

Mr Maurice Richards
Haringey Council
River Park House
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River Park House
225 High Road,
Wood Green N22 8HQ



Michael Poteliakhoff
Consultation Coordinator
Haringey Cycling Campaign

12.10.25

Brunel Walk Development HGY/2022/2723

Dear Maurice,

FARA members met with Cllr Mike Hakata on Wednesday and I had a follow up meeting with them the following day. I think everyone appreciates your and Mike's efforts to reach a compromise solution for the new layout of the Kirkton Road Ramp Community Garden, however we all (FARA and HCC) continue to be very concerned that the suggestions presently on the table will be unworkable. I would like to summarise FARA and HCC's concerns as below-

1) Information

We understand the Brunel Walk design team have reassured Engagement and Housing Delivery, the problem with levels and wheeled access at the new ramp, have been overcome, however it seems no one has seen a drawing. There must be a worry they are being over optimistic on this and in the end will not achieve a solution. Shouldn't a drawing be provided to Highways before changes are agreed to the wheelchair and cycle access committed to in the planning approval? As a long standing stakeholder in the Community Garden shouldn't FARA also be shown a drawing? They undoubtedly have a legitimate interest in seeing how the decorative ironwork from the original garden will be re-used and planting proposed to be retained and added, as well as knowing how the new ramp will be lit and how wide it will be.

2) Consultation

If the existing ramp is to be remodelled and designated a cycle route, we would expect this to be the subject of a local consultation, similar to that held for the Abbeville Rd footpath connecting to the Greenway cycle route. As with Abbeville Rd, there must be a very strong likelihood of local objections and of the proposal not proceeding. HCC cannot accept a perfectly usable existing cycle route being replaced by the promise of a new route that may never happen. We would point out that the cost of a public consultation, together with the cost of changes to the existing ramp, must be as great or nearly as great as the cost of increasing the new ramp width by 50cm and making it usable by cycles, as shown in the planning approval documents.

3) Maintenance and Repair

All or a part of the new work for the development is on highway land. Who will be responsible for future maintenance and repair? It would be very helpful for local residents to be reassured on this.

4) Safety

We have a number of concerns regarding safety.

We understand the new ramp width may be increased slightly, but do not know what side rails will be provided. Regardless of whether the ramp is shared with cycles we suggest the narrow width and sharp right-angle bend will be a safety risk. For example if an electric buggy ascending the ramp passes another wheeled user at the corner, such as a conventional wheelchair, child double buggy or Post Office powered delivery cart, there must be risk of collision.

We understand the rationale for designating the existing ramp as a cycle route, and the new ramp as pedestrian/wheelchair route, is based on the premise that a) there will be significantly increased footfall coming from the new Brunel Walk development going southwards, and that visual signals and design will mean that this will be the route of choice for pedestrians. We do not believe this will be the case. Pedestrians always follow desire lines, which are almost inevitably the shortest route, which will be the existing ramp, placing them in conflict with cyclists and rendering the cycle path less effective.

The orientation of the new ramp at its Southern exit will lead pedestrians directly onto the pavement and into the path of cyclists. Thus even if the intended separation of pedestrians and cyclists is achieved on the two ramps, they will both be led to the same section of pavement on the South Eastern side creating potential risk of collision and conflict between users.

5) Access to disabled parking bay

The proposed design means that users of the disabled parking bay will have to first travel East to access the new ramp, then undertake a sharp u-turn to enter the long L shaped new ramp. This is a considerable additional physical distance to be covered compared to the two designs submitted by HCC and FARA.

6) Extremely poor engagement/communication process

We would also like to point out our disappointment at the continued failure to keep us up to date with proposals. Following what we felt to be a very collegiate meeting of 7th July, we expected to be informed of the new proposals as soon as they were developed, which we were told might take a month. It wasn't until 23rd September, in answer to our request for information, that Housing Delivery gave us scanty details of the outcome of your meeting on 15th July – 9 weeks later! One of the most important aspects of trusted relationships is transparent information sharing – instead we've been treated in a very dismissive way, despite playing an important role in highlighting inadequacies in the proposals.

We do not believe our concerns over the redevelopment of the travel routes have been resolved, or the significant questions over the new design proposal. We would like to strongly re-assert our view that our proposed re-designs offer a far superior outcome. The third, most recent design option we have suggested is attached below “HCC-FARA compromise proposal”

In conclusion I confirm HCC and FARA cannot support changes away from the original planning concept, which are not supported by drawn information, or which are dependent upon public consultation, the outcome of which is unknown. The proposal we have developed remains in our opinion an excellent compromise and we encourage you to accept it.

