

<ul style="list-style-type: none"> • Shifting local car trips to Walking and Cycling - improved routes to encourage more cycling • Safer routes and roads – route will include safe crossing points etc • Positive behavioural change – encouraging cycling rather than car trips • Improving air quality – encouraging cycling rather than car trips • Improving health and wellbeing - encouraging cycling rather than car trips 	<ul style="list-style-type: none"> • Connected – links up with other cycle routes • Quality – improved cycling experience 	<ul style="list-style-type: none"> • Clean air – routes to be low trafficked where possible. Safer routes will encourage more cycling and a reduction in some car trips • People choose to walk, cycle and use public transport – safe cycle routes encourage more cycling
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Preferred option details

This suite of interventions include the following:

- School Zones operational time between 8.00am – 9.15am and 3:00pm – 4:30pm
- Public Realm enhancements to the town centre, including footway widening, greening, improved crossings and improvements to the clock-tower
- Bus reliability measures such as removal of parking on Tottenham Lane and Park Road to address pinch-points and addressing delays at the junctions with Priory Road/ Hornsey High Street
- New cycle routes, including segregated cycle routes
- Alignment of CPZ timings
- Safe/ Green walking route

School Zones

Extensive school zones areas are proposed around five local schools to encourage active travel in line with school STAR plans, targets and engagement results.

School zones is a partial modal filter enforced by camera during school peak hours allowing only residents to access. Adjacent roads to the schools will be limited for non-residential traffic during school hours improving air quality around the schools and minimising rat-running, encouraging more school journeys by walking and cycling.

The schools benefited by those measures will be the following:

- Rokesly Infant School
- Rokesly Junior School
- Weston Park Primary School
- St Peter's Infant School
- St Gilda's Junior School
- Coleridge Primary School

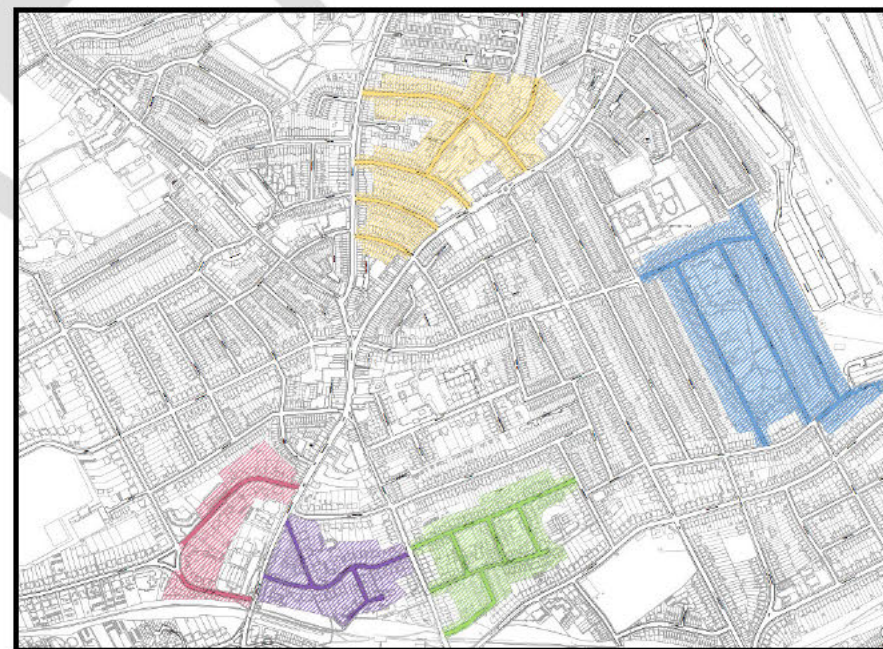


Figure 5. Extensive School Streets Areas

Based on hands-up surveys carried out by the schools, we have the following understanding of current car usage going to/leaving school:

- Rokesly School – 8% of students are driven to school – this represents 31 vehicles
- Weston Park Primary School – 12% of students are driven to school – this represents 35 vehicles
- St Peter’s Infant school – 27% of students are driven to school – this represents 41 vehicles
- St Gildas Junior School – 35% of students are driven to school - this represents 77 vehicles
- Coleridge Primary School – 17% of students are driven to school – this represents 152 vehicles

This gives a total of 672 vehicle movements across the drop-off and pick-up times.

Across the school there is an average of 20% of pupils being driven to and from school. Even if we are conservative and estimate that only 50% will change their travel behaviours as a result of the school streets this could result in 10% modal shift on these streets. Further data collection will be required once the schools are open again to provide a more detailed estimate of the modal shift for each school zone.

