

Guide to the Cycle Enfield Public Consultation on the A105 (Green Lanes) Cycle Corridor

This guide produced on behalf of local residents and business owners who are concerned about the proposals to turn the A105 from Enfield Town to south of Palmers Green into a cycle superhighway. The drawings and consultation guide provided by Cycle Enfield are difficult to interpret, so this guide is intended to help you to understand the proposals, so that you can have your say on whether this cycle superhighway should go ahead.

Summary

It became apparent in drawing up this guide that the engineers have little knowledge of the local area, local landmarks or understanding of the lifestyles of the local population in the residential 'villages' along the route. Priority is given to cyclists with almost no thought given to other road users - pedestrians or motorists, or the people who live in close proximity to this proposed scheme.

The loss of one third of the carriageway to the cycle highway will require major changes – major inconvenience for residents; reduced access to adjoining roads; disruption to bus routes and bus stops and almost certainly further congestion along Green Lanes and surrounding routes.

Major flaws have been uncovered in both the drawings and the consultation document, which are being reported to the project team and key stakeholders. In some instances it would seem that some of the more contentious sections such as The Broadway in Winchmore Hill and the section of Green Lanes between Hazelwood Lane and Lodge Drive are actually missing.

Significant loss of parking

Under these plans there will be massive loss of parking along the route, for households and businesses, from Palmers Green to Enfield.

No residential parking along London Road, Village Road and Ridge Avenue.

Removal of service road on Avenue Parade (Ridge Avenue) and removal of parking on Bush Hill Road

No parking on the west side of the Broadway between Compton Road and Station Road.

The removal of the Compton Road and Station Rod slip roads.

Removal of parking along the east side of Green Lanes in Palmers Green.

This will make it very difficult for businesses and residents who reside in these properties, as well as for visitors, deliveries, rubbish collections, tradesmen, skips etc.

In some instances new parking spaces are “relocated to side roads”. However, most of these side roads are already widely used for parking. There is no guidance provided on how these parking bays can be protected for residents, business owners and visitors who would previously have parked on the A105.

Crossways

There are literally hundreds of drop kerbs along this route, where residents and business owners/visitors will have to cross/reverse in or out across the cycle lane to park on or exit from their property.

Whilst Enfield Council has had a policy of refusing planning permission for new crossways (for environmental reasons), it is understood that new applications for on-street parking will be looked on favourably to compensate for the lost of on-street parking.

Estimated Impact on Car Parking Spaces in Shopping Centres

Economic risk assessment

It is not known whether there has been any economic risk assessment for businesses by:

- reducing the on-street parking
- making it harder for people to cross roads
- restricting the flow of traffic in the locality

Shopping Centre	Section of Green Lanes	Number of Car Parking Spaces in Parking Bays		Change in No. of Car Parking Spaces	Percentage Change in Car Parking Spaces
		Existing	Proposed		
Palmers Green	Broomfield Lane to Aldermans Hill	3	3	0	0.0%
	Aldermans Hill to Fox Lane	45	38	-7	-15.5%
	Fox Lane to Bourne Hill	37	28	-9	-24.3%
	Total	85	69	-16	-18.8%
Winchmore Hill	Compton Road to Station Road *	56	32	-24	-42.8%
	Elm Park Road to Firs Lane	40	33	-7	-17.5%
	Total	96	65	-31	-32.3%
Both Shopping Centres	-----	181	134	-47	-25.9%

* Including Compton Road but not Station Road & Fords Grove.

Buses

Most of the bus stops will have to be located in the main carriageway, causing an obstruction to following traffic.

In many instances bus passengers will have to cross a cycle lane to board and alight from a bus. This is a potential safety risk, especially for people travelling with young children and the elderly.

Bus stops will be moved and even removed

A number of bus stops are to be removed, including stops which are widely used by school children and elderly residents.

TFL guidelines state that *“generally they should be situated near places of particular need, such as local shops, libraries, clubs, health facilities and sheltered housing”*.

Also, *“an ideal spacing for bus stops is approximately 400m, although a closer spacing in town centres and residential areas may be necessary to meet passenger requirements”*.

Bus stands at Fords Grove and Hedge Lanes have been removed. However, this has yet to be finalised with TFL and the bus companies.

Total bus stops 34

Total number of proposed bus stops on A105 between Cecil Road and Palmerstone Crescent - **34**

Number of bus stops where it would not be possible for following vehicles to overtake a stationary bus - **28 (82%)**

Number of bus stops where pedestrians would have to cross a cycle track to board a bus - **26 (76%)**

In this guide Green Lanes is used as shorthand to cover the whole A105 route, including London Road, Village Road and Ridge Avenue.

The following pages summarise the main changes shown in each drawing which form part of the consultation.

Congestion

Once the continuous cycle lane is in place there will be increased congestion for other road users. This is because most of Green Lanes is too narrow to allow for two lanes of traffic.

- The bus lane approaching Enfield is to be removed.
- If a bus or another vehicle is stopping or a vehicle is turning right, following traffic will be unable to pass. This would be the case at Barrowell Green for example, Enfield's only waste recycling centre is located.

