



Haringey Streets for People



Tell us what you think
BruceGroveLTN@
haringey.gov.uk

Public Consultation for Bruce Grove West 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 Bruce Grove West 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 Bruce Grove West Green. Subject to your feedback to the consultation, the Bruce Grove West Green LTN will be implemented under an experimental traffic order (ETO) on a trial basis for a maximum of 18 months.

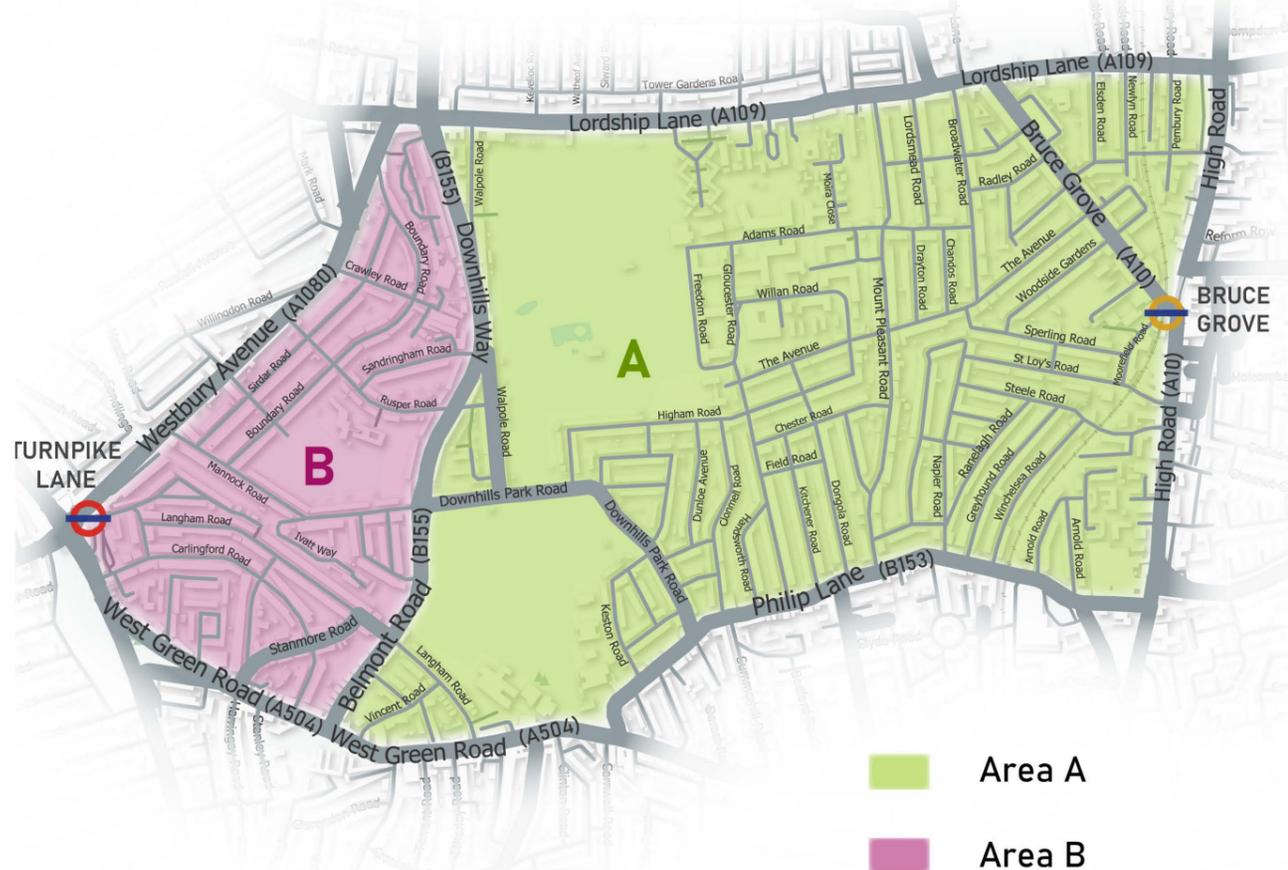
A Low Traffic Neighbourhood is an area which has a number of places where motor vehicles are not allowed to pass through. This eliminates non-local through traffic in the area. Removing non-local through traffic is likely to reduce traffic volumes significantly within the LTN creating safer, cleaner 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 Bruce Grove West 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.

