



## Cycle Enfield A105 scheme consultation response by Save our Green Lanes

[www.saveourgreenlanes.co.uk](http://www.saveourgreenlanes.co.uk)

09 October 2015

### **Scheme overall**

#### **1 Do you support the overall proposals for the A105 scheme?**

No

#### **Please tell us more about why you have selected the above response:**

We appreciate the problems of poor health, obesity, air quality, congestion and increased population density that present challenges to the London Borough of Enfield. We accept that this scheme is intended to help alleviate these. But, we believe that although well intentioned, it is deeply flawed and will not solve or even significantly improve, these conditions. In the cases of congestion and air quality, we believe the scheme will worsen them.

Although we oppose the scheme overall, we hope you will see in our response, a number of constructive suggestions and the Council will accept and act upon these, accordingly.

We are in favour of schemes to encourage cycling, but opposed to the choice of Green Lanes for the partially segregated, for all intents and purposes, cycle superhighway because of the adverse effect it will have for residents and businesses on the route and in the wider Enfield Town, Bush Hill Park, Winchmore Hill and Palmers Green neighbourhoods. We also believe the best way to introduce new people to cycling is best done, by creating entirely traffic free leisure routes. The proposed route is primarily for commuting, not leisure. A quality route along the New River would fulfil both these requirements.

Our reasons for opposing the scheme are as follows:

1. Local businesses will suffer through the loss of on-street pay and display and evening parking. Daytime loading currently allowed where there is a yellow line, will be prohibited and the increased congestion the scheme will bring, will make the area less desirable for

people wishing to live work and shop in the area. Junction changes will cause numerous manoeuvring problems for HGVs and other large vehicles.

Enfield council has misled electors, perhaps unintentionally, in its claim that it will be increasing car parking in Palmers Green and Winchmore Hill as Lodge Drive Car park is of no practical benefit to people using the shops north of the Fox Pub. Furthermore Morrisons and Sainsburys provide two hours free parking in their car parks, something Enfield Council will not match. That Enfield Council can make no guarantee that their car parks will not, in future be sold or earmarked for housing development. And finally that Enfield Council has failed to acknowledge the loss of evening parking and the adverse effect this will have on the restaurant trade in particular.

2. Homeowners and residents will suffer, through increased congestion, so called “rat-running,” worsened air quality and longer journey times. They will also suffer because of the loss of on-street parking. More front gardens will be paved over because of this, which will have a detrimental effect on the environment, in terms of more water run-off and less absorption of CO<sub>2</sub> and pollutants by trees, shrubs and other ornamental plants.
3. Bus boarders, whereby passengers will have to alight straight onto the cycle lane are inherently unsafe, particularly for the elderly, disabled, visually impaired and young children. They will create conflict between cyclists and bus passengers/pedestrians. Much the same can be said where cycle lanes are to pass on the inside of parking bays.
4. Apart from virtually non-existent police enforcement, there is nothing to prevent motorcycles from using the cycle lanes. This will create threats for all road users and pedestrians, for the latter, especially at bus stops and in commercial areas where the cycle lanes are raised up to pavement level.
5. The narrowing to just 3.0 to 3.2 metres in each direction of the carriageway will prevent stationary buses being overtaken easily or safely and will mean any vehicle turning right into a side road or entrance will hold up traffic behind. It will also mean that any broken down vehicle or other incident could effectively close down the road in one direction or both, in more severe instances. HGVs and buses (2.55 metres wide), passing one another in opposite directions will have between them just 0.9 metres to clear the segregation features on both sides of the road plus their opposing vehicles. No margin for error has been left.
6. Closure of entrances and exits to and from local access roads will cause difficulties for delivery vehicles and residents increasing overall traffic levels and congestion as drivers will need to navigate longer routes around these obstacles.
7. Undisciplined bike riders will not restrict themselves to the cycle lanes but also continue to use the road and (alas) pavements, when it convenient to them.
8. The interaction between this scheme and the related “Quieter Neighbourhoods” could worsen matters further if designs implemented include further partial or full road closures the western part of the Borough.