Several modal filters are proposed as part of this proposal allowing only cyclist and pedestrians through. This will stop vehicles rat-running through residential streets and will improve the environment with greenery and public realm improvements. The modal filters can provide a play street for after school. All the other restrictions will be enforced through the use of video cameras. The proposed layout of the Extensive School Streets and the modal filters can be found in Appendix A - 100005536-2-SK25

Unfortunately the opportunity to deliver a school street at St Mary’s Primary School (at the Top of Tottenham Lane) is limited as St Mary’s is on the main road, this is a similar situation with Coleridge School as well. We will seek to protect these schools from the affects of poor air quality through the provision of green screens and boundary treatments.

Public Realm enhancements within the Town Centre

As detailed in our original bid the Council is proposing to make Crouch End the centre of the Liveable Neighbourhoods project. The town centre is located on the A103/A1201 corridor and is a vibrant centre but as with many town centres is struggling to maintain this vibrancy. Although not directly served by a tube line, it is located in the middle of Wood Green, Archway, Finsbury Park and Highgate which provide connectivity via the Northern and Piccadilly lines. It also has good connectivity to several surface rail routes.

In addition to the commercial core of Crouch End Town Centre, there are several schools and buildings of public interest such as Hornsey Library. Given the presence of these public facilities, as well as commercial activity, the town centre is well attended by pedestrians throughout the entire day. The volume of movements along the footways, as well as at crossings, becomes particularly significant during weekends. During times of high pedestrian volume, the available pavement width does not appear to be sufficient, footways are cluttered, and some crossings do not provide appropriate waiting areas.

The entire corridor consists of two traffic lanes with one in each direction, except on the approach to signalised junctions. No cycling facilities are provided with the exception of a short section of bus lane along Crouch End Hill. The area is subject to a borough wide 20 mph speed limit, although this is often not observed.

There are two signalised junctions; one between the Broadway and Tottenham Lane, the other between Crouch End Hill and the Broadway. There is one signalised crossing along the Broadway. These junctions slow traffic, however, due to width of the carriageway they operate inefficiently. The corridor is fronted by kerbside commercial activities on both sides, while most of the side roads lead to residential areas.

The overriding characteristic along the Broadway is the wide carriageway (in excess of 10m), which creates a less than ideal environment for vulnerable users for the following reasons:

- The space left to the footway is fairly narrow on both sides, often cluttered by guardrails and redundant street furniture. This is particularly true in proximity of bus stops, where the available waiting area is extremely constrained.
- The available carriageway width encourages drivers to overtake cyclists, increasing the risk of hooks and collisions. Moreover, it provides enough space for vehicles to reverse/U-turn when heading in the wrong direction or exiting a parking bay, posing a hazard for cyclists and other vehicles.

Key routes within the centre are currently dominated by road traffic creating an unwelcome environment for cyclists and pedestrians, reducing attractiveness of the area, and deteriorating air quality. The Council's draft walking and cycling strategy puts into policy the prioritising of walking, cycling, and public transport across the borough.

The vision in our bid for Crouch End liveable neighbourhood was one of a vibrant social and economic centre with attractive streets, green spaces and a relaxed feel; one that makes you want to spend time shopping in, walking the quiet back streets or cycling to the areas parks and libraries. The following interventions deliver on this vision.

A result of this redesign will be a new public square with the Clocktower as the centre piece which is an important landmark and focal in the town centre along with other measures to improve the public realm.

There is growing body of evidence to show that cyclists, pedestrians and public transport users are loyal supporters of local shops and services. They tend to use local shops and services more frequently and spend more money per month than those arriving by car. Consequently, an enhanced public realm with improved walking and cycling facilities will likely increase spending in the area.

Wider Footways and improved pedestrian experience

The pedestrian areas will be improved with wider footways, greenery, crossing upgrades, improvements to lighting, cycle parking and seating areas to increase the dwelling time of pedestrians in the town centre. Space outside businesses and bus stops will be widened to allow more pedestrian movements and surveillance in the heart of Crouch End area. (see Appendix A – 1000005536-2-SK27) Suitable footway material such as pavement slabs will be used in line with building architecture to improve the amenity of the centre.

Wider footway will reduce the carriageway width, encouraging lower speeds and shorter crossing distances.

Walking will be encouraged provided by changing the nature and feel of the main routes. Blended crossings come in different forms, but share the common design feature, notably continuation of footway material through the mouth of the junction. The blended crossings contribute to delivery of healthy streets approach by enhancing the pedestrians' priority at junctions without signal control. They enhance road safety by slowing turning movements and encourage turning vehicles to give way to crossing pedestrians in compliance with the Highway Code rule 183. This measure will be implemented along the route at junctions that have generally had low traffic flows or are one-way.

In the town centre itself we will look for opportunities to install raised tables and raised crossings. These will prioritise pedestrians and slow traffic down through the town centre.