Bruce Grove West Green LTN



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.

Bus Gates

In some locations we are proposing to introduce a bus gate – a type of modal filter where only buses (and emergency service vehicles) can pass through

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 four schools within the Bruce Grove West 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 Bruce Grove West Green neighbourhood. A cycle hangar is a secure, on-street cycle storage unit. This usually replaces an on-street parking bay.



HOW THIS MAY IMPACT YOU

- **Walking**
quieter, safer streets.
- **Cycling and wheeling**
quieter, safer streets.
- **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.
- **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.
- **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.
- **Emergency access**
not affected, but a different route may 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 know that that by introducing the trial LTN, we will be stopping about 510 motor vehicles in the morning rush hour and 1710 in the evening rush hour from traveling through the LTN. If the trial 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.

For more FAQs related to the Bruce Grove West 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 Bruce Grove West 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 Bruce Grove West Green neighbourhood were:

- Traffic speeding
- Traffic volume
- Rat running traffic

The most common improvements suggested for the Bruce Grove West Green neighbourhood were:

- Reduce traffic volume
- Reduce traffic speeds
- 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 Bruce Grove West 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

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



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



Stop non local through traffic in particular on Langham Road and Broadwater Road

In Area A we are proposing to introduce 16 modal filters at the following locations:

- **1)** A physical modal filter on Linden Road (at the junction with Belmont Road)
- **2)** A emergency access only modal filter on Langham Road (southeast of the junction with Belmont Road)
- **3)** A bus gate on Downhills Park Road (between Walpole Road and Higham Road)
- **4)** A bus gate on Gloucester Road (between The Avenue and Higham Road)
- **5)** A diagonal emergency access only modal filter on Dongola Road (at the junction with Higham Road)
- **6)** A physical modal filter on Mount Pleasant Road (between Chester Road and The Avenue)
- **7)** A bus gate on The Avenue (between Chandos Road and Sperling Road)
- **8)** A bus gate on Broadwater Road (between The Avenue and Wimbourne Road)
- **9)** A bus gate on Radley Road (at the junction of Broadwater Road)
- **10)** A physical modal filter on Linley Road (at the junction of Bruce Grove)
- **11)** A physical modal filter on Pembury Road (at the junction with Tottenham High Road)
- **12)** An emergency access only modal filter on Moorefield Road (at the junction with Bruce Grove)
- **13)** An emergency access only modal filter on Sperling Road (east of Woodside Gardens)
- **14)** A physical modal filter on Clacton Road (between Sperling Road and St Loys Road)
- **15)** An emergency access only modal filter on St Loys Road (east of Clacton Road)
- **16)** An emergency access only modal filter on Forster Road (between Chaplin Road and Winchelsea Road)

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

As part of the trial LTN, we are proposing to convert some sections of one way streets to two way operation. These are:

- Mount Pleasant Road (between The Avenue and Chester Road)
- Clacton Road
- Moorefield Road
- Broadwater Road (between The Avenue and Wimbourne Road)
- We are also proposing to reverse the direction of Lordsmead Road from one way southbound to one way northbound.

Where roads have been converted from one way to two way, we may need to remove some parking spaces to provide passing places for vehicles.

School Streets Area A

1) The Willow Primary School and The Brook Primary School

Outside of The Willow Primary School and the Brook Special Primary School we are proposing to temporarily close a section of Adams Road between Moira Close and Gloucester Road. We are also proposing to temporarily close Moira Close. 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 Adams Road and Moira Close will still be able to access their properties during this time.