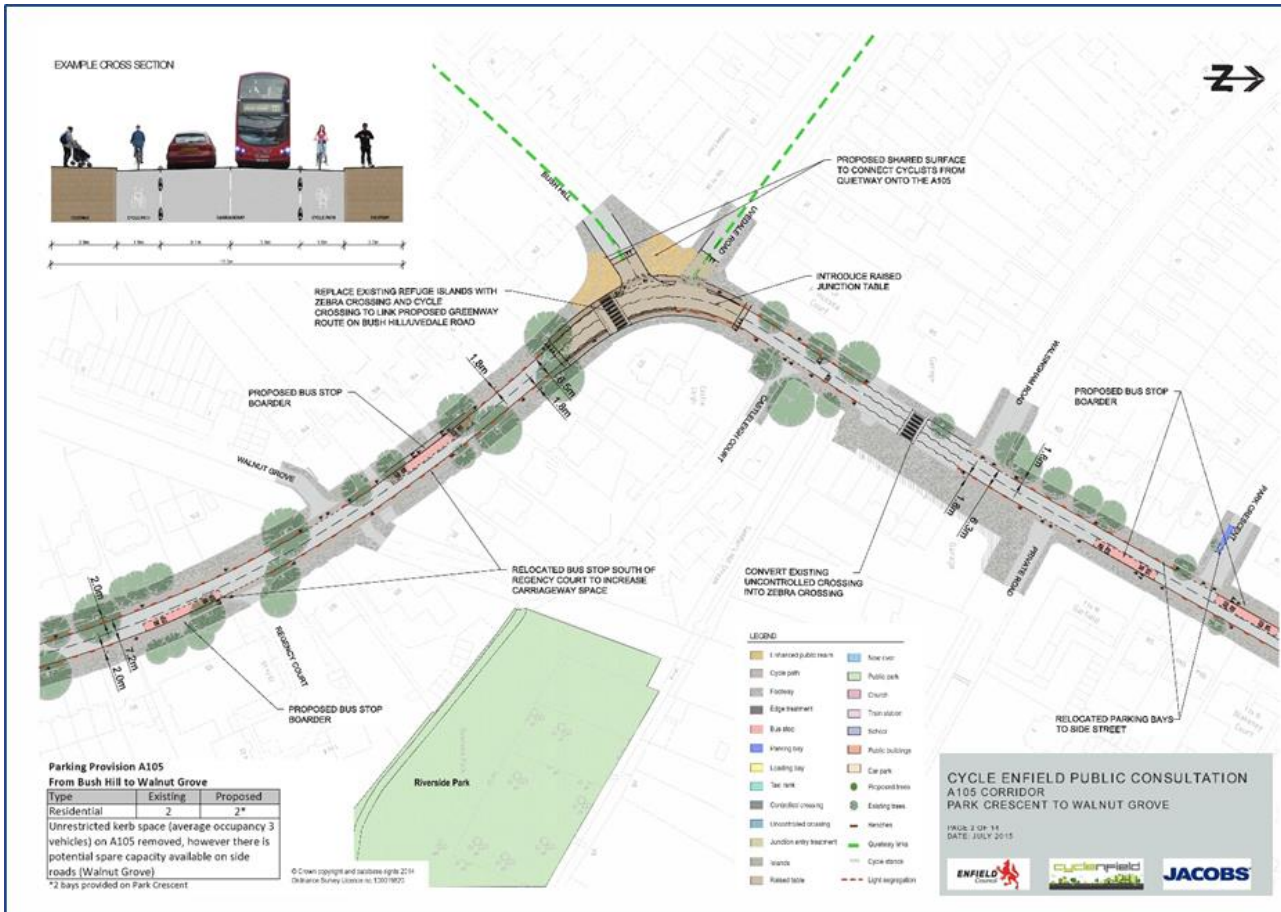
As stationery traffic is a major pollutant, air quality in the area will suffer.

Crossing points

A number of traffic islands will be removed, and zebra crossings moved.

Most of these existing crossings are located at points where the maximum number of people would want to cross – close to bus stops, adjoining roads, shopping parades and other destinations such as churches, theatres, shopping parades and health clinics. Removing or relocating will not only inconvenience pedestrians but is also likely to encourage more people to risk crossing the carriageway without a crossing.

Park Crescent to Walnut Grove (page 2 of drawings)



Loss of parking east and west sides of parking in London Road replaced with 2 residents parking spaces in Park Crescent.

No stopping in London Road will create difficulties for deliveries to the shops opposite the Garage as they mostly use large vehicles.

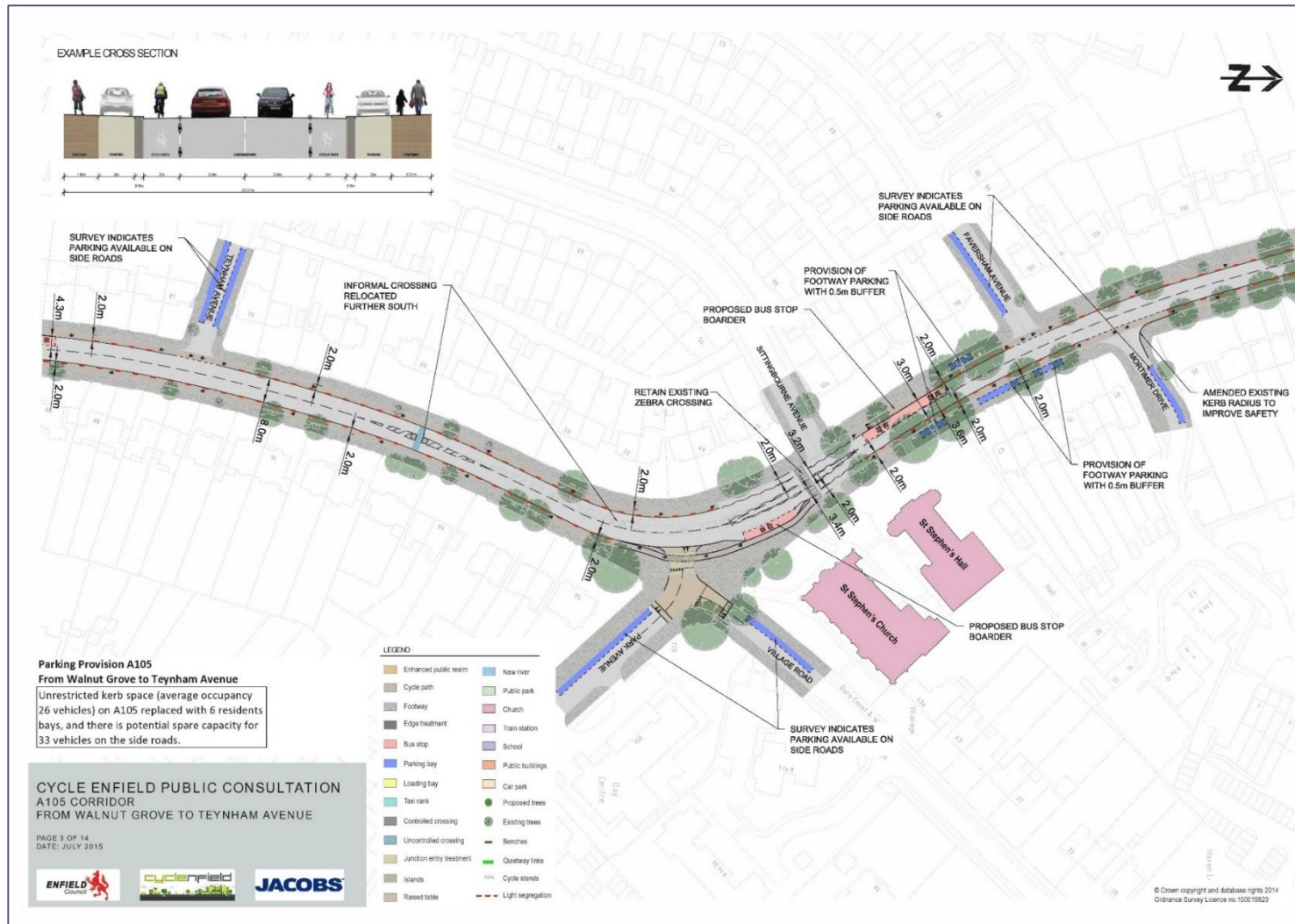
South bound traffic turning right into Uvedale Rd or Bush Hill will stop the traffic. They have to watch out for pedestrians crossing the raised table on either Bush Hill or Uvedale Road as well as ensuring no car is coming north bound.