Clock Tower Junction improvements

Improvements to the clock-tower junction will be undertaken to facilitate easier crossing at this junction and to improve the operations of this junction, thereby improving bus journey times and keeping the traffic flowing through the town centre. (see Appendix A – 1000005536-2-SK27)

Greening

Where possible additional tree planting or parklets will be provided. Species selection will be based on those that actively absorb NOX to improve air quality

We will also look at opportunities to support St Mary's school and Coleridge who have direct frontages onto the main A roads through the provision of green wall screens to reduce the negative impact of poor air quality on their pupils and staff.

Bus reliability improvement measures

There is no direct overground or underground line within the Crouch End town centre, however, there is a frequent bus network providing vital connectivity for residents and visitors from the surrounding areas. The bus network in the Crouch End includes four day time routes and two night routes.

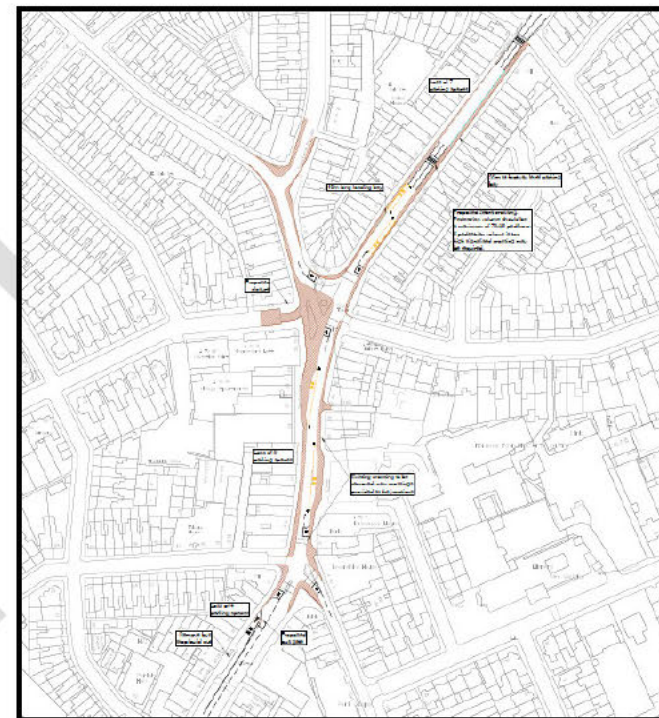


Figure 6. Widening of the footways in the Town Centre, which will include public realm elements

The lack of other transport interchanges means the potential to increase number of bus passengers to and from the area is fairly significant. Improving bus journey times will be important to ensure reliable services for these passengers, providing an attractive alternative to travel by car. Journey time delays for buses on these routes tend to be due to delay at junctions, wider than necessary pedestrian crossing facilities, and buses needing to manoeuvre around parked cars.

In addition, bus stops within the centre tend to have narrow waiting spaces with poor shelters. Narrowing the carriageway and widening the footways will provide opportunity to improve these waiting areas.

A key element of this proposal is to improve these aspects of the bus network in order to influence more people to change their mode of travel.

Along Park road and Tottenham Lane there are several sections where parked cars often create a bottleneck, trapping traffic (especially buses). We will work with businesses to relocate these parking bays to the adjoining residential streets, thereby freeing up these routes and improving bus reliability (See Appendix A – 100005536-2-S29)

The Junction of Priory Road and Park Road has been identified as requiring light-touch interventions including a yellow box to improve this junction's operation. This will improve the traffic flow along Park Road for the benefit of W5 and W7 buses.

The Junction of Tottenham Lane and Hornsey High Street currently has a zebra crossing on Tottenham Lane. This creates unnecessary delays, this will be changed to a pedestrian crossing synchronised with the lights at the junction of Church Lane and Hornsey High Street, thereby improving bus journey times on routes N41, N96 and 41.

Segregated cycle lanes on Tottenham Lane

The proposed segregated cycle track starts at the north end of Tottenham lane. From the High Street/Tottenham Lane junction, the bidirectional cycle lane travels south on the east side of the carriageway. The bidirectional cycle lane goes all the way down the one-way section of Tottenham lane and then splits into a northbound only (uphill direction) single stepped cycle track on the west side of the carriageway. This cycle track is between Elder Avenue/Tottenham Lane junction up until Tottenham Lane becomes one way. There is a second section of uphill cycle lane between Coleridge Road/ Crouch End Hill and Christchurch Road/Crouch End Hill junction. The cycle lane is for southbound cyclists only on the east side of the carriageway. The segregated facilities also links into proposed quieter routes through residential roads. The proposed quiet routes connect to surrounding areas improving connectivity to Crouch End and the wider network.

Details of the proposed segregated facilities can be found in Appendix A - 1000005536-2-S21.

The proposed quiet routes using residential streets can be found in Appendix A - 1000005536-2-S29

A part of the liveable neighbourhoods' proposal is the development of a series of links to facilitate movement to the main centre and for those undertaking journeys from further afield. The main routes include a north/south route from Hornsey Station to Crouch End Hill, Park Road and an east to west route along Mount View Road.