9. The removal of numerous informal crossings will make the road more hazardous for pedestrians, particularly for the elderly, frail, visually impaired and, people with young children. Whilst it is acknowledged that there will be six more zebra crossings, overall the road will become more difficult for pedestrians.
10. Difficulties for emergency and service vehicles. A parked, ambulance, fire engine or police car, will be a significant obstruction on the narrowed carriageway as will a slowly progressing refuse and recycling vehicle. Ambulance crews and bus passengers will not welcome the plethora of vertical deflections included in the plans, notably numerous speed tables.
11. At many of the shopping areas, the cycle lanes will run between the pavement and parking bays. This is dangerous. Cyclists will be threatened by car passenger doors opening in their path. Pedestrians will be threatened by ill disciplined cyclists riding on the pavement instead. This discourages pedestrian footfall and worsens retailer prospects.
12. Cycle lane delineators such as armadillos will present a tripping hazard to pedestrians, crossing the road.
13. We note that a considerable number of raised tables (ramps) are to be introduced along the entire length of this route. While accepting these can serve a useful purpose in slowing traffic at junctions, they present problems for the ambulance service in particular, who should be approached and their consent expressly obtained before such features are incorporated in to any final plan.
14. The magic money tree is not going to pay for the ongoing maintenance costs; e.g. replacing damaged armadillos and other segregation features, keeping planters stocked, weeded and watered and sweeping the cycle lanes of debris, which will be more difficult than sweeping the existing full width road. This burden will fall to Enfield Council Tax payers.
15. Giving more up more than 1/3<sup>rd</sup> of the total road space on this road to cycling which represents just 0.7 percent of journeys made in the Borough, is neither practically viable nor morally justifiable.
16. The Council has presented a consultation on the scheme without an economic impact, air quality or equalities assessments and without any traffic modelling.

This does not mean that the route cannot be made more cycle friendly, without unreasonably prejudicing other road users. Methods available include, but are not limited to:

1. Improving visibility at junctions by removing street clutter.
2. Flush central reserves with textured surfaces that help reduce carriageway width (allowing occasional over-run by larger vehicles) and enabling comfortable pedestrian crossings at more locations.
3. Mini and informal roundabouts that help control speeds at junctions.
4. Distinctively paved junctions.
5. Build outs with gateways for cycles only

6. 20 mph zones in Palmers Green between the Library and Hedge Lane junction, Winchmore Hill, between Sainsburys and Elsiedene Road and along London Road, north of Park Crescent
7. Keeping the carriageway free of potholes and debris.

Bearing this in mind, we have set out a number of individual improvements that could be implemented, whether or not this scheme goes ahead. These are set out in the relevant sections.

There are alternative routes that are not only more practical but also more viable. These are:

1. **The New River.** Working with Thames Water and the Canal and River Trust to fully open up this underutilised resource. Not enough has been done to pursue this option.
2. **The A10.** Improve the existing cycling infrastructure along this corridor. The A10 has a wide central reservation which could be replaced with a Armco safety barriers, enabling wider verges to be built on either side of the road, allowing a proper, and for a substantial part of its length, fully segregated cycle track. Working with TFL and Haringey Council this could be extended to link up with the CS1 Cycle superhighway terminus at Tottenham Hale.
3. Extending the **Quietway and Greenway** network.

## **Feedback on the consultation process**

### **1 What do you think of the consultation process for the A105 scheme?**

#### **Gave me all the information I needed:**

Strongly disagree

#### **Was clear and easy to understand:**

Strongly disagree

#### **Allowed me the opportunity to have my say:**

Strongly disagree

#### **Please provide any other comments you may have:**

Enfield Council has failed to properly consult on the scheme.

At the start of the consultation, forms should have been sent, properly addressed to every council tax payer, property freeholder, property long leaseholder and business rates payer, on the route and within 1 km on the east side and 1.6 km on the west side including a full consultation questionnaire and detailed plan (more densely populated on eastern side). Instead, all it did was to use a bulk mail delivery company to put through letter boxes junk mail type leaflets with a vague generic letter. Many householders and businesses on or near the route claim, not to have even to received this

On line the Council presented a banal video, almost compulsory to view, in which it was suggested, with extraordinary chutzpah – no, downright dishonesty, that the scheme would even benefit car drivers “through less congestion and quicker car journeys.” There is evidence that the Council did not carry out proper traffic modelling for the scheme prior to the consultation’s commencement, despite claims that it has.