2) Bruce Grove Primary School

Outside of Bruce Grove Primary School, we are proposing to temporarily close Sperling Road. We are also proposing to temporarily close a section of The Avenue between Bruce Grove and Sperling Road. 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 The Avenue, Woodside Gardens and the western section of Sperling Road will still be able to access their properties during this time from Bruce Grove. Residents of the eastern section of Sperling Road will be able to access their properties from Moorefield Road.

In Area B we are proposing to introduce 6 modal filters at the following locations:

- **1)** A physical modal filter on Sandringham Road (at the junction of Downhills Way)
- **2)** A physical modal filter on Rusper Road (at the junction of Downhills Way)
- **3)** An emergency access only modal filter on Downhills Park Road (west of the junction with Belmont Road/Downhills Way)
- **4)** A physical modal filter on Belmont Avenue (at the junction of Belmont Road)
- **5)** An emergency access only modal filter on Langham Road (to the west of the junction with Belmont Road)
- **6)** An emergency access only modal filter on Carlingford Road (between Green Lanes and Crescent Road)

School Streets Area B

3) The Grove School

Outside of The Grove School we are proposing to temporarily close:

- A section of Downhills Park Road between Mannock Road and Belmont Road/Downhills Way
- A section of Mannock Road between Downhills Park Road and Boundary Road
- Ivatt Way
- Belmont Avenue
- Crossfield Road

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 these roads will still be able to access their properties from Boundary Road and Sirdar Road during this time.

4) Belmont Junior School

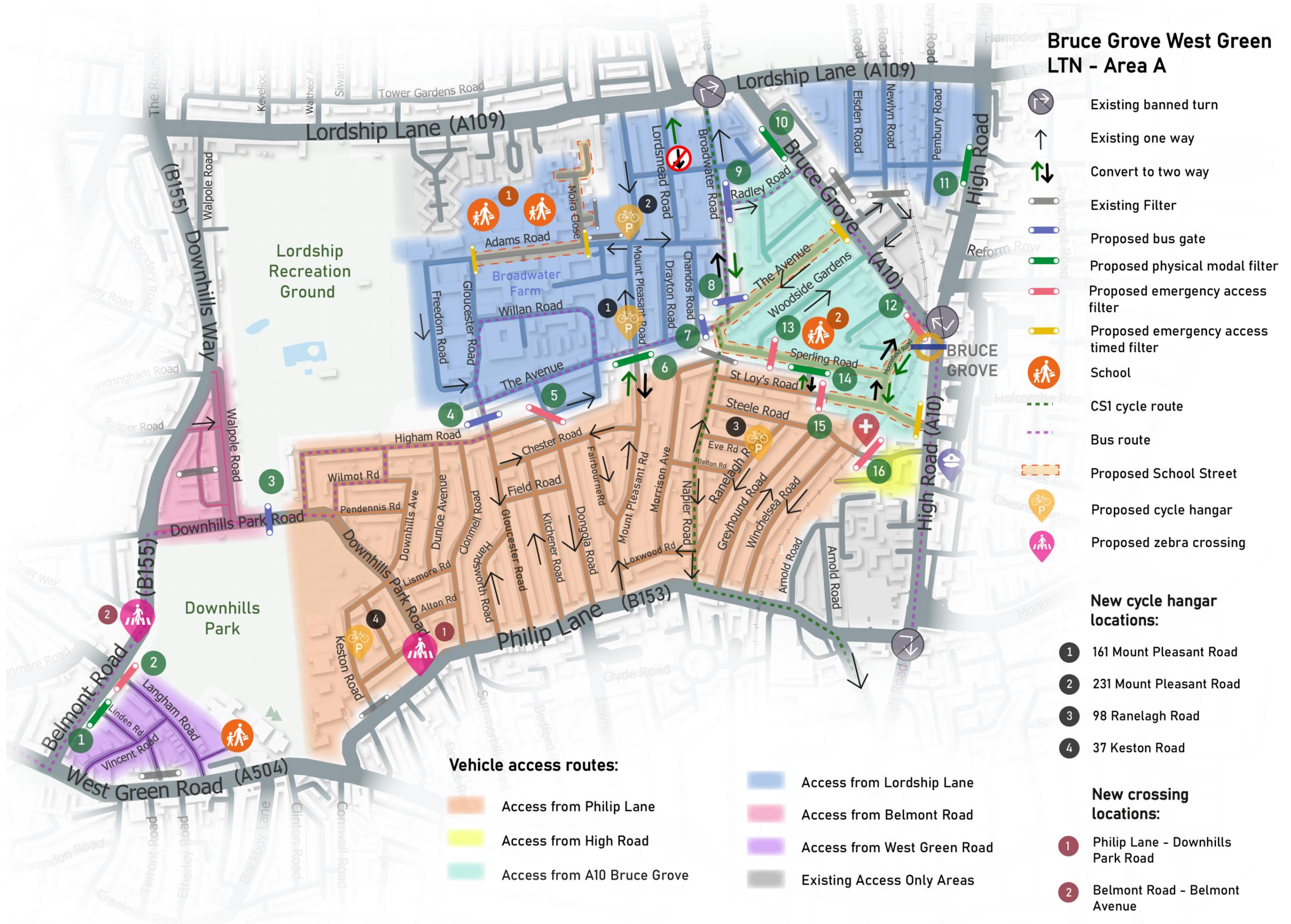
Outside of Belmont Junior School we are planning to temporarily close a section of Rusper Road between Downhills Way and Boundary Road. We are also planning to close Sandringham Road.

