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Haringey Streets for People Public Consultation for St Ann's Low Traffic Neighbourhood

Tell us what you think at email StAnnsLTN@haringey.gov.uk

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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 and enable safer walking and cycling in the St Ann's 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 emergency in 2019 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.

A map of the St Ann's area is shown here.

Two options are being consulted on: Option A and Option B

Option A removes all through traffic from the area, whilst Option B removes some north-south movements and all east-west movement through the area but maintains the existing through movements on Black Boy Lane, Cornwall Road and Avenue Road.

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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 the St Ann's area. Subject to your feedback in this consultation, the St Ann's LTN will be implemented under an experimental traffic order (ETO) on a trial basis for a maximum 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 reduces or eliminates through traffic in the area. Removing 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 pedestrian crossings and new cycle hangars.

Why are we proposing a Low Traffic Neighbourhood?

Areas of St Ann's suffer from high levels of through traffic (rat running). 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 in Option A, with some residential roads seeing a reduction in Option B.

WHAT ARE SCHOOL STREETS?

School Streets are schemes that close roads outside schools at opening and closing times 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)
- Customers who require access to a business with an address in the School Street
- 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.

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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. The locations of the modal filters differ in Option A and Option B. 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.

Bus Gates

In Option A we are proposing to introduce a bus gate on Black Boy Lane, a type of modal filter where buses can also pass through.

The following proposals will be the same in both options

Pedestrian Crossings

We are proposing to introduce three new Zebra crossings within the neighbourhood.

School Streets (trial)

We are proposing to introduce trial School Streets at two schools within the St Ann's LTN. These are timed road closures outside of schools, usually at drop off and pick up times only. Residents will still have access to their streets during these times.

Cycle Hangars

We are proposing to introduce 6 cycle hangars within the St Ann's neighbourhood. A cycle hangar is a secure, on-street cycle storage unit. This usually replaces an on-street parking bay.

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HOW THIS MAY IMPACT YOU

- **Walking** - quieter, safer streets (More in Option A than B).
- **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 (More in Option A than B).
- **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.
- **Taxis** - Taxis cannot pass through the filters but will still be able to access all streets. Walking routes to and from bus stops within the LTN will be quieter and safer (more in Option A than B).
- **Emergency access** - not affected, with the exception of Clifton Road, where a different route will be necessary.

High Level Transport Assessment

The pandemic has made it difficult to capture normal levels of traffic using the area and the future remains uncertain. This makes it difficult to predict what future levels of traffic on the main roads surrounding the LTN will be. Using very limited data available, we estimate that by introducing Option A, we will be stopping about 1,900 motor vehicles in the morning rush hour and 2,900 in the evening rush hour from travelling through the LTN. If Option A is introduced, we expect some of this 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. In Option B the majority of through traffic will remain, with little or no impact on the wider network.

What we have done so far

February to 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 and businesses to let us know what issues they were experiencing, and what interventions or improvements they would like to see implemented in St Ann's. Targeted meetings with schools in the LTN area, the emergency services and local disability groups were held.

The most common issues raised in the St Ann's neighbourhood were

- traffic speeding
- rat running traffic and
- traffic volume

The most common improvements suggested for the St Ann's neighbourhood were

- reduce traffic volume,
- reduce traffic speeds, and
- increase traffic and speeding enforcement

May 2021: Engagement Stage 2: Community Design Workshops: We ran a series of **online public workshops and stakeholder meetings** for the St Ann's LTN. The public workshops were open to all

residents in the project area, and were attended by over 60 people. **Letters** were sent to all addresses in the area.

Attendees were able to comment on two design options for the St Ann's area, and raise any potential issues or suggestions about the design. Based on their feedback and following the high-level transport assessment we progressed with one of the options presented which is Option A, and developed an alternative option, Option B. 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.

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OPTION A (see map, page 8-9)

In Option A we are proposing to introduce 9 modal filters at the following locations:

- 1) Emergency access modal filter on Clarendon Road (east of Avondale Road)
- 2) Emergency access modal filter on Woodlands Park Road (north of Conway Road)
- 3) A diagonal emergency access modal filter on Cranleigh Road (at the junction with Etherley Road)
- 4) A diagonal emergency access modal filter on Cornwall Road (at the junction with Falmer Road)
- 5) Emergency access modal filter on Avenue Road (north of Newsam Avenue)
- 6) Emergency access modal filter on Oulton Road (east of the junction with South Grove)
- 7) Emergency access modal filter on Culvert Road (east of the junction with Grove Road)
- 8) A bus gate on Black Boy Lane (between Cranleigh Road and Clarence Road)
- 9) A physical modal filter on Clinton Road (at the junction with West Green Road)

As part of Option A, we are proposing to change some of the permitted traffic movements:

- Park Road will be one-way eastbound (between Green Lanes and Harringay Road)
- Harringay Road will be one-way southbound (between Colina Road and Park Road)
- Etherley Road will be one-way southbound (between West Green Road and Conway Road)
- Cranleigh Road will be one-way westbound (between Black Boy Lane and Terront Road)
- Conway Road will be one-way westbound (between Etherley Road and Rowley Road)
- Falmer Road will be one-way westbound (between Cornwall Road and Clarence Road)
- Cornwall Road will be two-way (between St Ann's Road and Alexandra Road)
- Gorleston Road will be one-way westbound (between North Grove and Cornwall Road)
- Avenue Road will be two-way (between West Green Road and Newsam Avenue)
- Oulton Road will be two-way (between South Grove and Cissbury Road)
- Cissbury Road will be one-way northbound (between St Ann's Road and Oulton Road)
- The left turn will be banned from Seven Sisters Road into Suffield Road (for all traffic except emergency vehicles, buses and cyclists)

OPTION B (See map, page 10-11)

In Option B we are proposing to introduce 9 modal filters at the following locations:

- 1) Emergency access modal filter on Clarendon Road (east of Avondale Road)
- 2) Emergency access modal filter on Woodlands Park Road (north of Conway Road)
- 3) Emergency access modal filter on Etherley Road (south of Cranleigh Road)
- 4) Emergency access modal filter on Cranleigh Road (west of access road near Black Boy Lane)
- 5) Emergency access modal filter on Etherley Road (west of Black Boy Lane)
- 6) Emergency access modal filter on Dagmar Road (west of Cornwall Road)
- 7) Emergency access modal filter on Falmer Road (west of Cornwall Road)
- 8) Emergency access modal filter on Culvert Road (east of Grove Road)
- 9) A physical modal filter on Clinton Road (at the junction with West Green Road)

As part of Option B, we are proposing to change some of the permitted traffic movements:

- Newsam Avenue will be one-way eastbound (between Avenue Road and South Grove)
- South Grove will be one-way southbound (between Newsam Avenue and Oulton Road)

Where trial modal filters are introduced or changes in traffic movements, we may need to remove or relocate up to 4 parking bays at each location.

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Additional Measures

We are also proposing to introduce School Streets, new crossings and cycle hangars across St Ann's under both Option A and Option B. The School Streets would be implemented as a trial similar to the LTN, but we are proposing to introduce bike hangars and crossings as permanent changes.

School Streets

1. West Green Primary School

Outside of West Green Primary School we are proposing to temporarily close a section of Woodlands Park Road between Clarendon Road and West Green Road. Woodlands Park Road 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 and businesses on Woodlands Park Road north of Clarendon Road and Culross Close will still be able to access their addresses during these times, as well as business customers.

2. St Ann's CE Primary School

Outside of St Ann's CE Primary School we are proposing to temporarily close a section of Avenue Road between St Ann's Road and Newsam Avenue Road. Avenue Road 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 and businesses on Avenue Road south of Newsam Avenue will still be able to access their addresses during these times, as well as business customers.

Pedestrian Crossings

We are proposing to introduce three new Zebra crossings within the neighbourhood. These are:

- 1) A new Zebra crossing on St Ann's Road (west of the junction with Black Boy Lane)
- 2) A new Zebra crossing on St Ann's Road ((between Suffolk Road and Grove Road)
- 3) A new Zebra crossing on West Green Road (between Bedford Road and Lawrence 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 St Ann's 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 replace parking bays outside the following addresses:

- 1) 59 Harringay Road
- 2) 13 Terront Road
- 3) 118 Roslyn Road
- 4) 201 Cornwall Road
- 5) 31 Elmar Road
- 6) 7 Grove Road

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A map of Option A has been placed here showing the proposed measures described on Page 6 and 7.

Page 10 & 11:

A map of Option B has been placed here showing the proposed measures described on Page 6 and 7.

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WHAT HAPPENS NEXT?

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

- In Autumn 2021 a decision will be made on the next steps. We will consider your consultation feedback to decide on the next steps. We will notify all residents and businesses on the outcome of the consultation.
- In Autumn/Winter 2021 there will then be a 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
- Early 2022 to Summer 2022 there will be ongoing monitoring of traffic volumes and speed, air quality, pedestrian and cycle volumes, traffic collisions.
- In Autumn 2022 there will be a review of feedback and monitoring data to consider whether to make the trial changes permanent.
- In around Autumn/Winter 2022, a decision on whether to make the trial changes permanent will be made. We will then 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 filing 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.

Online you can fill in a questionnaire for the St Ann's 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, you can fill in the questionnaire and email it to StAnnsLTN@haringey.gov.uk

In person you can 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**