Tottenham Lane connects the centre of Crouch End area to the north to Hornsey Overground station and connecting thousands of residents to the Broadway. Tottenham Road is a strategic cycle connection as part of top priority cycle connection between Kentish Town to Wood Green in TfL Strategic Cycle Analysis 2017.

We will adopt wherever possible simpler, safer street designs that through a combination of innovative measures reclaim space for pedestrians. This will change the feeling of our key corridors which are, after all, the places where residents of the area should want to spend time.

Space for cycling will be provided through semi or fully segregated facilities. In locations where this is not feasible we will ensure the design of streets encourage low speeds and driver awareness of cyclists.

Full segregation will be used along sections of our cycle routes where there is adequate carriageway width or land available adjacent to routes that can be used to widen corridors. This design option would be used along sections of carriageway with high volumes of cyclists and/or motor traffic.

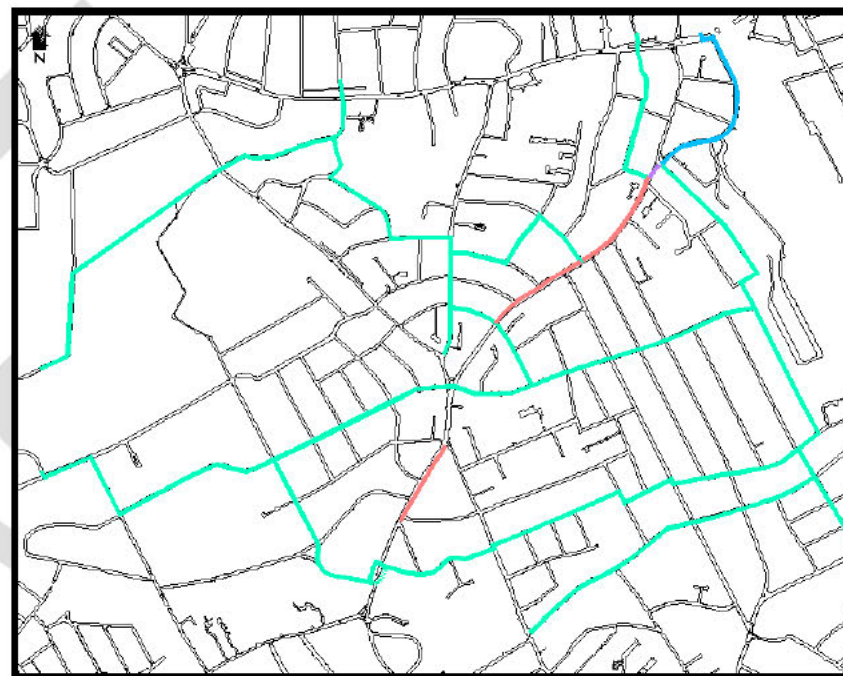


Figure 7. Map of proposed cycle network in Crouch End.

This design option provides the best possible facilities for cyclists but may not be feasible in some locations unless this is at the detriment to other road users. We understand the need to get the balance right and only propose full segregation where they are suitable.

On some routes, semi segregation will be our most commonly used solution. Where we adopt 'segregation light' it will be through the combined use of armadillos, wands and planters. This will provide us with the flexibility to implement the most appropriate measure to suit the proposal environment. Where we are unsure of the right balance and want to experiment with road space re-allocation we will use temporary/removable features so if we need to make modifications we can.

Alignment of CPZs

The 2 CPZs around the Town Centre currently have different operating hours (CE A - Mon – Fri 10am to noon and CE B Mon – Fri 2pm – 4pm). This encourages drivers to move their car from one zone to another (and from Islington to the south where they also have a CPZ with different operating hours) to avoid CPZ charges. This creates unnecessary car movements and potentially dangerous driving as cars circulate the residential areas looking for parking spaces. This proposal would seek to align the CPZs to remove these car movements. This process would also enable some of the bays within the residential streets to become dual bays for both resident parking and pay as you go parking thereby supporting the businesses with the loss of parking on the main roads.

Safe/ Green Walking route

The route is a circular route that picks up all the different schools within the area and identifies safe routes through residential streets for those walking to any of the schools. The route can be picked up at any point by users and as you got closer to each school it would develop into a social/ neighbourhood experience for users. This initiative could involve engagement with the local schools it terms of how the route could be demarked and identified in terms of wayfinding (See Appendix A – 1000005536-2-SK28).