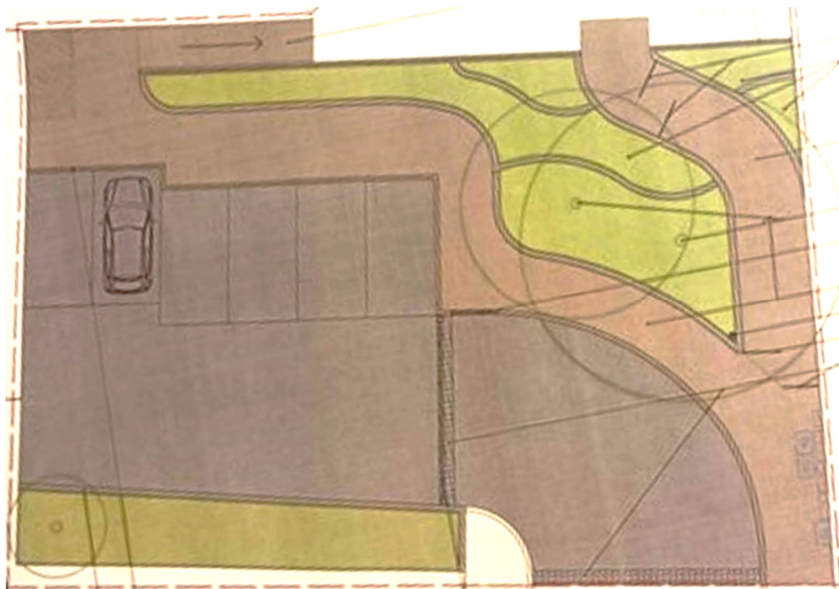
Best regards,

Michael Poteliakhoff
Consultation Coordinator HCC

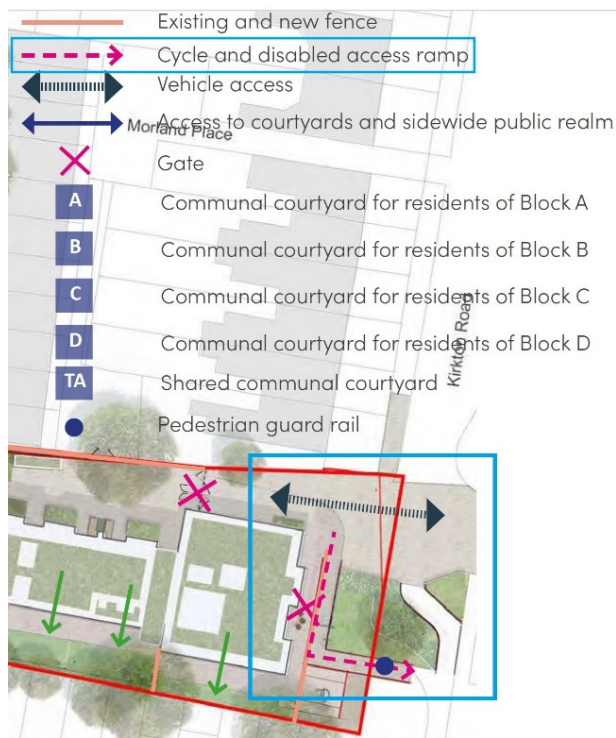
Graham Freer
Fountain Area Residents' Association

Attached below for reference- Approximate original layout, Layout from Planning Design and Access Statement, Current Proposed Layout (latest drawing available), HCC/FARA compromise proposal

CC: Cllr Mike Hakata, Cllr Barbara Blake, Haringey Engagement, Haringey Disability Action, Haringey Living Streets, Haringey Planning, KCA Architects



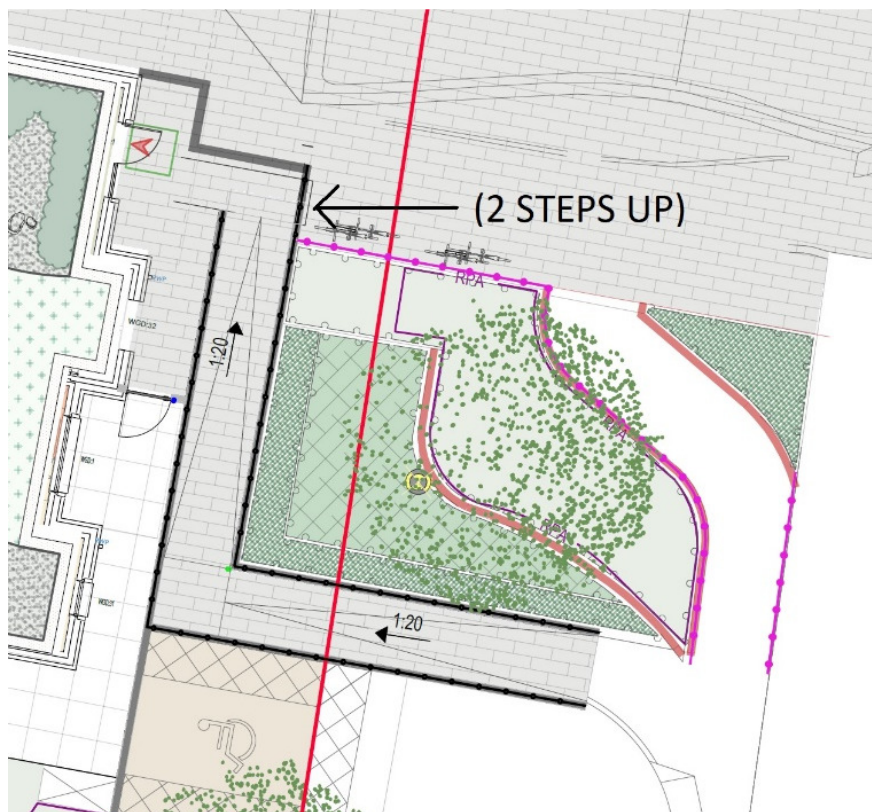
Approximate layout, original Community Garden, with two ramps



