

Appendix F: Comments of Critical Friends

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<p><u>Urban Design London</u></p> <p>The panel welcomed the opportunity to review the scheme as part of the borough wide public consultation. The panel were impressed with the quality of the drawings and visualisations which clearly illustrated the design intent.</p> <p>The borough presented options for the Broadway / Church Street roundabout in Edmonton town centre. Option One, comprising a signal controlled junction close to the rail and bus stations and Option Two which retained and partially signalised the existing roundabout. Option One was the panel's preferred option. Well laid out with good pedestrian crossings the option also proposes to relocate a memorial to a more publicly accessible area in front of the main entrance to the shopping centre.</p> <p>The panel then discussed the clarity and consistency of the overall design approach for Option One. This included a mix of traditional (with traffic flow) and bi-directional cycle routes. The design team favoured bi-directional routes as they reduce impact on the bus stops associated with the bus station. However bi-directional cycle tracks require complicated junction layouts particularly where cyclists are reintroduced onto two way streets. They can also reduce potential routes for cyclists although this was not a key concern for this particular proposal. The panel encouraged more detailed investigation into the implications of providing traditional cycle lanes on both sides of the road before progressing with Option One.</p> <p>Should the design team conclude that a bi direction scheme is right for Edmonton the design team should ensure that the approach is consistently applied across the area to give all users clear and consistent messages in terms of priority and route direction.</p> <p>The segregated cycle track located in the middle of the road to the north of the proposed junction was considered to be poorly conceived, counter-intuitive and unwelcoming to users who are expected to cross traffic lanes to access the south bound cycle route on The Broadway (even with advanced cycle signals).</p>	<p>Noted</p> <p>Noted</p> <p>Further investigation took place, as well as discussions with bus operators. However, a design which delivered sufficient footway space and cycle facilities could not be achieved within the constraints of the existing highway, unless land was acquired, which was not considered viable. The design would also require the removal/relocation of key bus stops and a bus stand in the vicinity of the Edmonton Green bus garage, which was considered to have a negative impact to buses which are another key sustainable travel options.</p> <p>Noted</p> <p>The design has been revised to integrate the southbound movement back to the eastern side of the carriageway earlier, to provide a more intuitive route through the Option one design</p>

<p>It was suggested that the design team reconsider where to start and finish the bi directional track to create a simpler, more elegant solution. The proposed bi-directional cycle route north of Church Street runs through existing green space, and the design team might consider integrating the route with the green space to the south of Edmonton Green station to achieve this. Tree planting along the whole route was encouraged to help integrate the scheme with its context and help shape the areas' place function.</p>	<p>Introducing a bi-directional cycle crossing on the Church Street arm of the junction was looked at but generated significant delays at the junction, which would delay buses on the A1010 and result in the reassignment of traffic onto alternative routes</p>
<p>Beginning the track at the junction of Bridge Road and Fore Street would allow the new cycle route to take advantage of this green space and provide a meaningful connection to the proposed Quietway which connects at this point. Utilising the green space in the proposal would help provide an attractive, direct and legible route and bring activity to the railway viaduct and arches, which are subject to regeneration proposals including a potential home for a new cycle hub.</p>	<p>This could only be achieved if a crossing on Church Street could be introduced</p>
<p>Pedestrian comfort should be one of the main drivers behind design decisions. Footway provision should therefore be thought about before the provision of cycling infrastructure. The panel encouraged the borough to think about the placing of signals to avoid creating left over islands spaces. The panel also emphasised the importance of lining up pedestrian crossings with desire lines, and questioned the need for staggered crossings. It may be tricky to arrive at an acceptable design for the area outside the train station, where the bi-directional cycle track would bisect with key pedestrian movement from the station to the crossing, bus stops and shops. Care will be needed to reduce conflict and ensure pedestrian priority along the key desire line.</p>	<p>Noted</p>
<p>The panel encouraged the use of bus borders at bus stops in order to slow cyclists down and make the town centre a more comfortable environment for pedestrians.</p>	<p>Noted</p>
<p>The quality of the proposed pedestrian / cycling crossings in front of the historic block on Hertford Road were questioned by the Panel. The borough should consult with LB Enfield's Conservation Officer in order to find a design solution that would sit well within this historic context. 3D images were recommended as appropriate visual aids to help understand what the crossing would be like in front of these interesting listed buildings.</p>	<p>LBE's conservation officer has been consulted during the development of this scheme.</p>
<p>It was also pointed out that Edmonton could benefit from intensification. The development of buildings could better define spaces, and the team should consider the future use of land</p>	<p>Noted</p>

<p>created by the design, and they should avoid creating pockets of land that cannot provide a future function. That is, they should look at the alignment and position of the altered highway, its junctions and the exit from the bus garage to see if developable parcels of land could be created.</p> <p>The discussion then moved on to the A1010 as it moves south along Fore Street to the junction with Sterling Way, the north circular. The panel welcomed the proposals and encouraged the team to provide a clear and consistent design approach along the street. The decision to have a pavement level cycle lane on one side of the road, and a carriageway level one on the other was questioned. The panel would welcome tightened kerb radii at side junctions to help prioritise pedestrian movement and reduce traffic speed and the potential for 'left hook' collisions with cyclists.</p> <p>The scheme is heading in the right direction and the panel look forward to seeing the proposals including construction details and material palettes following public consultation.</p>	<p>Noted</p> <p>Noted</p> <p>Noted</p>
<p><u>Metropolitan Police Traffic Management Unit</u></p> <p>Overall, the Metropolitan Police supports these proposals, which should improve safety for cyclists using these routes. It is possible that, in some reasonably foreseeable circumstances, the reduction in capacity for general traffic will result in increased response times for police when responding to emergency calls. However, this is impossible to measure, and we fully anticipate that once all works have been completed and scoot is fully operational, that any such delays will be minimal.</p> <p>However, there may be circumstances in which police vehicles may have to be driven on the cycle lanes or segregated cycle tracks, and it is therefore essential that the relevant TRO's include the appropriate exemptions for emergency services.</p>	<p>Noted</p> <p>TRO's will reflect this</p>