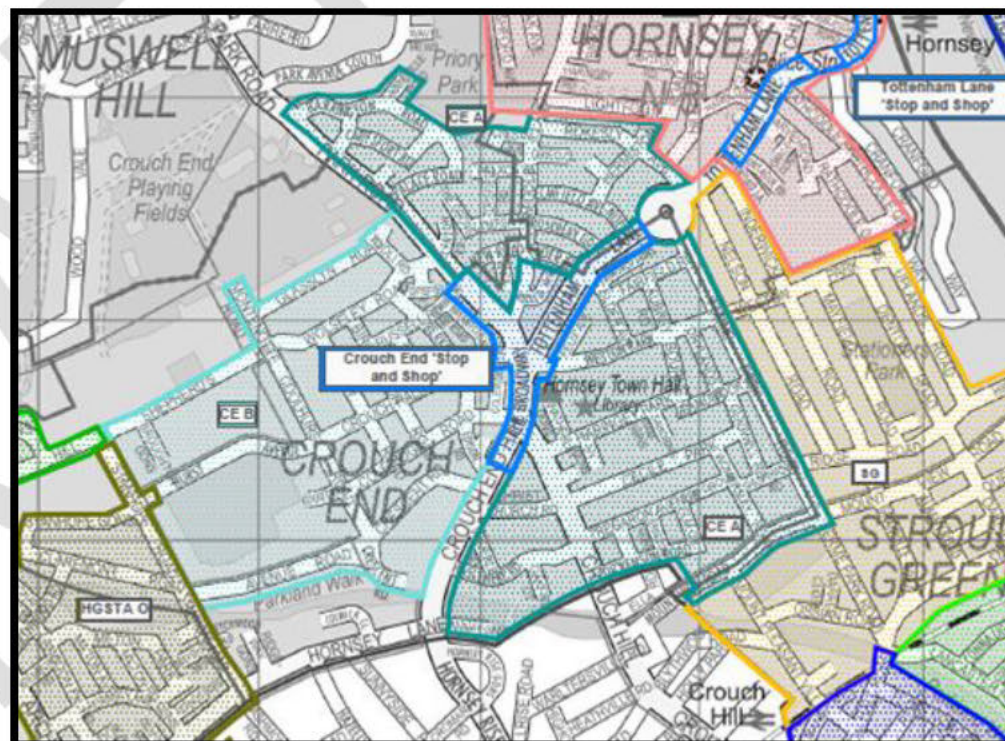


Figure 8: CPZs around Crouch End Town Centre

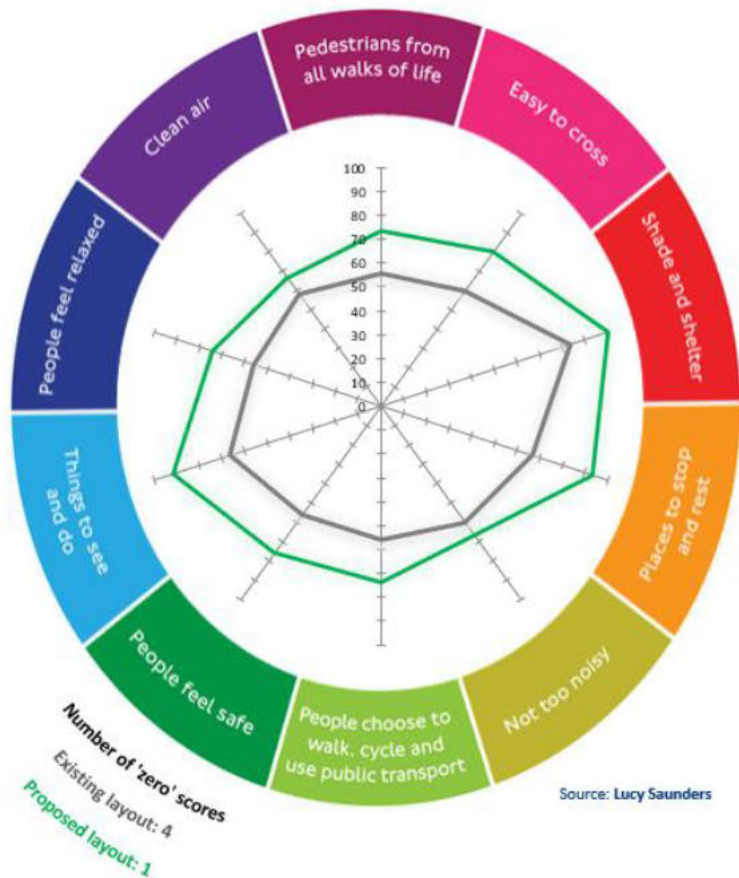
The proposed Safe/Green walking route will include elements such as

- Raised tables to reduce vehicular speeds and create safer crossings for pedestrians
- Build outs to reduce crossing distances for pedestrians and reduce carriageway widths and therefore also vehicular speeds
- Green areas, which will potentially include SuDS, trees, and low planting. The green areas can be decided and planted together with the neighbours of each area. This gives ownership of the project to the residents and help to ensure maintenance of the areas.