Immediately you reach the bend you have a Zebra with cycle crossing placed there wholly for the convenience of cyclists. Pedestrians will have great difficulty crossing the Zebra from East to West because forward visibility is short. You will have to wait for a car to stop and hope no one runs into the back of it. You can then start crossing and hope no speeding cyclist comes around the corner.

Most of Park Avenue is outside a CPZZ and therefore 50 potential parking spaces have been removed and replaced with 4 spaces taken from the pavement near St Stephens Church. Cycle Enfield suggest parking in Walnut Grove where there is space possibly for 2 cars, or Mortimer Drive where parking creates a funnel to a tennis club.

Removal of the central reservation halfway along the road which is the informal pedestrian crossing for the bus stops. It is directly outside a block of Regency Court (40 retirement flats). This reserve is used to access the W8 & 329 to Enfield Town and Chase Farm Hospital. The proposal will force elderly people, often with poor mobility to walk an extra 300 metres and use a badly sited Zebra.

Walnut Grove to Teynham Avenue (Page 3 of drawings)



All parking, except for a few spaces to be made on existing pavement between trees, has been removed.

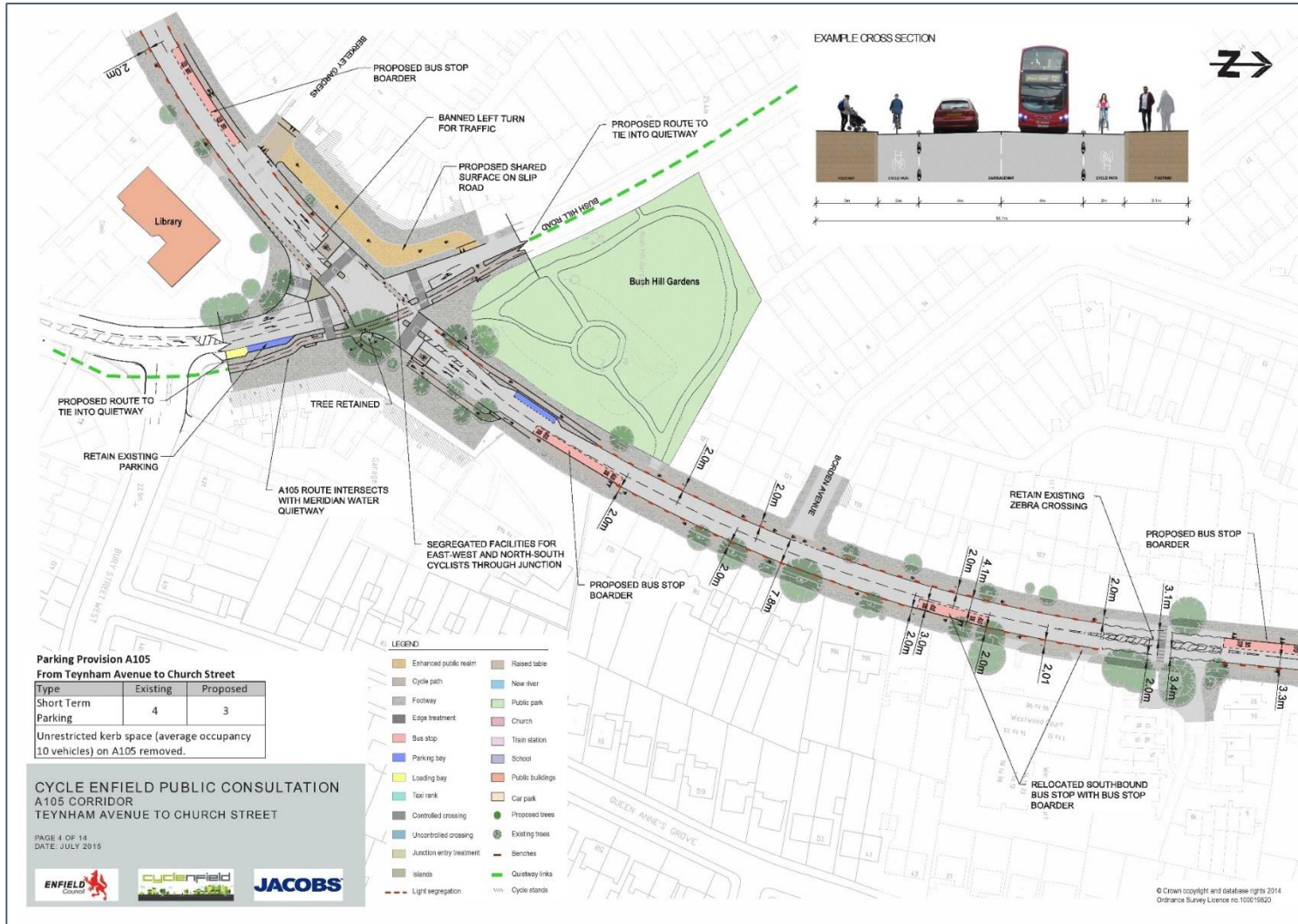
Parking relocated to Faversham Ave, Mortimer Drive, the non a105 part Village Road and Park Ave.

Note the draft plans said there would be formal parking but they realised this would mean making a CPZ. It is expected that when parking chaos ensues the council will say a CPZ is the answer.

The busy turning right from Village Road to Bush Hill Park Station & A10 will cause congestion.

This junction has a large raised table but no central refuge to help pedestrians to cross this heavily used junction. Note – any changes here affect clients & staff of Park Avenue Disability Resource Centre .

Teynham Avenue to Church Street (Page 4 of drawings)



Loss of parking on east and west side of Village Road.
No provision for displaced parking other than in Teynham Avenue.