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 these roads will still be able to access their properties from Boundary Road during this time.

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

Bruce Grove West Green LTN - Area A



- Existing banned turn
- Existing one way
- Convert to two way
- Existing Filter
- Proposed bus gate
- Proposed physical modal filter
- Proposed emergency access filter
- Proposed emergency access timed filter
- School
- CS1 cycle route
- Bus route
- Proposed School Street
- Proposed cycle hangar
- Proposed zebra crossing

New cycle hangar locations:

- 1** 161 Mount Pleasant Road
- 2** 231 Mount Pleasant Road
- 3** 98 Ranelagh Road
- 4** 37 Keston Road

New crossing locations:

- 1** Philip Lane - Downhills Park Road
- 2** Belmont Road - Belmont Avenue

Vehicle access routes:

- Access from Lordship Lane
- Access from Belmont Road
- Access from High Road
- Access from West Green Road
- Access from Philip Lane
- Access from Bruce Grove
- Existing Access Only Areas

Bruce Grove West Green LTN - Area B

- Existing Filter
- Proposed emergency access timed closure
- Proposed physical modal filter
- Proposed emergency access filter
- School
- Bus Route
- Existing one way
- Proposed School Street

- Proposed cycle hangar
- Proposed zebra crossing

New cycle hangar locations:

- 137 Boundary Road
- 24 Belmont Road

New crossing locations:

- Belmont Road - Belmont Avenue

Vehicle access routes:

- Access from Westbury Avenue
- Access from Green Lanes
- Access from West Green Road
- Existing Access Only Areas



ADDITIONAL MEASURES

We are also proposing to introduce new crossings and cycle hangars across Bruce Grove West Green LTN. Unlike the modal filters and school streets, which will be introduced as a trial, we are proposing to introduce bike 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 Phillip Lane (by the junction with Downhills Park Road)
- 2) A new zebra crossing at Belmont Road (connecting to the southwestern entrance of Downhills Park)

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 Bruce Grove West 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 replace parking bays outside the following addresses:

- 1) 161 Mount Pleasant Road
- 2) 90b Mount Pleasant Road
- 3) 98 Ranelagh Road
- 4) 37 Keston Road
- 5) 137 Boundary Road
- 6) 24 Belmont 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 Bruce Grove West 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: **BruceGroveLTN@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