The Council has presented a consultation on the scheme without professionally prepared and impartial economic impact, air quality or equalities assessments and without any traffic modelling. Having this information available would have helped improve for everyone, including the scheme’s architects, understanding of the wider effect of this scheme.

## **Enfield Town to Village Road (page 1 of drawings)**

### **1 Do you support the overall proposals for this section from Enfield Town to Village Road?**

No

#### **Please tell us why you have selected the option(s) above:**

This section of road already severe congestion at times. Removal of the northbound bus lane will cause longer and more unpredictable bus journey times.

The traffic signal at the northern end of the route by Our Lady of Mount Carmel and St. George Roman Catholic Church would have a single lane approach for northbound traffic on London Road. All of the other existing and proposed traffic signal controlled junctions on the entire A105 route, between Palmers Green and Enfield Town, have been designed with two lane approaches on Green Lanes from both the north and the south. It is therefore extremely unlikely that a single lane would be adequate on this approach to this particular junction.

All of the above mentioned factors would result in increased traffic queues and atmospheric pollution.

To make matters even worse, the placing of two bus stops opposite each other just north of Roseneath Walk will create an acute pinch point if one, but especially if both bus stops are occupied simultaneously. If a second southbound bus arrives whilst one has already at the stop, the road will become completely blocked, even if temporarily. However, buses do breakdown, or experience other incidents affecting their ability to move, with great frequency.

Parking is to be lost by the removal of the slip road just north of Lincoln Road. Moving this into Lincoln Road will cause inconvenience to retailers and their customers.

**Park Crescent to Walnut Grove (page 2 of drawings)**

**1 Do you support the overall proposals for this section from Park Crescent to Walnut Grove?**

No

**Please tell us why you have selected the option(s) above:**

Loss of unrestricted parking for homeowners, visitors and deliveries etc. will be inconvenient for residents. The removal of the right turn filter lanes for access to Walshingham Road, Uvedale Road and Bush Hill will cause congestion and delays.

Bus stop boarders along the route will cause problems previously described, particularly for the many elderly residents of Regency Court. The two bus stops almost immediately opposite each other on the narrowed carriageway either side of Park Crescent will cause substantial congestion in both directions at any time when both these bus stops are occupied

**Walnut Grove to Teynham Avenue (page 3 of drawings)**

**1 Do you support the overall proposals for this section from Walnut Grove to Teynham Avenue?**

No

**Please tell us why you have selected the option(s) above:**

Loss of unrestricted parking for homeowners, visitors and deliveries etc. will be inconvenient for residents. The removal of the right turn filter lanes for access to Walshingham Road, Uvedale Road and Bush Hill will cause congestion and delays.

Bus stop boarders along the route will cause problems previously described, particularly for the many elderly residents of Regency Court. The two bus stops almost immediately opposite each other on the narrowed carriageway either side of Park Crescent will cause substantial congestion in both directions at any time when both these bus stops are occupied



**Teynham Avenue to Church Street (page 4 of drawings)**

**1 Do you support the overall proposals for this section from Teynham Avenue to Church Street?**

No

**Please tell us why you have selected the option above:**

Loss of unrestricted parking, average occupancy 10, maximum occupancy far higher will cause distress to residents, shoppers, retailers and visitors to the park and library.

The new treatment at the Junction with Bush Hill Road and Church Street raises the following concerns.

Loss of left turn into Bush Hill road with cause traffic to be redirected onto Berkeley Gardens which is a very narrow residential road.

The drawings suggest there will be traffic light phasing for cycles only. This combined with the advance stop lines for cycles at this junction will result in increased congestion.

However, it is pleasing to see that the left turn slip road out of Church Street has been retained. But this begs the further question. If it can be retained here, why can't it be retained at the junction with Hedge Lane (page 10 of the drawings) and Station Road (page 7 of the drawings)

**York Road to Devonshire Gardens (page 5 of drawings)**

**1 Do you support the overall proposals for this section from York Road to Devonshire Gardens?**

No

**Please tell us why you have selected the option above:**

There is a lost opportunity to add a zebra crossing along this section, to improve pedestrian safety, perhaps just north of Solna Road.