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6 Healthy streets Check

- Healthy street score diagrams based on proposed layout.



	Existing layout	Proposed layout
Pedestrians from all walks of life	56	74
Easy to cross	60	80
Shade and shelter	83	100
Places to stop and rest	67	93
Not too noisy	60	67
People choose to walk, cycle and use public transport	56	74
People feel safe	56	76
Things to see and do	67	92
People feel relaxed	56	74
Clean air	58	67
Overall Healthy Streets Check score	58	76
Number of 'zero' scores	4	1

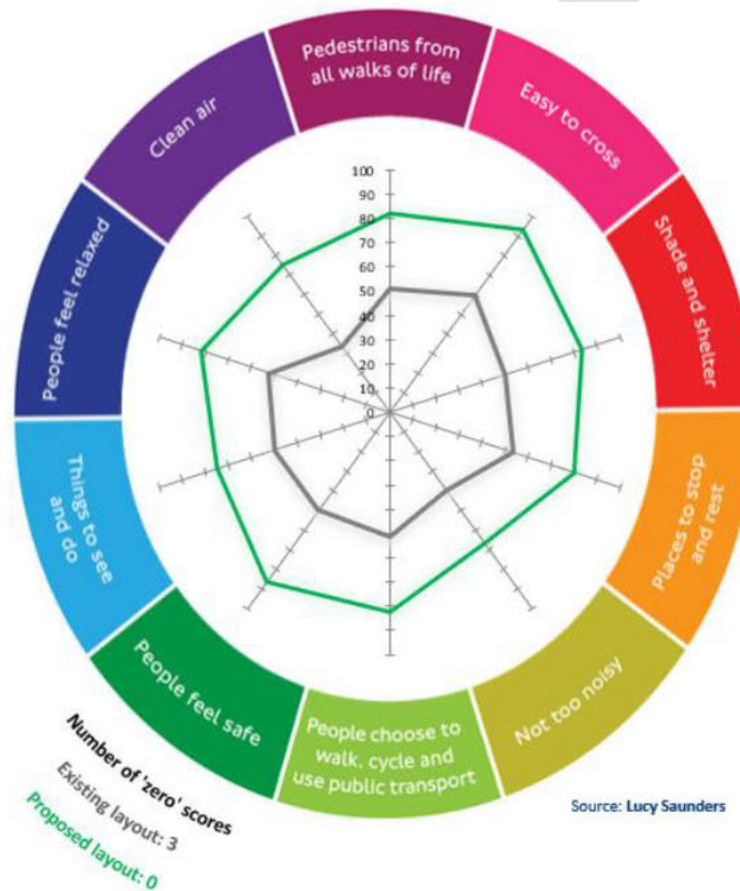
The Broadway

Making the place attractive and safe for pedestrians and cyclists to travel through or visit and spend time in the new green sitting areas, public realm enhancement and clocktower public square having new pedestrians crossing facilities, footway widening with more space for people to move around and support local businesses. Public transport accessibility and journeys will be improved increasing reliability for bus travel users. Tree planting and pocket parks will be design to improve air quality and makes people to stop and rest.

Tottenham Lane

Section between Broadway and Elder Avenue

Where carriageway width will be narrowed down to minimum requirements to facilitate cyclists and general traffic in order to increase pedestrians footway to maintain the highly pedestrian movements. Continues footways will be implemented at site road junctions giving priority pedestrians over traffic. Time modal filters at side roads will reduce non-local traffic during school times encouraging more active travel along Tottenham lane. Bus stop realignments and new crossing will be provided in line with pedestrian desire lines connecting quiet cycle and walking residential streets. Parking bays will be removed to avoid pinch points between vehicles and cyclists.