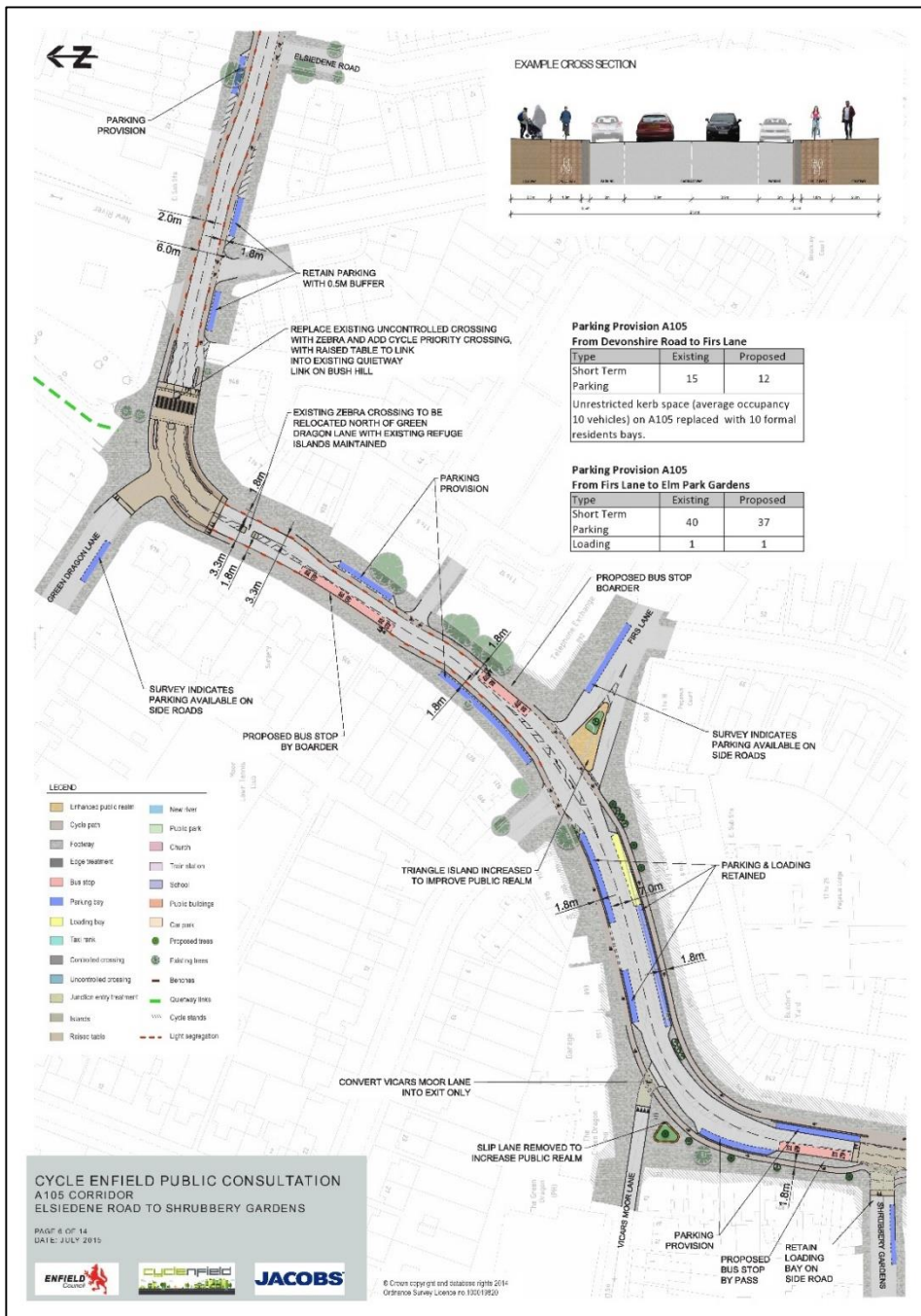
The island crossing in Church St opposite Ridge Avenue is to be removed and replaced with a single crossing. An advanced stop line has been put in the left turning southbound lane. The cyclists have their own lanes & lights across this junction.

No north bound left turn up Bush Hill Road which will put additional pressure on the already heavily congested Berkeley Gardens.

Not annotated on the plan is that the interchange bus stop alongside Bush Hill Gardens is removed. This is the first stop for both 329 and W8 buses and the preferred option for people going to Enfield Town as it has more buses .

Removal of the heavily used parking spaces on Avenue Parade and Bush Hill Road on east side – WHY IS THIS NOT SHOWN IN THE CONSULTATION DOCUMENT?

ELSIDENE ROAD TO SHRUBBERY GARDENS (Page 6 of drawings)



Zebra crossing currently outside the Adelphia Continental Supermarket is to be moved, further north, to the other side of Green Dragon Lane, to where there is currently a crossing refuge, outside Riverside Florist. This is likely to be far less use of pedestrians, who are likely to primarily use the crossing to access the shops & other businesses and also for the south bound bus stop.

