

STATUTORY NOTIFICATION

Blake Road and Bidwell Gardens Area Traffic Management Scheme

Blake Road, Bidwell Gardens, Churston Gardens, Cline Road, Durnsford Road, Gordon Road, Hillside Gardens, Lynton Gardens, Passmore Gardens, The Drive, Torrington Gardens, Tunnel Gardens, Winton Avenue, Woodfield Way and Wroxham Gardens.

Have your say

Since 2005 Haringey Council together with Enfield Council and Transport for London (TfL) have developed and implemented five projects to address traffic issues and improve the environment in residential areas around the A406 North Circular Road.

We have been liaising with a focus group consisting of local residents and ward councillors representing the area. We have held 5 meetings with the group during the course of the design process. Three problems were highlighted by the focus group during these sessions:

- Motorists using local roads in the area as a cut through ('rat run')
- Excessive vehicle speeds
- Poor pedestrian facilities in the area

As a result of these meetings and Haringey Council's ongoing assessment of traffic conditions in the area; two designs, or options, have been drawn up and set out in this booklet for you to consider.

Please tell us what you think by completing and returning the attached questionnaire in the Freepost envelope provided, by 17 December 2010. An online version of the questionnaire is available if preferred. Your views are an essential part of the process of delivering the right scheme for this area.

What Happens Next?

Analysis of completed and returned questionnaires will inform us whether residents and businesses in this road are in favour of option 1, or option 2. Results of the analysis will be published on the council's website: www.haringey.gov.uk under Environment & Transport > Roads & Streets > Road Safety > Road Safety Consultations.

The option that is most favoured by residents and traders will be implemented.

Traffic Management Scheme

Option 1 – ‘Timed Point No Entries’

Timed Point No Entries means that No Entry applies at peak times to the selected roads. This is designed to prevent drivers using local minor roads as ‘short cuts’ or ‘rat runs’ as these are more commonly described.

Timed Point No Entry offers a guaranteed reduction in commuter through-traffic during peak times. It will lead to a safer neighbourhood for pedestrians and help to improve the environment in your residential streets.

A traffic survey undertaken in 2010 indicates that an average week day will have 924 vehicles using Blake Road during the period 4pm to 7pm and 363 vehicles using the road between 7am and 10am. Woodfield Way has an average flow of 402 vehicles during the afternoon peak and 375 in the morning peak.

The scheme would work by installing a ‘point no entry’ on Blake Road where it crosses the Railway; and another ‘point no entry’ on Woodfield Way near its junction with Durnsford Road. These are shown on the option 1 drawing.

‘Point no entries’ prohibit all motorists including residents from crossing a well signed and visually different area in the carriageway in either direction at peak times. Drivers who ignore the instruction will receive a fixed penalty charge notice. Both of the point no entries would only operate weekdays at peak times 07:00 - 10:00 and 16:00 -19:00. Residents will still be able to access the area at all times by taking an alternative route around the point no entries. However, there may be increased journey times for some residents during the periods of restriction. This could affect activities such as the ‘school run’ but should be offset against the substantially reduced through traffic.

This proposal is not designed to be a revenue stream for the Council. We expect that if this option were to be implemented it would result in a very small number of drivers ignoring the prohibition. This is because the measure would be monitored and enforced with the assistance of camera enforcement. Emergency vehicles, municipal vehicles and cyclists would, however, be exempt from the scheme.

We have investigated the possibility of a scheme that would exempt residents from the no entry restriction. Unfortunately this is not at present feasible because the council does not possess the technology needed to manage such an exemption.

During the design process several other options were considered at the focus group discussions but were rejected. They included:

- Closing off streets permanently (in the same way as Grosvenor Road, N10) so no vehicles could get through.

- Rising bollards – only residents and emergency service vehicles would have the facility to lower the bollards; thereby stopping through traffic. This has been trialled elsewhere; but created administrative problems and has involved significant maintenance costs.
- Do nothing.

Other elements of Option 1 include:

20mph Zone

Proposed 20mph zone located outside the primary school on Blake Road between Tunnel Gardens and Lynton Avenue. A 20mph zone is an area where traffic speed is restricted to 20mph by boundary signs and physical traffic calming measures. 20mph zones are not effective unless they are enforced using physical traffic calming features.



We propose to use kerb build-outs (road narrowings) for traffic calming, with two of these features having informal crossing points for pedestrians (As a result of the gradient on Blake Road it is not appropriate to use road humps).

Introducing this feature will considerably narrow the width of the carriageway and will therefore reduce vehicle speed as well as shortening the distance and improving visibility for pedestrians crossing the road. Double yellow lines will be installed to prevent parking at the kerb build-out.

Zebra Crossing

It is proposed to install a zebra crossing outside 57 Durnsford Road just south of its junction with Woodfield Way. This will offer pedestrians a safe crossing point and will include a central refuge island. This measure requires the northbound bus stop to be relocated north of Woodfield Way. London Buses have been consulted regarding this and have approved the scheme.



Double Yellow Lines

As part of both schemes double yellow lines are proposed at several junctions as illustrated in the attached drawings. This will improve visibility and reduce waiting time for pedestrians.

Kerb Build-out with Raised Uncontrolled Pedestrian Crossing

We propose to build out the kerb at the entrance to Albert Road Recreation Ground on Bidwell Gardens. At present it is a wide junction with a small footpath at the park entrance. This measure will improve pedestrian safety at the entrance to the park by helping to reduce vehicle speeds at the junction. Research has shown that at low vehicle speeds, motorists are more inclined to give way to pedestrians.



Traffic Management Scheme

Option 2 – 20mph zone

This design offers residents a 20mph zone to be enforced with physical traffic calming features as shown in Plan 2. The aim of the scheme is to reduce vehicle speed, discourage traffic in residential roads and encourage walking and cycling. This is the second choice of the focus group.

20mph Zone

To enforce the 20mph zone we propose entry and exit signage as well as sinusoidal road humps on all roads within the zone apart from Blake Road because of its gradient. Blake Road would be enforced using the kerb build-outs as discussed in Option 1. Kerb build-outs reduce on-street parking and are considerably more expensive than humps;

