



Haringey Streets for People



Tell us what you think
BoundsGreenLTN@
Haringey.gov.uk

Public consultation for Bounds Green Low Traffic Neighbourhood



INTRODUCTION

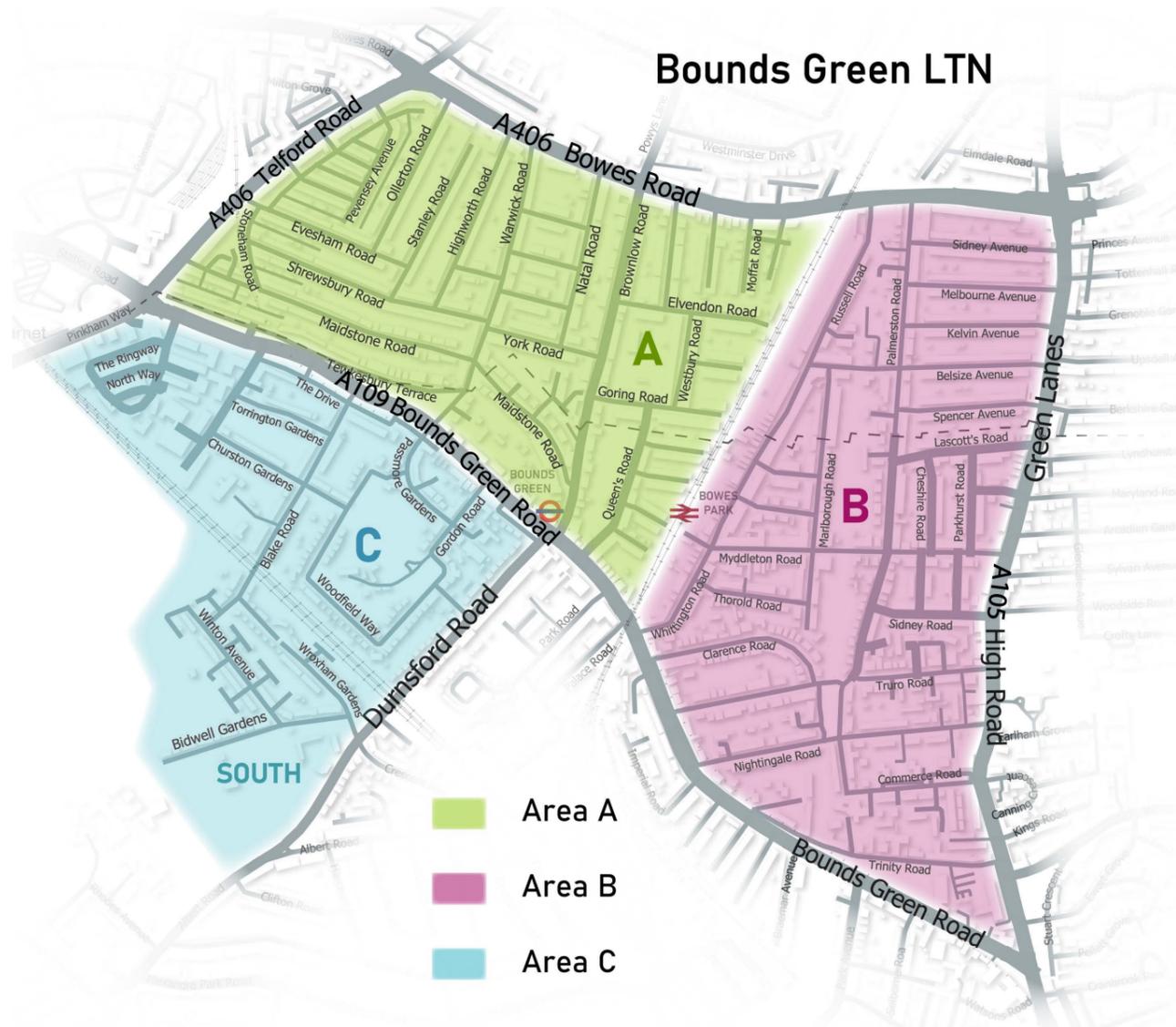
Dear residents and businesses,

We are writing to ask for your views on the Council's proposals to deliver changes that will improve air quality, reduce traffic levels, enable safer walking and cycling in the Bounds Green LTN area.