As elsewhere along the route, bus boarders are unsatisfactory.

Huge loss of unrestricted parking. Whilst the average number of vehicles parked here has been surveyed as numbering twenty-one. At some periods the number is far higher and therefore the Council is underestimating the potential scale of disruption along this section.

## **Elsiedene Road to Shrubbery Gardens (page 6 of drawings)**

### **1 Do you support the overall proposals for this section from Elsiedene Road to Shrubbery Gardens?**

No

**Please tell us why you have selected the option above:**

The narrowing of the entrance at Green Dragon Lane will make it difficult for large vehicles turning left and threaten the safety of pedestrians as well as cyclists trying to exit. The narrowed exit will cause traffic to back up on Green Dragon Lane.

There is a lost opportunity to improve pedestrian, cyclist and vehicle occupant safety at the crossroads with Firs Lane and Sherbrook Gardens and by adding a mini roundabout with refuges for pedestrians and either side of the junction. Mini roundabouts are inherently safe, as demonstrated by the record of that at the junction with Fox Lane.

Increased congestion on this stretch of road will result in the displacement of vehicles to Ringwood Way and more traffic outside St. Paul's CE Primary School. Ringwood Way often becomes gridlocked around 8:45 am. St. Paul's CE Primary School does not have any cycle storage. However, the head-teacher, Sally Moore, works very hard to discourage parking around the school gate and encourage parents to walk with their children.

Making Vicar's Moor Lane effectively one way by closing the entry will result in an increased volume of traffic on Shrubbery Gardens. But, residents in Vicars Moor Lane, won't win as they will suffer two down sides: increased traffic speeds on their roads. Without approaching traffic, speeds are always higher on one-way roads and near-one way roads. Secondly, their journey home will be made longer

This closure may become even more impractical, bearing in mind the planned Waitrose store here, both in terms of customers and delivery vehicle movement.

The plans show that south of Firs Lane, the cycle lane will run between the pavement and parking bays. This is dangerous. Cyclists will be threatened by car passenger doors opening in their path. Pedestrians will be threatened by ill disciplined cyclists riding on the pavement instead.

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**Shrubbery Gardens to Station Road (page 7 of drawings)**

**1 Do you support the overall proposals for this section from Shrubbery Gardens to Station Road?**

No

**Please tell us why you have selected the option above:**

The plans show that south of Fords Grove the cycle lane will run between the pavement and the remaining parking bays. This is dangerous. Cyclists will be threatened by car passenger doors opening in their path. Pedestrians will be threatened by ill disciplined cyclists riding on the pavement instead.

Loss of the slip road exclusively for the use of buses outside Capital House. Route 125 buses terminate and turn around here. However, no alternative arrangements for this service appear to have been made. Route 329 buses wait here to regularise the service. This will no longer be able to happen and will cause a bunching up, with consequent, extended and more unpredictable, journey times, crowding and deterioration in the service.

The plans show a banned left turn into Station Road. This will result in the displacement of traffic into Compton Road and Radcliffe Road. It will include vehicles delivering mail to and from the Royal Mail delivery office in Station Road and other commercial vehicles serving the businesses at Winchmore Hill, The Green.

Replacing the roundabout with signals will cause congestion and delays. One of the plans Palmers Green is for a "Dutch Style" roundabout to replace the iconic Triangle. This, quite rightly has met fierce resistance there. But why not have one here, instead? This is provided a design can be created that overcomes the issues highlighted by the RNIB with this kind of road treatment. Otherwise, the existing roundabout should be retained

Compton Road will become difficult to manoeuvre with the severe narrowing of the entrance. There is a scrap merchant business in Compton Mews. It is doubtful whether his vehicles will be able to use this entrance without running over onto the pavement and cycle lane.

Google Earth (latest image) shows 28 vehicles parked between Station Road and Shrubbery Gardens and at other times there are, no doubt, many more. And yet Enfield Council says "Unrestricted kerb space (average occupancy 11 vehicles) on A105, places with 11 residents bay. There will therefore be a substantial loss of utility, causing heavy inconvenience to residents and harm to local businesses.

