

ATTIS WEATHERALL - Feasibility Study for the Seven Sisters Underground Station Site

3. TRAFFIC/PARKING IMPACT STUDY

3.1 SEVEN SISTERS

Introduction

Whilst it is difficult to treat Seven Sisters as a location in isolation in terms of a traffic study, we have prepared an overview regarding Seven Sisters along with recommendations in relation to the High Road itself to alleviate the traffic flow problem throughout the three key nodal points (e.g. Seven Sisters station, Bruce Grove, Spurs Football Ground) including the potential for reductions in traffic capacity and the environmental consequences of current traffic levels.

- 3.1.1 Seven Sisters comprises two main areas, i.e. the Underground station and its surroundings, and the section of High Road extending north to Philip Lane, and Tottenham Green.
- 3.1.2 There are well-documented issues with regard to personal security around the station which can probably only be properly addressed through redevelopment.
- 3.1.3 Despite its generally wide footways and open aspect the High Road environment at Seven Sisters is dominated by up to 7 lanes of traffic and by the large-scale traffic signal junctions of the High Road with West Green Lane, Broad Lane and Seven Sisters Road. These junctions accounted for 29 of the 72 pedestrian accidents that occurred on the 10 most dangerous junctions in Haringey in the 3 years to 2000.
- 3.1.4 Pedestrian crossings at these junctions are staggered, with caged refuges emphasising the inferior status of pedestrians. The subway on the south side of Broad Lane is not acceptable as a crossing facility in this location and needs to be replaced by surface crossings (although it is acceptable as an access to the Underground station). Throughout this section pedestrians are segregated from traffic by almost continuous guard railing along both sides of the road.
- 3.1.5 Cycle parking facilities on the west side are well used, with demand at or close to exceeding provision. Cycle parking on the east side gains no security through overlooking, and is therefore unlikely to be used. Users appear to prefer the Sheffield stands to the supposedly more secure (but defective) "bike-clamp" stands.
- 3.1.6 The wide footway on the west side of the High Road north of West Green Road serves little beneficial purpose at present. Its full width is not needed for road or pedestrian traffic purposes, and could be re-allocated to a commercial or more social use such as outdoor seating for a restaurant or bar (in conjunction with wider improvements and traffic reduction). Commercial premises in this area suffer from the absence of convenient car parking.
- 3.1.7 Further north towards the College and Town Hall the continuing wide footway is dominated by clutter – unnecessary bollards, signs, poorly sited telephone kiosks, toilets, planters etc, plus bus shelters. Some of these features detract from the perceived security of the area by creating blind corners and shaded areas.

- 3.1.8 Bus stops are poorly designated – it is not immediately obvious to the infrequent user which route groups they serve (this is a recurring problem all over London – bus services and routes are only legible to those who use them frequently). For example, although this is one of the major approach routes to White Hart Lane football stadium, there is no clear indication to avoid services, which turn off along Bruce Grove.
- 3.1.9 Along this section the High Road is one-way with 3 lanes of fast traffic which together with the contra-flow bus lane and the guard railing creates major severance. The east side of the road is isolated from the west, both physically and visually. Uninspired building design and narrow footways on the east side contrast with much higher quality townscape on the west side.

3.2 ANALYSIS – RECOMMENDATIONS

- 3.2.1 The fundamental issue with regard to the High Road is to decide on its predominant function. If it is a traffic/transport conduit, then the potential for regeneration will be severely inhibited for the reasons set out earlier. If it is intended to be developed as a place where people meet and live and do business, then all the responsible authorities need to agree on this, and transport priorities need to be reassessed accordingly.
- 3.2.2 Until now investment in the High Road has tended to reflect its traffic-carrying role, at the expense of its local and community functions. Investment priorities have been determined by the need to maintain or increase traffic capacity. It is probable that the majority of traffic using the High Road is through traffic without origins or destinations along it, so users and occupiers of property along the High Road will have derived little or no benefit from past investment, but they will have suffered the traffic related impacts.
- 3.2.3 Much of the High Road over the study area has been the subject of a concentrated study in the last decade as part of the Priority (Red) Routes network plan. At face value environmental considerations appear to have been a secondary consideration to the priority of maintaining traffic capacity, and significant investment has been made accordingly.
- 3.2.4 The environmental consequences of current traffic levels on the High Road can probably only be lessened by reducing traffic capacity and hence traffic volumes. We are sceptical that traffic reduction measures that are not accompanied by physical reductions in capacity will result in appreciable reductions in flow. The measures contemplated in the Urban Initiatives report would only impact on local traffic, and any reduction in this component would be matched by increases in through traffic.
- 3.2.5 Reductions in traffic capacity would enable road space to be reallocated to facilitate the following:
1. Provide more and better pedestrian crossings in local centres;
 2. Reinstate on-street parking in the local centres to help revitalise shopping; and
 3. Provide more bus priority on parts of the High Road that link the main three identified centres.
- 3.2.6 TfL's emphasis on improving interchanges should be welcomed, on the basis that funds allocated to High Road interchanges can be directed towards

measures that support the regeneration objectives as well as the primary security objectives.

- 3.2.7 The Tottenham Gyratory scheme should be examined to ensure that it does not worsen conditions on the High Road by introducing additional traffic. Ideally it should be reappraised on the basis of maintaining or reducing the existing number of traffic lanes on the High Road, and should include more direct and convenient surface pedestrian crossings.
- 3.2.8 A scheme should be drawn up to enable the existing subway across the High Road at Seven Sisters to be replaced with surface crossings, within the existing, or ideally, reduced overall road width.