As we emerge from the Covid 19 pandemic, how we move around the borough has never been more important. The Council declared a climate change emergency in 2018 which places tackling climate change at the heart of all its decisions.

The pandemic has shown us that more people are choosing to walk or cycle and spend time in their local areas and we want to support our communities to make healthier local journeys and create cleaner, safer streets for all to enjoy.

The Council is embarking on an ambitious programme to increase rates of walking and cycling in the borough and to improve air quality through reducing through traffic in residential areas and encouraging shorter local journeys to be taken by more sustainable modes. The wider programme is set out in the Council's Draft Walking and Cycling Action Plan which will be launched for public consultation this autumn 2021.



WHAT ARE LOW TRAFFIC NEIGHBOURHOODS?

Following engagement with local residents, stakeholders and schools we are proposing to introduce a trial Low Traffic Neighbourhood (LTN) in Bounds Green. Subject to your feedback to this consultation, the Bounds Green LTN will be implemented under an experimental traffic order (ETO) on a trial basis for a maximum period of 18 months.

A Low Traffic Neighbourhood is an area which has a number of places where motor vehicles are not allowed to pass through. This eliminates non-local through traffic in the area. Removing non-local through traffic is likely to reduce traffic volumes significantly within the LTN creating safer, cleaner and more pleasant streets for people to walk, wheel, cycle and gather. Access to all addresses for motor vehicles is maintained, but residents and visitors may have to drive further, or use a different road to access their address.

A Low Traffic Neighbourhood is created by introducing modal filters at strategic points in the neighbourhood. We are planning to complement this by introducing school streets, additional crossings and new cycle hangars.

Why are we proposing a Low Traffic Neighbourhood?

Areas of Bounds Green suffer from high levels of (rat running) through traffic. This rat running negatively affects the area, where most households do not own or have access to a motor car. Implementing the LTN will remove the vast majority of this through traffic on residential roads.

WHAT ARE SCHOOL STREETS?

School Streets are schemes that close roads outside schools at opening and closing time to support children to walk and cycle to school safely and improve air quality outside the school gates.

We are proposing that the restrictions operate during the following dates and times:

- **Monday to Friday**, term time only (not including bank holidays), between:
 - **8:30am and 9:30am**, and
 - **2:45pm and 3:45pm**

The following groups can apply for exemptions to the school street:

- Residents who live within the School Street (2 per address)
- Blue Badge (Disabled) holders who require access to the street
- Businesses within the School Street (2 per address)
- Pupils of the school that have a disability that prevents them from walking or cycling to school
- Medical practitioner attending someone with an address in the School Street
- School bus/vehicle (only the school may apply)

We are proposing to introduce these School Streets on a trial basis, to be reviewed after 12 months.

WHAT WE ARE PROPOSING

Modal Filters (trial)

These are points in the road that prevent motor vehicles from passing through but allow walking, cycling and wheeling. Modal filters will either be physical or the road will be left open for emergency access and may be enforced by cameras.

As we are proposing a trial scheme, filters will consist of planters and/or bollards placed in the road. Emergency access only modal filters also provide a through route for emergency services.



New Pedestrian Crossings

We are proposing to introduce two new zebra crossings within the neighbourhood.



School Streets (trial)

We are proposing to introduce trial school streets at two schools within the Bounds Green LTN. These are timed road closures outside of schools, usually at drop off and pick up time only. Residents will still have access to their streets during these times.