Increased congestion on this stretch of road will result in the displacement of vehicles to Ringwood Way and more traffic outside St. Paul's CE Primary School. Ringwood Way often becomes gridlocked around 8:45 am. St. Paul's CE Primary School does not have any cycle storage. However, the head-teacher at that school, Sally Moore, works very hard to discourage parking around the school gate and encourage parents to walk with their children.

The loss of all the parking along the western side of the Broadway, will turn shoppers away. There are a number of longstanding businesses here including Keymakers, the architectural ironmonger and the Bang and Olufsen franchisee's shop. There is also a recently opened butchers. It would be very sad to see any of these businesses fail or relocate because of Enfield Council's flawed policy. There are already empty shops along this stretch of road.

Enfield Council claims it is introducing additional retail parking in Fords Grove by introducing pay and display. The car park is currently free to use. Enfield Council has not stated what the charges will be and if there will be a time limit on parking here. However, this parking is fully utilised, by HMRC (tax office) employees, other people working locally, (schools?) and commuters using Winchmore Hill station. A proportion of these vehicles may continue to be parked here for the entire day. And/or if parking is time restricted, or the charges high enough to deter all day parking, some of those cars will be relocated to residential areas beyond the CPZ.

Sainsbury's offers two hours free parking, so some visitors to Winchmore Hill will stop using the small independent store and shop there instead. This area will be further blighted as a consequence.

Furthermore, despite numerous requests for it to do so, Enfield Council has given no undertaking that Fords Grove Car park will not in the future (perhaps not distant) sell this off for housing. London is chronically short of homes and Enfield Council is acutely short of cash. Asset sales such as this are high on its agenda. However if businesses and residents are to be assured that this car park will remain, the Council must place an un-removable restriction on the car park's Registered Title(s) preventing its sale or use for other purposes without the written consent of all the freeholders on the Broadway.

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**Station Road to Fernleigh Road (page 8 of drawings)**

**1 Do you support the overall proposals for this section from Station Road to Fernleigh Road?**

No

**Please tell us why you have selected the option above:**

The plans show that south of Station Road, the cycle lane will run between the pavement and parking bays. This is dangerous. Cyclists will be threatened by car passenger doors opening in their path. Pedestrians will be threatened by ill disciplined cyclists riding on the pavement instead.

Relocating the bus stop just north of Compton Road, which TFL calls "Station Road" bus stop is extremely foolish.

Firstly, the new location will be immediately before a left-handed dogleg. Any vehicle trying to overtake a stationary bus will not be able to see clearly ahead to do so. Some drivers increasingly frustrated by the endless delays that Enfield Council seems determined to generate along this stretch of road will be tempted to do so - straight into the path of oncoming traffic.

Secondly, other more sensible drivers, will wait behind. But the consequence of this will be congestion around Sainsburys and Compton Road.

Increased congestion on this stretch of road will result in the displacement of vehicles to Ringwood Way, The Green and Hoppers Road and more traffic outside St. Paul's CE Primary School.

The loss of all the parking along the western side of the Broadway, will turn shoppers away. There are a number of longstanding businesses here including Keymakers, the architectural ironmonger and the Bang and Olufsen franchisee's shop. There is also a recently opened butchers. It would be very sad to see any of these busies fail or relocate because of Enfield Council's flawed policy. There are already empty shops along this stretch of road.

Enfield Council claims it is introducing additional retail parking in Fords Grove, introducing pay and display. The car park is currently free to use. Enfield Council has not stated what the charges will be and if there will be a time limit on parking here. However, this parking is fully utilised, by HMRC (tax office) employees, other people working locally, (schools?) and commuters using Winchmore Hill station. A proportion of these vehicles may continue to be parked here, daily, or if the parking is time restricted, or the charges high enough to deter all day parking, some of those cars will relocate to residential areas beyond the CPZ.

Sainsbury's offers two hours free parking, so some visitors to Winchmore Hill will stop using the small independent store and shop there instead. This area will be further blighted as a consequence.