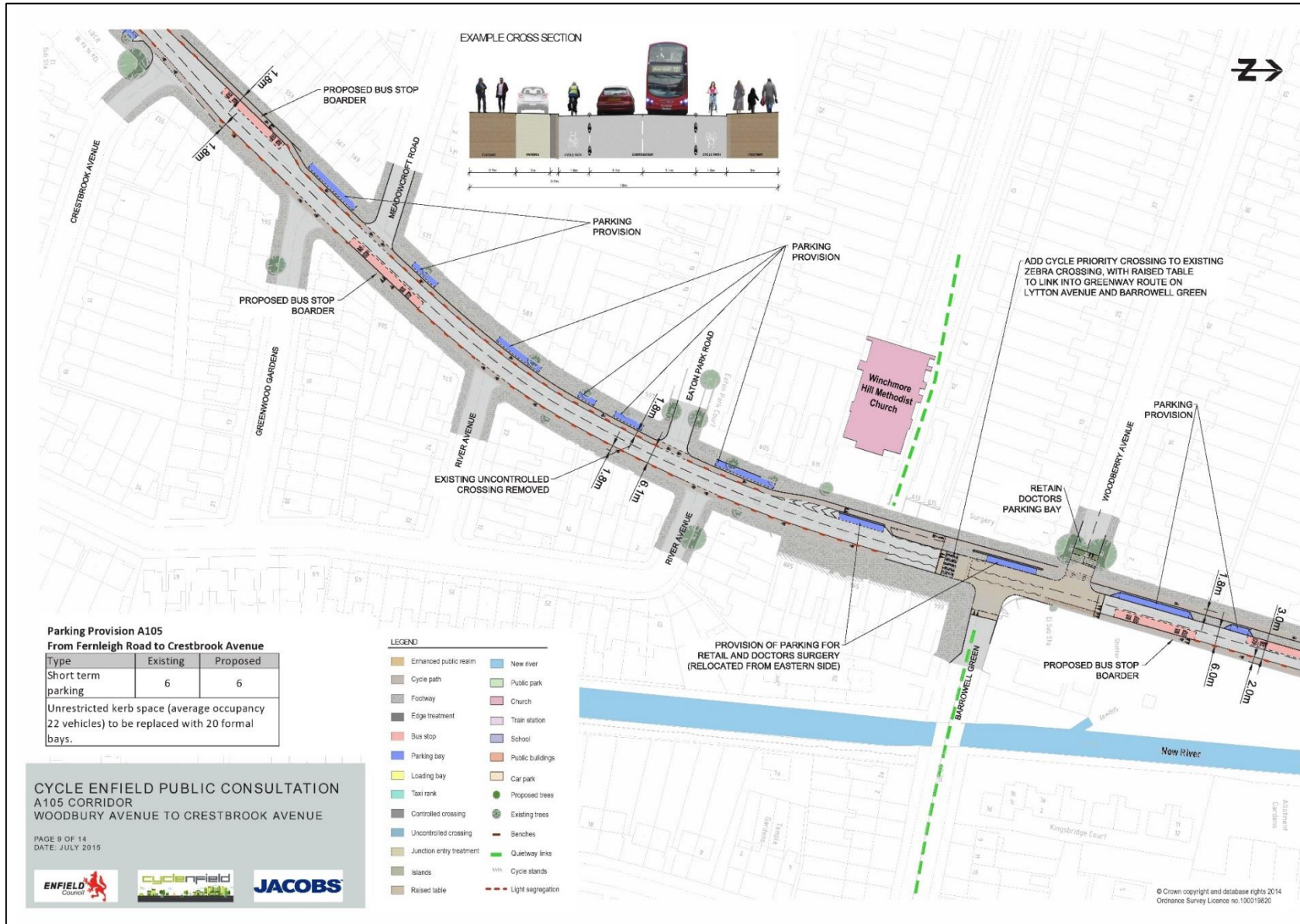
Furthermore, this zebra crossing is beneficial for motorists turning out of Green Dragon Lane to go south. This is a dangerous junction, where requests for a roundabout have been ignored for years.

Access to Vicars Moor Lane to be banned, this will become exit only.

Removal of service road outside 879 – 887 Green Lanes

40 parking places reduced to around 30.

WOODBURY AVENUE TO CRESTBROOK AVENUE (Page 9 of drawings)

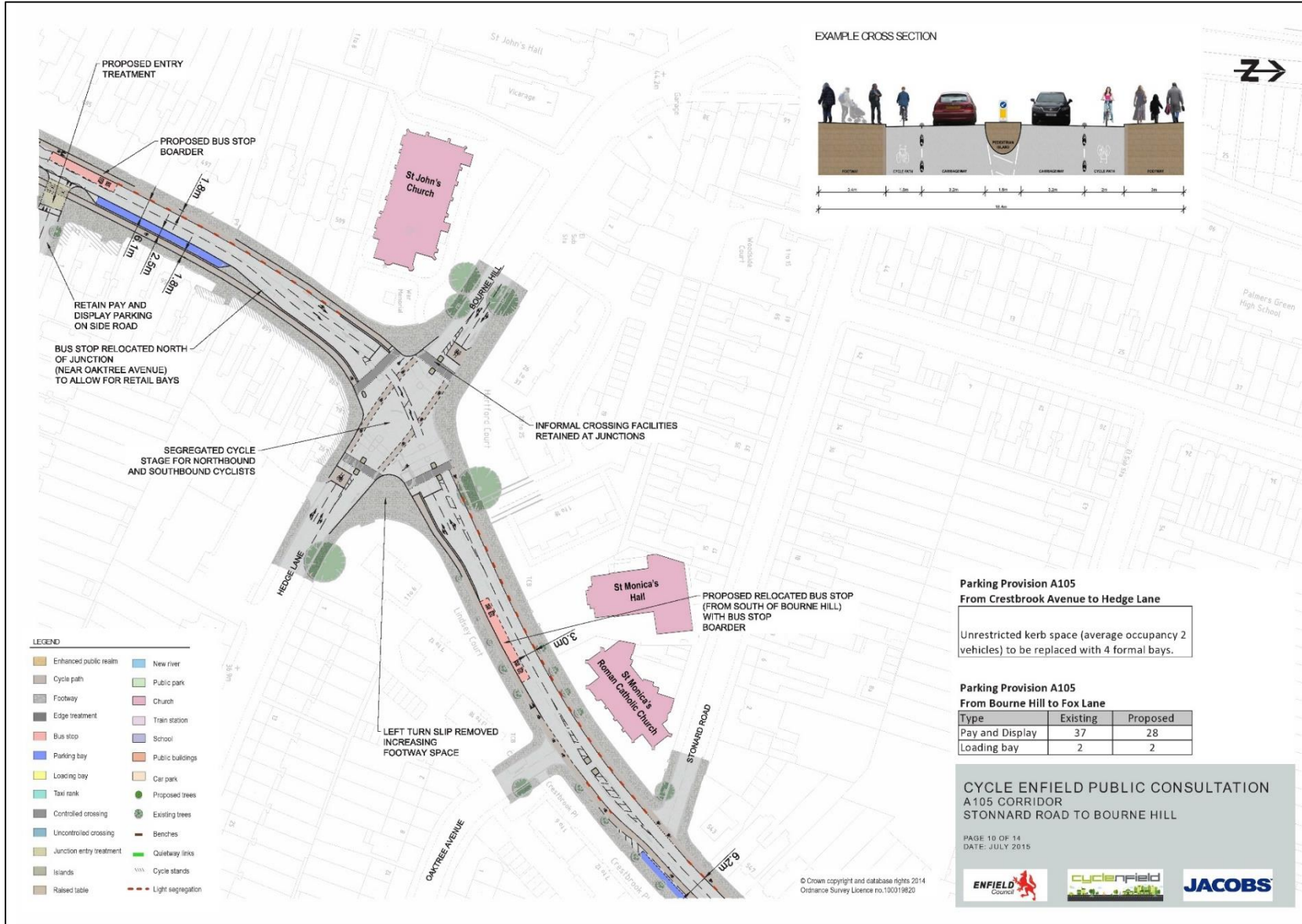


No on-street parking on the east side of Green Lanes from Holy Trinity Church to Crestbrook Avenue and on west side there is no parking provision south of Eaton Park Road.