Cycle Hangars

We are proposing to introduce 6 cycle hangars within the Bounds Green LTN. A cycle hangar is a secure, on-street cycle storage unit. This usually replaces an on-street parking bay.



THESE CHANGES WILL



Enable all local people to walk, cycle, play and live healthier lives: In 2019, 77% of trips in the borough were by foot, cycle or public transport, only 23% were by car. Only 40% of Haringey households own a car!



Reduce road danger



Make your streets quieter, healthier and cleaner



Stop non local through traffic in particular on Queens Road, Nightingale Road and Winton Avenue



Enable children to walk, wheel or cycle to school – reducing school run traffic while improving health, air quality and safety.



Enable Haringey Council to work towards their commitment to ensuring the borough becomes net zero carbon by 2041

Improve air quality outside the school gate

HOW THIS MAY IMPACT YOU

- **Walking**
quieter, safer streets
- **Disabled access**
there are no proposals to allow vehicles displaying blue badges to drive through the filters but we want to hear from you if you feel you have a specific need that requires access.
- **Cycling and wheeling**
quieter, safer streets
- **Driving and parking**
many journeys between the residential zones within the LTN will not be significantly affected, while others might be longer. Parking spaces will not be significantly affected
- **Using public transport**
walking routes to/from bus stops within the LTN will be quieter and safer, while taxis will be able to access all streets
- **Emergency access**
not affected, but a different route may be necessary

High Level Transport Assessment

A review of the current Bowes Primary Quieter Neighbourhood, in LB Enfield, and feedback from the public indicates that some residential roads within Haringey's proposed LTN area have seen increases in traffic: In Area A – Queens Road, Area B – roads such as Truro Road, as well as roads within Area C. Our proposals eliminate through traffic on these roads within the LTN area. For the areas outside the LTN, the pandemic has made it difficult to capture levels of motor traffic and the future is uncertain. The assessment, based on very limited data, tells us that if the trial is introduced, we expect some traffic will divert to the main roads surrounding the LTN and possibly beyond as they seek alternative routes. This is likely to lead to an increase in traffic on the main roads, at least until things settle down. Some drivers will shift to other modes like walking, cycling or using public transport or travel at different times of the day or even stop commuting (e.g. work from home). Experience from other LTNs introduced in London in 2020 has shown that after a few months of a 'settling in' period, the overall traffic levels reduced within the LTN boundaries and in most cases the impact on the surrounding main roads was not significant.

For more FAQs related to the Bounds Green LTN please visit:
www.haringey.gov.uk/low-traffic-neighbourhoods

WHAT WE HAVE DONE SO FAR

February and March 2021 - Engagement Stage 1 - Early Engagement: We invited local residents and businesses to take part in an online public survey, and join us for an online public meeting. Letters were sent to all addresses in the area and comments could be made by phone. We asked residents to let us know what issues they were experiencing, and what interventions or improvements they would like to see implemented in Bounds Green neighbourhood. Targeted meetings with schools in the LTN area, the emergency services and local disability groups were held.

The most common issues raised in the Bounds Green neighbourhood were:

- air quality concerns
- traffic congestion
- traffic volumes

The most common improvements suggested for the Bounds Green neighbourhood were:

- reduce traffic volume
- improve air quality
- reduce traffic speeds

May 2021 - Engagement Stage 2 - Community Design Workshops: We ran a series of online public workshops and stakeholder meetings for the Bounds Green LTN. The public workshops were open to all residents in the project area, and were attended by over 120 people. Letters were sent to all addresses in the area.

Attendees were able to comment on two design options for their area, and raise any potential issues or suggestions about the design. Based on their feedback, we have selected a design option to consult on.

We also launched a Disabled People and Carers Survey which we encourage responses to.