Furthermore, despite numerous requests for it to do so, Enfield Council has given no undertaking that Fords Grove Car park will not in the future (perhaps not distant) sell this off for

housing. London is chronically short of homes and Enfield Council is acutely short of cash. Asset sales such as this are high on its agenda. However if businesses and residents are to be assured that this car park will remain, the Council must place an un-removable restriction on the car park's Registered Title(s) preventing its sale or use for other purposes without the written consent of all the freeholders on the Broadway.

The introduction of a signalised junction at Sainsbury's car Park access, whilst welcome for improving safety, will cause delays on the A105. A mini roundabout at this location is a better solution. In order to slow traffic and make it cycle friendly, a raised table could be introduced here, but only with the consent of the police and ambulance services.

Mini roundabouts are inherently safe, as demonstrated by the record of that at the junction with Fox Lane.

**Woodbury Avenue to Crestbrook Avenue (page 9 of drawings)**

**1 Do you support the overall proposals for this section from Woodbury Avenue to Crestbrook Avenue?**

No

**Please tell us why you have selected the option above:**

The right turn into Barrowell Green, the borough's only recycling and waste centre will become heavily congested, particularly at peak times and spring/summer weekends when the recycling centre is busiest.

The placing of two bus stops out in the narrowed carriageway almost opposite each other immediately north of Barrowell Green will exacerbate congestion here.

Placing the bus stop opposite Meadowcroft Road out in the carriageway will make turning right safely out of that road impossible if there is a waiting bus



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## **Stonnard Road to Bourne Hill (page 10 of drawings)**

### **1 Do you support the overall proposals for this section from Stonnard Road to Bourne Hill?**

No

#### **Please tell us why you have selected the option above:**

The proposed new layout of the Hedge Lane junction is extremely problematic. The removal of the left turn slip will create a very tight radius combined with a 120° left turn. HGVs and long vehicles will not be able to make the manoeuvre. With the new layout, such vehicles will pose a threat to pedestrians and cyclists, to block up the carriageway and cause damage to kerbs, pavements and the central refuge. If the left turn slip road can be retained at Church Street, why not here too.

Introducing a segregated cycle stage while retaining informal only, crossing facilities for pedestrians has upset many people. However, because of the volume of traffic crossing this junction, introducing both, or even just the cycle stage is not viable.

It would far more preferable to replace the formal signals here with a roundabout featuring a low profile run over area in the centre along with zebra crossings and central refuges at all four entrances and exits as shown on page 20 of Sustrans' Handbook for cycle-friendly design. This is one of the more sensible features promoted in that publication. The extension of zig-zag lines will not be as far as any retained parking. The only significant difference is that instead of 4 metre single lane approaches there would need to be 6 metre double lane approaches. However, to calm traffic further the whole junction including the formal crossings could be set on a raised table with a textured surface, provided express consent for this feature has been obtained from the ambulance service. Such a layout would handle the heavy volume of traffic and meet the safety needs of pedestrians and cyclists too. It would come close to being a "Dutch style" roundabout but with more protection for pedestrians, including the visually impaired.

There is sufficient space here for such a feature. Retaining an acceptable 2.4 metre pavement all round, the roundabout would be elliptical with an east-west external diameter of 28m and a north-south external diameter of 57m.

The removal of the bus stop outside St Moncia's Church which is used not only by worshippers but also members of many other community groups that have access to the hall and theatre on that site.

The loss of evening and weekend informal parking around the Hedge Lane junction will have a detriment effect on the evening economy and inconvenience worshippers and other visitors to St. Johns. Because much of the Anglican community is elderly, some worshippers will be more than just inconvenienced, but may find they can no longer get to church at all.

According to the Council's plan the number of pay and display spaces between Hedge Lane/Borne Hill and Fox Lane, will be reduced by 25% from 37 spaces to 28. We have calculated the reduced number of spaces to be 26, therefore a reduction in 30% parking. This stretch is far too remote to benefit from Lodge Drive car park and business here will suffer.

The plans show that cycle lanes will run between the pavement and the remaining parking bays. This is dangerous. Cyclists will be threatened by car passenger doors opening in their path. Pedestrians will be threatened by ill disciplined cyclists riding on the pavement instead.