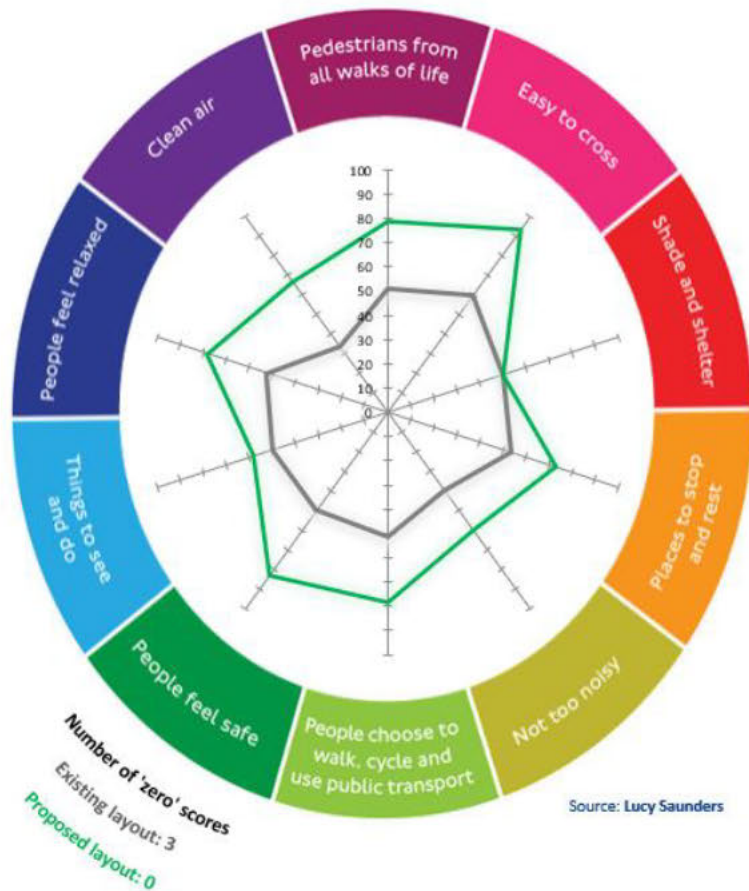


	Existing layout	Proposed layout
Pedestrians from all walks of life	51	82
Easy to cross	60	93
Shade and shelter	50	83
Places to stop and rest	53	80
Not too noisy	40	67
People choose to walk, cycle and use public transport	51	82
People feel safe	50	86
Things to see and do	50	75
People feel relaxed	53	82
Clean air	33	75
Overall Healthy Streets Check score	51	83
Number of 'zero' scores	3	0

Tottenham Lane

Section between Elder Avenue and Rathcoole Avenue.

With only northbound segregate cycle line and blended crossing at site roads encouraging more active traveling along Tottenham lane. Parking has been replaced with public realm and plants improving amenity and contributing to enjoyment of the area.

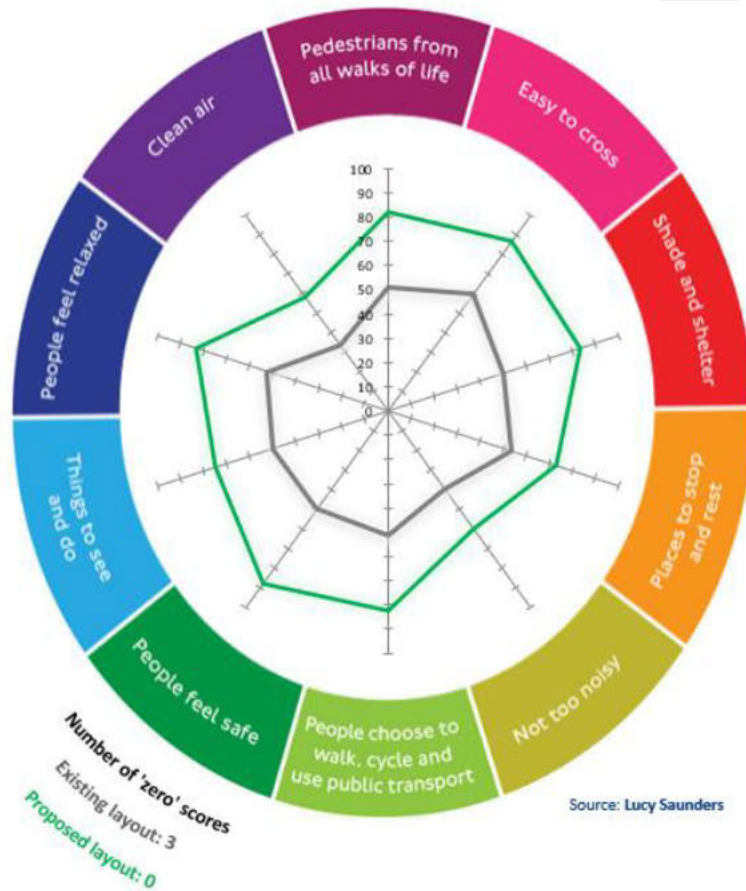


	Existing layout	Proposed layout
Pedestrians from all walks of life	51	79
Easy to cross	60	93
Shade and shelter	50	50
Places to stop and rest	53	73
Not too noisy	40	60
People choose to walk, cycle and use public transport	51	79
People feel safe	50	83
Things to see and do	50	58
People feel relaxed	53	78
Clean air	33	67
Overall Healthy Streets Check score	51	78
Number of 'zero' scores	3	0

Tottenham Lane

Section between Rathcoole Avenue and High Street.

