

Response to GLA Consultation on Cycle Superhighway 1 along Tottenham High Road, 15 March 2015

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 208 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.