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## Osbourne Road to Hazelwood Lane (page 11 of drawings)

**1 Do you support the overall proposals for this section from Osbourne Road to Hazelwood Lane? No**

**Please tell us why you have selected the option above:**

The loss of an important bus stop outside the Fox is deeply regrettable. It is widely used by parents taking their kids to and from school and elderly people living in the extensive sheltered accommodation and care homes in the area, as well as elderly and disabled people living independently. This will amount to a substantial loss in their independence. Without it, many people from further afield will experience difficulties visiting the post office, just opposite, which will lose business. Royal Mail vans will no longer be able to park right outside.

There will be a 400 metre gap between bus stops, the maximum permitted by Transport for London. This may be acceptable in a semi-rural location. But, not here.

The plans show that cycle lanes will run between the pavement and the remaining parking bays. This is dangerous. Cyclists will be threatened by car passenger doors opening in their path. Pedestrians will be threatened by ill disciplined cyclists riding on the pavement instead.

While noting that the loss of off street pay and display parking here is not as extensive as in earlier plans, there will nevertheless be a 15% reduction, much of this at the expense of the abolished bus stop (objected to above).

Whilst noting that Lodge Drive car park will be re-designed to accommodate 20 new parking spaces, it should be noted that this car park usually more than half empty now. It is simply too out of the way, for quick pop in and out shopping which predominates, or if a visitor has heavy bags to carry. For major shops, people use Morrisons (2 hours free parking)

Furthermore, despite numerous requests for it to do so, Enfield Council has given no undertaking that Lodge Drive car park will not in the future (perhaps not distant) sell this off for housing. London is chronically short of homes and Enfield Council is acutely short of cash. Asset sales such as this are high on its agenda. However if businesses and residents are to be assured that this car park will remain, the Council must place an un-removable restriction on the car park's Registered Title(s) preventing it sale or use for other purposes without the written consent of all the freeholders on Green Lanes between Fox Lane and the Triangle.

The mini-roundabout at the Fox Lane junction does its job well. There has been no serious road traffic accident here for at least 10 years (source: crashmap.co.uk). Installing formal traffic controls here will increase congestion without improving safety and furthermore worsen the street scene with more clutter.

Hazelwood Lane is to be made entry only. This will mean an unsatisfactory displacement of traffic to other residential Road notably the Grove and Lodge Drive. it will also mean the retained Pay and Display in this side road will become less useful. From a safety perspective. some vehicles will doubtlessly ignore the road sign which will be placed at the chicane and still try to exit this Road, causing a danger to pedestrians, cyclists and other vehicle occupants as well as worsened creating congestion.

**Lodge Drive to Broomfield Lane (page 12 of drawings)**

**1 Do you support the proposals for this area from Lodge Drive to Broomfield Lane (select up-to two options)?**

No, we do not support either option

**Please tell us why you have selected the option(s) above:**

The Triangle.

The Green Lanes / Aldermans Hill junction deserves special mention because of the iconic nature of The Triangle.

Both Option 1 and Option 2 proposed for this road junction are completely unsatisfactory. This is for both aesthetic and practical reasons.

Option 1 includes a proposal that there should be a 30 metre long section of road, on the north side of Aldermans Hill between Devonshire Road and Green Lanes, which would be only four metres wide.

Barclays Bank faces onto this section of road. However, it would no longer be possible for a security company's vehicle to stop outside this bank because other vehicles would not be able to overtake it.

Emergency vehicles approaching this junction from Aldermans Hill would be delayed. This is because they would be unable to overtake the queues of vehicles that would form in this single lane section of road every time that the traffic signals, at the eastern end of it, showed red.

Furthermore the removal of the zebra crossing on the south side of the Triangle will mean pedestrians will have to wait for their phase before they can cross, whilst traffic turning left into Aldermans will frequently be held at the lights.

Improving the Triangle, by planting trees and shrubs will be beneficial. But frankly, the cost of this would be minuscule and does not need to be part of an enormous £30 m folly.

Option 2 would be even worse.

The Triangle is very popular locally and has been the centrepiece of Palmers Green for more than a century. It would be sad to see this go along with the beautiful old fingerpost sign.