You can read more about the engagement at:

www.haringey.gov.uk/low-traffic-neighbourhoods

Bounds Green LTN - Area A

-  Borough boundary
-  Existing Filter
-  Existing banned turn
-  Existing entry/exit only
-  Enfield trial filter
-  Proposed physical filter
-  School
-  Proposed cycle hangar
-  Proposed zebra crossing

Vehicle Access Routes

-  Pre-existing access off A406 (west) and off Bowes Road
-  Access from Bowes Road
-  Access from Brownlow Road
-  Access from Bounds Green Road

Note that all minor roads on the A406 North circular are left turn in left turn out only.

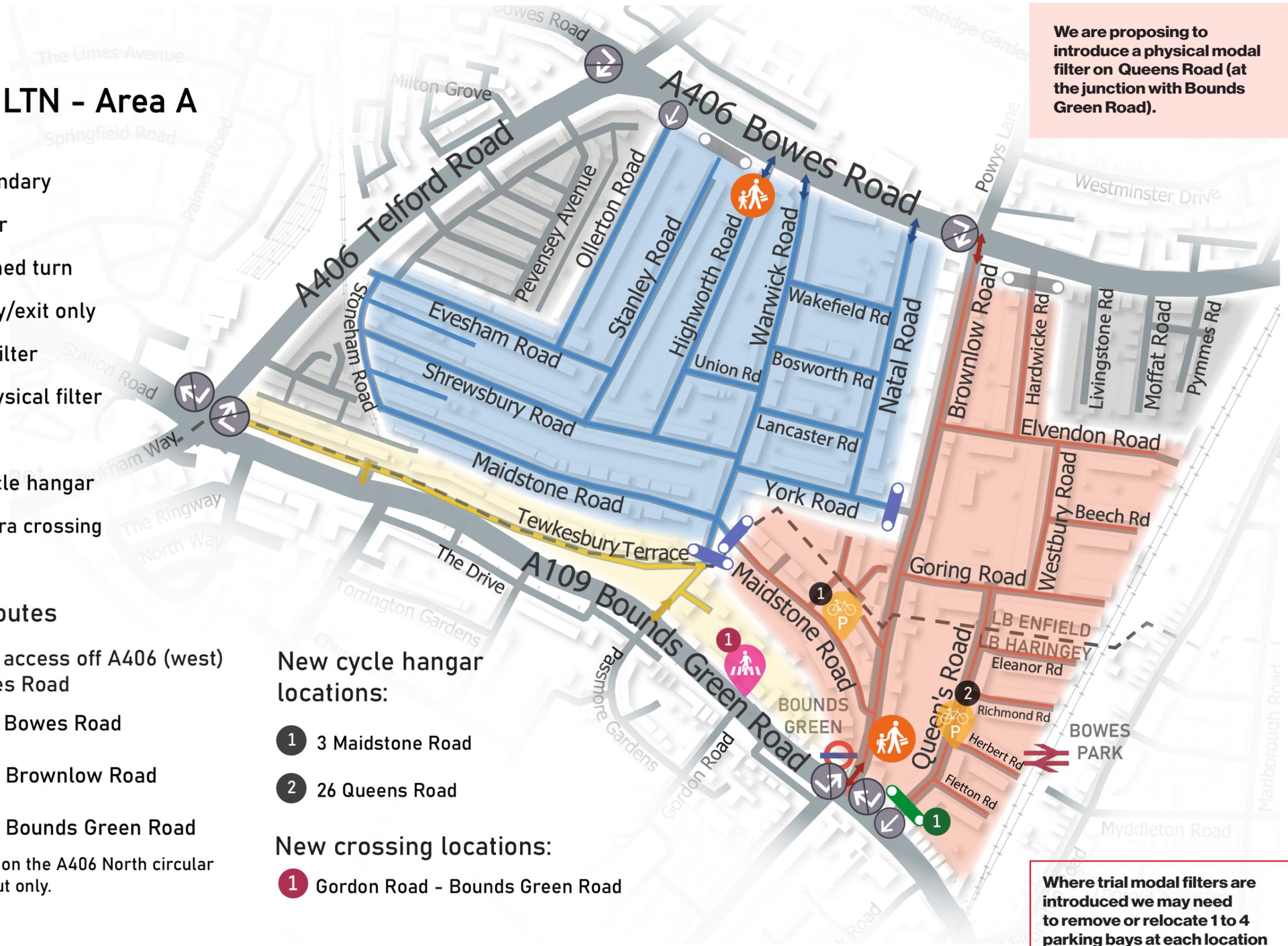
New cycle hangar locations:

- 1** 3 Maidstone Road
- 2** 26 Queens Road

New crossing locations:

- 1** Gordon Road - Bounds Green Road

We are proposing to introduce a physical modal filter on Queens Road (at the junction with Bounds Green Road).



Where trial modal filters are introduced we may need to remove or relocate 1 to 4 parking bays at each location

AREA B

We are proposing to introduce 5 modal filters at the following locations:

- **1)** A modal filter with emergency access on Nightingale Road (between Finsbury Road and Clarence Road)
- **2)** A physical modal filter on Truro Road (between Clarence Road and Finsbury Road)
- **3)** A modal filter with emergency access on Whittington Road (south of the junction with Myddleton Road)
- **4)** A physical modal filter on Marlborough Road (between Myddleton Road and Thorold Road)
- **5)** A modal filter with emergency access on Palmerston Road (south of the junction with Myddleton Road)

As part of the trial, we are also proposing to reinstate the banned right turn out of Whittington Road into Bounds Green Road.

School Streets

1) Trinity Primary Academy

We are proposing to temporarily close Trinity Road from High Road to Bounds Green Road. Finsbury Road will also be closed, up to and including the junction with Trinity Road. This will be closed to non-local motor traffic and will become a pedestrian and cycle zone for a short time at school opening and school closing times.

Trinity Road and Finsbury Road residents will still be able to access their properties during this time.

Where trial modal filters are introduced we may need to remove or relocate 1 to 4 parking bays at each location.

Bounds Green LTN - Area B

- Borough boundary
- Existing Filter
- Existing banned turn
- Reinstated turn
- Existing one way
- Police Station
- Ambulance Station
- Enfield trial filter
- Proposed physical modal filter
- Proposed emergency access filter
- Proposed camera enforced timed closure
- School
- Proposed School Street
- Proposed cycle hangar
- Proposed zebra crossing
- Access from Bounds Green Road
- Access from Green Lanes

New cycle hangar locations:

- 3 50 Palmerston Road
- 4 2 Palmerston Road
- 5 21 Thorold Road
- 6 8 Northbrook Road

New crossing locations:

- 2 Arcadian Gardens - Green Lanes



AREA C

We are proposing to introduce 4 modal filters at the following locations:

- **1)** A diagonal modal filter with emergency access on Blake Road (at the junction with Lynton Gardens/ Churston Gardens)
- **2)** A physical modal filter on Passmore Gardens (south of the junction with The Drive)
- **3)** A modal filter with emergency access on Gordon Road (south of the junction with Bounds Green Road)
- **4)** A physical modal filter on Rhys Avenue (at the junction with Durnsford Road)

School Streets

2) St Martin of Porres Primary School

We are proposing to temporarily close a section of Blake Road between Churnston Gardens and Tunnel Gardens. We are also proposing to temporarily close Lynton Gardens.

These roads will be closed to non-local motor traffic and made into a pedestrian and cycle zone for a short time at school opening and school closing times.

Residents of Lynton Gardens and Blake Road (between Tunnel Gardens and Churston Gardens) will be able to access their properties during this time from the south of Blake Road and from Woodfield Way.

Bounds Green LTN Area C

-  Existing banned turn
-  Existing exit only
-  Existing one way
-  Proposed physical filter
-  Proposed emergency access filter
-  School
-  Proposed School Street
-  Proposed camera enforced timed closure
-  Access from Bounds Green Road
-  Access from Durnsford Road

New crossing locations:

- 1** Gordon Road - Bounds Green Road

Access from Durnsford Road

Access from Bounds Green Road

Proposed School Street

Proposed emergency access filter

Proposed physical filter

Existing one way

Existing exit only

Existing banned turn

Where trial modal filters are introduced we may need to remove or relocate 1 to 4 parking bays at each location.