Dual cycle lane will make it impossible for vehicles to pass cars or larger vehicles turning into Barrowell Green, which is the main access to the borough's only waste recycling centre.

Removal of three traffic refuges, (River Avenue & Eaton Park Road) leaving there will be no pedestrian crossing from Stonnard Road to existing cross south of Barrowell Green. **THIS IS NOT INDICATED IN THE CONSULTATION DOCUMENT.**

STONNARD ROAD TO BOURNE HILL (Page 10 of drawings)



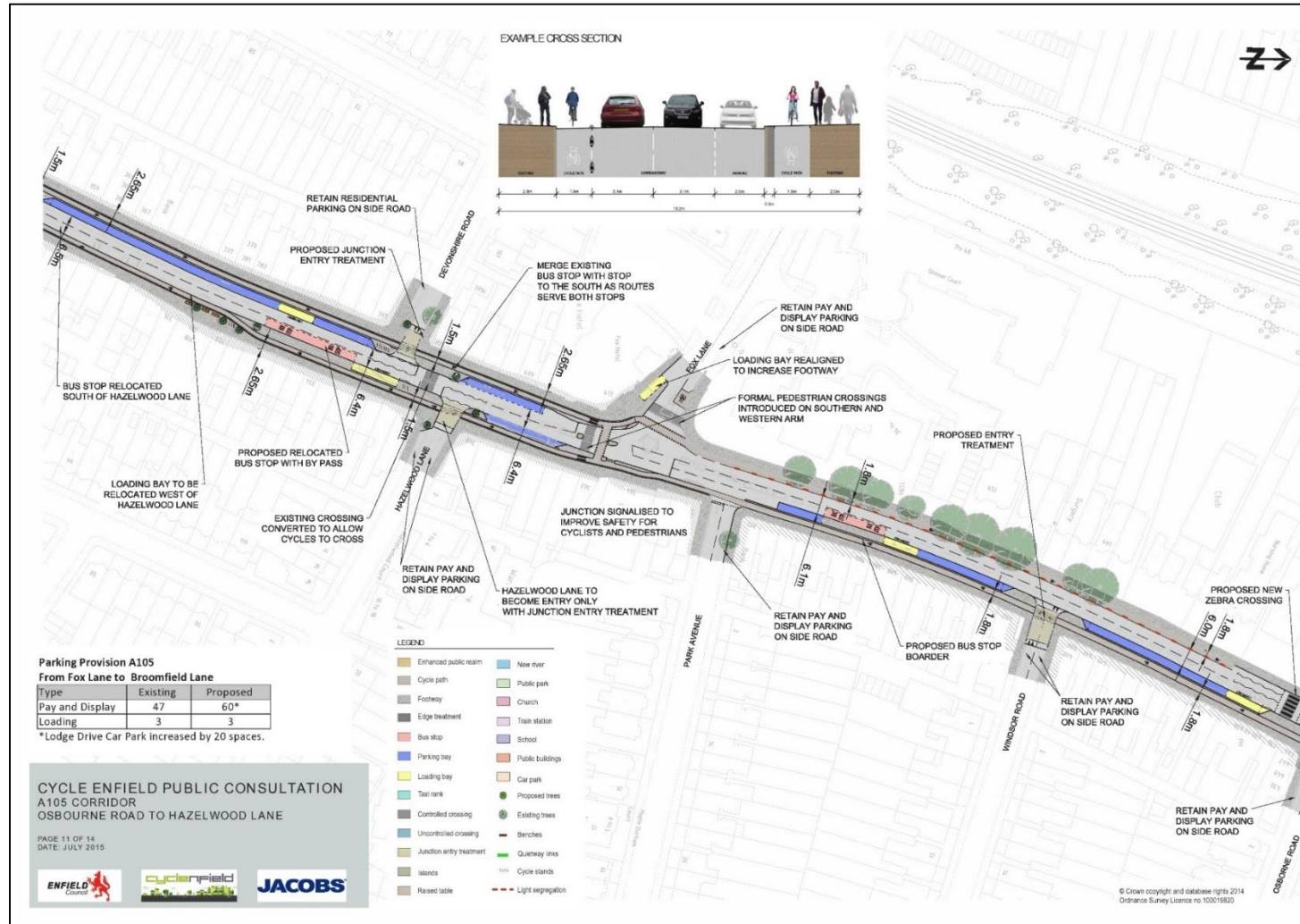
Removal of crossing opposite St Monica's Church, the Intimate Theatre (not noted on drawing) and other church halls. This is a very important crossing.

Heavily used north bound bus stop outside Hertford Court for St Monica's Church, the Intimate Theatre and halls is to be removed. IT IS NEITHER SHOWN ON DRAWING OR IN CONSULTATION.

Removal of all parking on east side.

Abolition of left turn slip road to Hedge Lane, which is also used for turning buses.

OSBOURNE ROAD TO HAZELWOOD LANE (Page 11 of drawings)



Section between Bourne Hill & Osborne Road is not accounted for.

Hazelwood Lane is to become entry only – with “a small amount of traffic reassigned to alternative routes”. THIS IS ACCESS TO THREE FORM ENTRY HAZELWOOD INFANT & JUNIOR SCHOOLS.