It would also mean the loss of a meeting place where Christmas Carols are sung around a tree each year and small demonstrations are sometimes held. Whether one agrees or disagrees with the demonstrators' placards and chants, there is no question that it all adds to Palmers Green's character.

We are also aware of concerns that the RNIB has about the type of arrangement set out in option 2.

Elsewhere in this section:

The placing of two bus stops opposite each other just south of the Triangle will create an acute pinch point if one, but especially both bus stops are occupied simultaneously. If a second southbound bus arrives whilst one is already at the stop, the road will become completely blocked, even if temporarily. As this bus stop is used by both the 121 and 329 services, this scenario will occur frequently. Furthermore, buses do breakdown, or experience other incidents affecting their ability to move, with frightening frequency.

The plans show that cycle lanes will run between the pavement and the remaining parking bays. This is dangerous. Cyclists will be threatened by car passenger doors opening in their path. Pedestrians will be threatened by ill disciplined cyclists riding on the pavement instead.

Whilst noting that Lodge Drive car park will be re-designed to accommodate 20 new parking spaces, it should be observed that this car park usually more than half empty now. It is simply too out of the way, for quick pop in and out shopping which predominates, or if a visitor has heavy bags to carry. For major shops, people use Morrisons (2 hours free parking). It is the quality and convenience as well as the quantity of parking that matters

Furthermore, despite numerous requests for it to do so, Enfield Council has given no undertaking that Lodge Drive car park will not in the future (perhaps not distant) sell this off for housing. London is chronically short of homes and Enfield Council is acutely short of cash. Asset sales such as this are high on its agenda. However if businesses and residents are to be assured that this car park will remain, the Council must place a non-removable restriction on the car park's Registered Title(s) preventing its sale or use for other purposes without the written consent of all the freeholders on Green Lanes between Fox Lane and the Triangle.

There will be a considerable amount of evening and Sunday parking lost on the section between the Triangle and Broomfield Lane, where as many as 30 cars are often parked. The loss of this amenity will harm the business prospects of a number of bars and restaurants. The existence of one very popular and successful restaurant is already threatened by Enfield Council's flawed and brutal planning policy.

Many of the professional practises along this stretch of road will also suffer from the proposals. Delivery vehicles will not be able to unload, or removals take place. No provision has been made in front of the Ruth Winston Centre to enable the Dial-a-Ride service to pick up and set down passengers. This often involves a long wait, if the service arrives early and because some of the Centre's visitors are very frail or suffer from severe disabilities.

**Broomfield Lane to Palmerston Crescent (page 13 of drawings)**

**1 Do you support the overall proposals for this area from Broomfield Lane to Palmerston Crescent?**

Partially, We support option two

**Please tell us why you have selected the option(s) above:**

The traffic signal installation at the junction with Broomfield Lane and Oakthorpe Road would have a single lane approach for northbound traffic on Green Lanes. In addition pre-signals are to be introduced for northbound and southbound cyclists. All of the other existing and proposed traffic signal controlled junctions on the entire A105 route, between Palmers Green and Enfield Town, have been designed with two lane approaches on the A105 from both the north and the south. none currently have pre-signals for cyclists. Without any thing stated to the contrary, the pedestrian stages with remain. It is therefore considered to be extremely unlikely that a single lane would be adequate on this approach to this particular junction.

All of the above mentioned factors would result in increased traffic queues and atmospheric pollution.

The raised table shown in option 1 at the junction with Palmerston crescent is unnecessary and will hold up ambulances and create an uncomfortable ride for all vehicle occupants and cyclists

**Option 2 - New River Route**

If it feasible here, with the will of all parties, it will be feasible for the entire length of the route to Enfield Town.

**Palmerston Crescent to Palmerston Road (page 14 of drawings)**

**1 Do you support the overall proposals for this section from Palmerston Crescent to Palmerston Road?**

We support option two

**Please tell us why you have selected the option(s) above:**

This is a practical route along the New River providing a pleasant environment for cyclists while not harming businesses, residents and other users of the A105. If it feasible here, with the will of all parties, it will be feasible for the entire length of the route to Enfield Town.