ADDITIONAL MEASURES

We are also proposing to introduce new crossings and cycle hangars across Bounds Green LTN. Unlike the modal filters and school streets, which will be introduced as a trial, we are proposing to introduce cycle hangars and crossings as permanent changes.

Crossings

We are proposing to introduce two new zebra crossings within the neighbourhood. These are:

- **1)** A new zebra crossing at Bounds Green Road (by the junction with Gordon Road)
- **2)** A new zebra crossing at High Road and between Arcadian Gardens and Maryland Road

Further design work will be needed to determine the exact location of the crossings.

Cycle Hangars

We are proposing to introduce 6 cycle hangars within the Bounds Green LTN. A cycle hangar is a secure, on-street cycle storage unit. This usually replaces an on-street parking bay.

Local residents may rent a cycle hangar space by paying an annual fee and key deposit to Cyclehoop. For further information on cycle hangars and details of charges, visit: www.cyclehoop.com.

We have received several requests for cycle hangars from residents across the area. Cycle hangars have been proposed on streets where we have received multiple requests.

We are proposing cycle hangars to replace parking bays outside the following addresses:

- **1)** 3 Maidstone Road
- **2)** 26 Queens Road
- **3)** 50 Palmerston Road
- **4)** 2 Palmerston Road
- **5)** 21 Thorold Road
- **6)** 8 Northbrook Road

WHAT HAPPENS NEXT

Your feedback in this consultation will help shape the changes we are proposing for the area and the phasing of the next steps:



AUTUMN 2021: Decision on next steps

We will consider your consultation feedback to decide on next steps.



AUTUMN 2021: Update

We will notify all residents and businesses on the outcome of the consultation.



AUTUMN 2021/WINTER 2021: Trial implementation (subject to your consultation feedback) and start of 6 months formal consultation.

- Modal filters and School Street proposals implemented as trial changes under an experimental traffic order
- Cycle hangars and new crossings implemented as permanent measures



SUMMER 2021 – EARLY 2022: Monitoring

Ongoing monitoring of traffic volumes and speed, air quality, pedestrian and cycle volumes, traffic collisions.



AUTUMN 2022: Review

Review of feedback and monitoring data to consider whether to make the trial changes permanent.



AUTUMN/ WINTER 2022: Decision

Decision on whether to make trial changes permanent.



AUTUMN/ WINTER 2022: Update

We will notify all residents on the outcome of the decision and the next steps.

HAVE YOUR SAY

We want to hear your views on the changes we are proposing for the area and the phasing. You can have your say online or by filling in the paper copy of the survey. **Please submit your response to this consultation no later than 17th September 2021. You can do this via one of the following three options below:**

Online

Fill in a questionnaire for the Bounds Green LTN which is found by following this link

www.haringey.gov.uk/low-traffic-neighbourhoods

Post

Fill in your paper copy of the questionnaire and return it to the freepost address: **Frontline Consultation, Freepost Plus RTKX-AJJC-ULRY, London Borough of Haringey, 225 High Road, Wood Green, N22 8HQ**

E-mail

Fill in the questionnaire and email it to : BoundsGreenLTN@Haringey.gov.uk

In person

Visit one of the libraries below to fill in the questionnaire in person. You can also leave the completed questionnaire at the same library.

Marcus Garvey Library, 1 Philip Lane, N15 4JA

Coombes Croft Library, 4 High Road, N17 8AG

St Ann's Library, Cissbury Road, N15 5PU

Alexandra Park Library, Alexandra Park Road, N22 7UJ

Wood Green Library, 187-197A High Road, N22 6XD