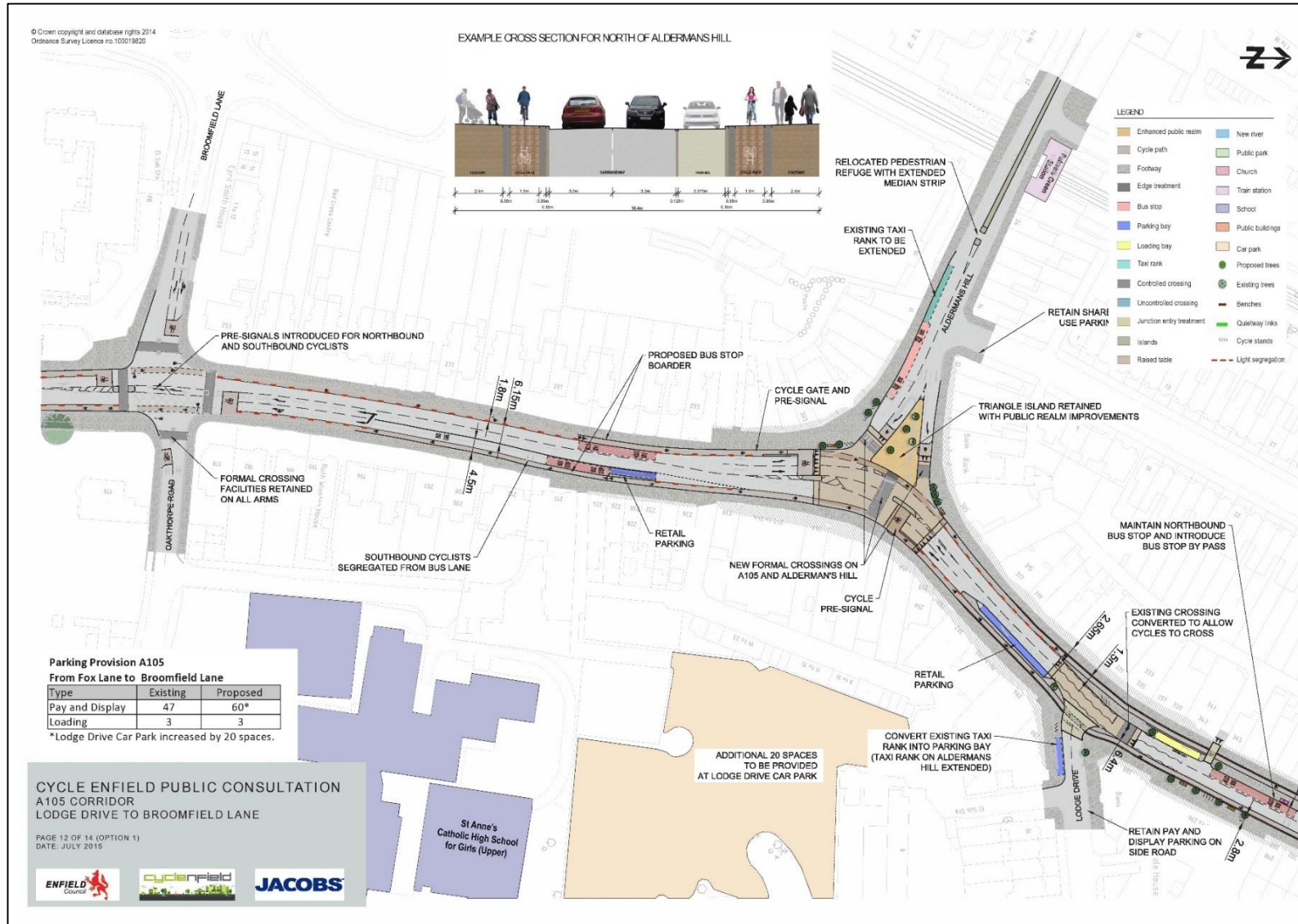
Parking figures provided do not equate to the section of Green Lanes shown in drawing. Between Bourne Hill and Fox Lane approx. 25% reduction in on-street parking.

South bound bus stop between Bourne Road and Osborne Road has been taken away and is now proposed to be north of Hedge Lane.

North bound bus stop near Devonshire Road to be removed. This is a heavily used bus stop for Fox Lane & Lakes Estate.

Roundabout at Fox Lane replaced with traffic lights.

LODGE DRIVE TO BROOMFIELD LANE (OPTION ONE Page 12 of drawings)



WHERE IS THE SECTION OF GREEN LANES BETWEEN HAZELWOOD LANE AND LODGE DRIVE IN THE CONSULTATION DOCUMENT?

There is no mention of the removal of on-street parking along the whole of the east side of Green Lanes from Hazelwood Lane to Lodge Drive – the centre of Palmers Green shopping parade.

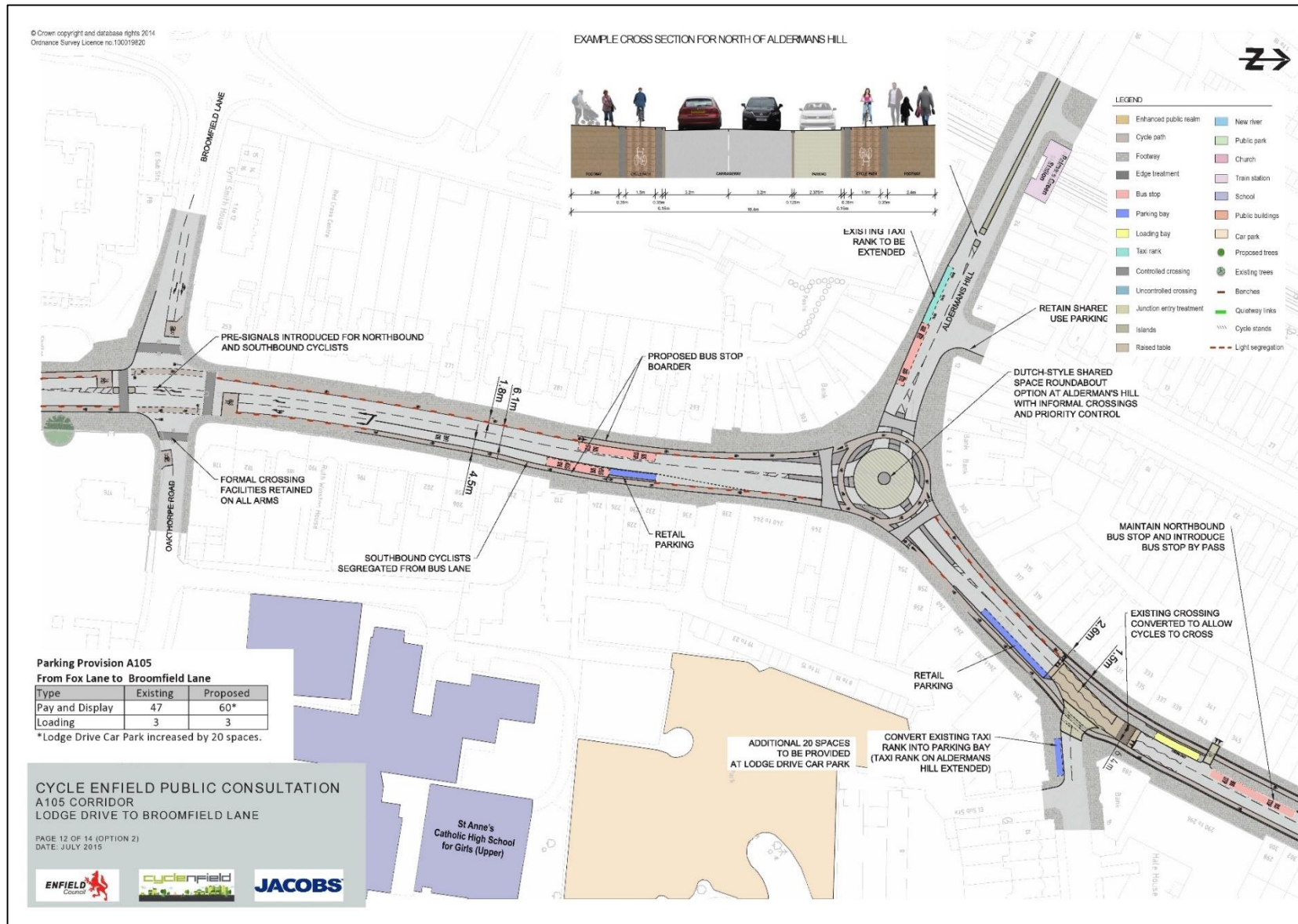
The Triangle is to be moved to the north to allow for two way traffic on the south side.

