow, so they think cycles are "going the wrong way" and this encourages aggressive behaviour, ***surely not what we want in an LTN!*** It is vital that adequate warning signage be provided. The same situation applies at many other streets in the existing one-way system. HCC has previously requested improved signage and some has been provided, but drivers often don't see it, or ignore it and push past without slowing down or allowing adequate space for cycles to keep out of the "door zone". This can easily put off anyone taking up or returning to cycling.
- 2) Rather than adjusting and improving this complicated and dangerous system, we suggest it would be far better for all these LTN roads to revert to normal 2-way operation. Historically the one-way system was introduced to cope with high traffic flows and the quieter roads were not made one-way. With lower traffic levels 2-way streets should work perfectly well, ending the current confusion, reducing traffic speeds, improving pedestrian and cycle safety, saving on signage maintenance and reducing street "clutter". Some passing places may be needed and these might be combined with planting.

- 3) On CS1, leaving the LTN via Church Lane, the cycle contra-flow is obstructed by parked vehicles. The parking should be removed.



- 4) We suggest an urgent review of road maintenance coordinated with the inception of the LTN, for example repair of the appalling road surface on Philip Lane (especially just after the junction with Jansons Road).
- 5) The existing speed cushions, for example on a section of Higham road, tend to push cycle riders in to the door zone and encourage drivers to take a dominant centre road position. The speed cushions should be replaced by sinusoidal humps, or removed.
- 6) In area "B" the LTN proposals should work very well, in particular the school streets, however there is presently a problem with some drivers speeding on the long straight roads, such as Mannock Road. As far as can be remembered there was an in-depth public consultation carried out by Sustrans for the West Green Environmental Area and only a limited number of speed tables were introduced (for example at the East of Mannock Road). These seem to be adequate on the quieter residential roads, but not enough on present "rat runs". We suggest limited speed table provision be extended to the North of area "B" and traffic speeds be monitored.

St Ann's

We very much welcome the proposals in option A. Option B would deny the benefits of the LTN to many residents and would continue the rat runs through to Hermitage Road. In view of this we would not support Option B and our comments below relate to Option A only.

- 1) Protected cycle lanes should be provided on St Ann's. There is ample width for this and this could a "quick win" for modal shift.
- 2) The large redevelopment of the hospital site to the South of St Ann's Rd should be fully integrated to the LTN, in terms of pedestrian and cycle access and permeability, with routes through to Stanhope Gardens and to Oakdale Road, via the old railway arch.
- 3) The creation of new one-way streets, for example Falmer Road, as realignments of existing one way streets now severed by modal filters, seems unnecessary. With reduced traffic levels all these streets and other existing one-way streets could become 2-way. If they are not, cycle contra-flow will be essential for the LTN to work.

- 4) There are local cycle routes to the North, South and East of the LTN, however these are not signposted. To encourage modal shift the following routes need to be signposted-
- From West Green triangle to Wood Green and Lordship Rec, via Downhills Park (signage planned but never implemented)
 - From North Grove to Hackney, via Hermitage Road (the LTN should reduce traffic on this road)
 - From West Green Road and Brunswick Park towards CS1 and the Lea Valley
- 5) In time the crossings related to the routes as 3) above need to be reviewed for safety, for example the crossing at Seven Sisters Rd should be upgraded for cycle use and there should be parallel crossings at the West Green triangle, to connect the shared use area to Philip Lane and Clinton Road.
- 6) To improve local permeability, cycle access should be opened up at Brunel Walk and the South end of Braemar Rd.
- 7) The proposed no left turn from Seven Sisters Rd to Suffield Rd will make it very difficult for residents to access the road when travelling from the South. As far as we can see they would have to go a long way round via Tottenham Hale. We suggest Suffield Rd be filtered at the N to avoid this. In any case cycles should be exempt from any banned turn.

We trust our comments can be taken in to account in finalising the designs and we look forward to contributing further in the consultation process.

Yours sincerely,

A handwritten signature in black ink, reading "Michael Poteliakhoff". The signature is fluid and cursive, with a long horizontal stroke extending to the right.

Michael Poteliakhoff
for Haringey Cycling Campaign

CC Cllr Mike Hakata, Maurice Richards, Rob Krzyszowski