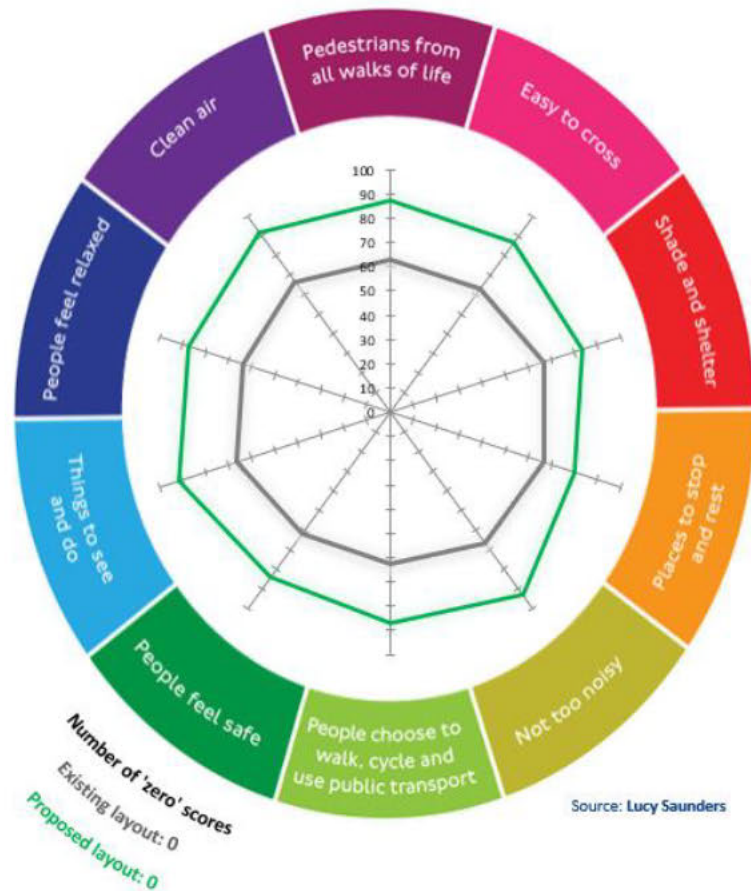
proposed two way segregate cycle lanes on eastern side connecting with Hornsey Overground station with secure cycle parking and new bus shelter improvement. New parallel crossing have been considered creating coherent network between residential areas on both sides of Tottenham lane. Continues footways, greening and sitting areas will contribute to enjoyment of the area.



	Existing layout	Proposed layout
Pedestrians from all walks of life	51	82
Easy to cross	60	87
Shade and shelter	50	83
Places to stop and rest	53	73
Not too noisy	40	60
People choose to walk, cycle and use public transport	51	82
People feel safe	50	88
Things to see and do	50	75
People feel relaxed	53	83
Clean air	33	58
Overall Healthy Streets Check score	51	82
Number of 'zero' scores	3	0

Coleridge Primary school zone area

Healthy street score presents the school street area around Coleridge Primary school only during 8am-9:15am and 3pm – 4:30pm. During this times non residential traffic will be reduced and active traveling will be increased. Permanent modal filters and pocket parks will change the street look for better creating car-free places for people gathering together, stop, play or rest.



	Existing layout	Proposed layout
Pedestrians from all walks of life	63	87
Easy to cross	63	87
Shade and shelter	67	83
Places to stop and rest	67	80
Not too noisy	67	93
People choose to walk, cycle and use public transport	63	87
People feel safe	62	84
Things to see and do	67	92
People feel relaxed	64	88
Clean air	67	92
Overall Healthy Streets Check score	64	87
Number of 'zero' scores	0	0

FURTHER HEALTHY STREETS ASSESSMENTS TO BE COMPLETED FOR OTHER SCHOOL ZONES, PARK RD, CHURCH LANE AND CROUCH HILL RD

7 Benefits Strategy

ID	Benefit Description	Change Logic	Target	Measure	Measurement Methodology	Timing
IB1	Increase walking	Wider footways Implementation of school streets More pleasant areas for pedestrians	Increase walking in 5% Increase walking to school by 10%	Perception survey 61% people currently walking to the Town Centre 19% students on proposed school streets areas go by car	Perception survey Hands-up survey	36 months after implementation
IB2	Increase cycling	Segregated cycle facilities Quiet cycle routes to connect with the wider network	Increase cycling in 10%	Pre-engagement survey and post-implementation survey	Compare percentage of respondents cycling	36 months after implementation
IB3	Improve the reliability of the bus network	Removal of pinch points along Park Road and Tottenham Lane	Reduce delays by 20%	iBus data	Compare data before / after implementation	36 months after implementation
IB5	Economic regeneration	Wider footways More pleasant area for pedestrians	5% increase	Traders survey Visitor Perception surveys	Surveys	36 months after implementation
IB6	Safer routes and roads -	Improved lighting Reduce distances for pedestrians crossing the roads Safer cycle facilities	15% reduction	Number of collisions involving pedestrians and cyclists	Comparison (36months period before and once finalised the improvements) of the traffic collision information, focused on pedestrians and cyclists	60 months after implementation