Single lane for traffic from Aldermans Hill to Green lanes. Removal of parking for security vehicle for Barclay Bank.

Removal of taxi rank on Lodge Drive.

Parking figures are disputed.

LODGE DRIVE TO BROOMFIELD LANE (OPTION 2 Page 12 of drawings)



Removal of The Triangle, an iconic local landmark, replaced by a 'Dutch style shared-space roundabout'.

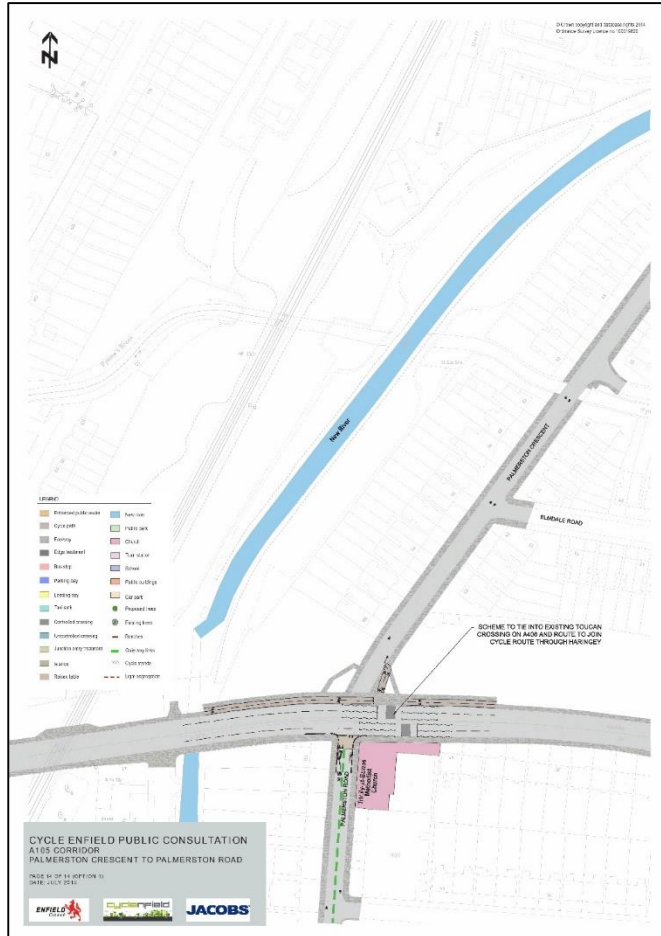
Section of bus lane from south of Oakthorpe Road to be removed.

This section of the road has a large number of commercial cross-overs which have heavy usage throughout the day, including the Ruth Winston Centre, used by around 150 elderly & sometimes disabled residents a day.

Loss of evening on-street parking on both east and west sides of Green Lanes.

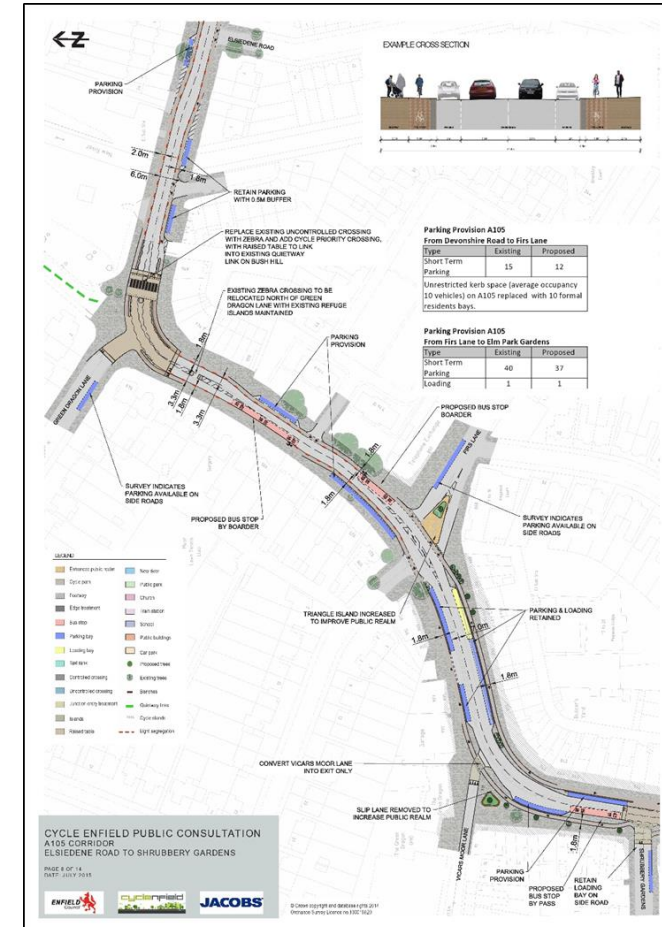
PALMESTON CRESCENT TO PALMESTON ROAD (Page 14 of drawings)

OPTION 1



Cycle route to continue as a Quietway along Palmeston Crescent and tie in with the existing cycle crossing along the A406.

OPTION 2



This section establishes a principle that it is possible to take the cycle corridor along the New River.