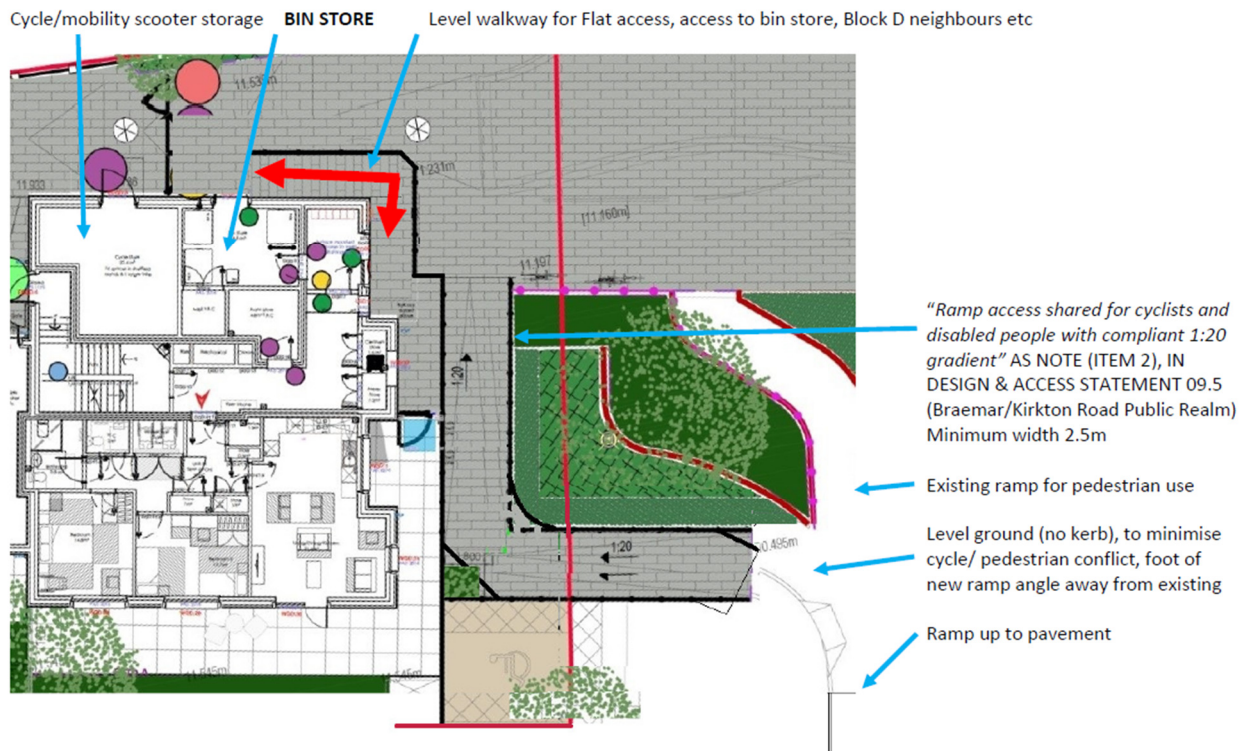
- 09.5 Character area: Braemar/Kirkton Road Public Realm
- This inclusive space includes ramped access to overcome the challenging levels which can be used for both cyclists and pedestrians. The existing green space has been extended to the south creating a green buffer to the ground floor units but allowing for permeability and natural surveillance. The community garden has been enlarged, increasing the amount of green space within the streetscape, emphasising the public benefit the scheme offers.
- Transition kerbs have been introduced to easy access for wheelchairs, buggies and pedestrians of all ages. The proposal for this area also includes the accessible parking bay.
1. Wheelchair accessible parking bay
 2. Ramp access shared for cyclists and disabled people with compliant 1:20 gradient
 3. Green buffer with structural shrub planting
 4. Cycle stands
 5. Transition kerb
 6. Flush kerb
 7. Reused bespoke railing with handrail
 8. Existing planter walls to be retained



Planning Approval, Design & Access Statement



Current Design (latest drawing available)



HCC/FARA compromise proposal