

DELEGATED POWERS DECISION

STREETSCENE SERVICE

PUBLIC REALM DIVISION NEIGHBOURHOODS & HOUSING

SCHEME: Olinda Road - Traffic Management Scheme – Point no-entry (six month trial)

1) AGREE TO:

- a) Note the positive outcome of the public consultation exercise for Olinda Road (London Borough of Hackney) and Craven Park Road (London Borough of Haringey) and the contents of a petition against the scheme.
- b) Give approval to:
 - i) Proceed with the statutory process to advertise an experimental order to implement a point no-entry at the western end of Olinda Road, banning eastbound traffic except cycles from crossing the point closure.
 - ii) Implement the scheme proposals on a trial basis for six months.
 - iii) Proceed with carrying out traffic surveys before and after the trial period to assess the scheme together with any feedback received during that period and prepare a report to recommend whether the scheme remains unchanged, altered or removed

2) REASONS

- a) Alleviate the traffic issues created by a lack of road width, combined with residential parking on both sides of the road, to accommodate free flow traffic in opposite directions.
- b) Introduce a point no-entry at the western end of Olinda Road would create a traffic orientation in which vehicles will be travelling predominantly in a westerly direction in Olinda Road.
- c) Implementing a road closure on an experimental basis will enable residents, especially those with concerns, to see how the proposals could impact on them in practice and provides an opportunity for them to give feedback on whether the scheme should remain, be adjusted or to be taken out.

3.0 BACKGROUND

- 3.1 Olinda Road is a residential road, approximately 7.6m wide, with parking on both sides of the road. As a consequence there are problems with traffic created by a lack of road width in Olinda Road to accommodate free flowing traffic in opposite directions. These issues are exacerbated by the constant use of this road by large HGVs and the high volume of parking demand in the area.
- 3.2 A previous consultation, dated from March 2017, proposed the introduction of 2 passing places, created by the removal of 6 parking spaces, in Olinda Road. These proposals were rejected.
- 3.3 Part of Olinda Road is within London Borough of Haringey and recognising that improving road safety and managing the road network as effectively and efficiently as possible are key transport priorities for both Hackney and Haringey Councils, new traffic proposals have been developed.
- 3.4 The latest consultation, dated from April 2019, proposed the introduction of a point no-entry, as a 6 months trial, banning eastbound traffic, except cycles, from crossing the point closure. This would create a traffic orientation in which vehicles would be travelling predominately in a westerly direction along Olinda Road. Unlike a more traditional one-way road, the point of no-entry would only restrict traffic at that precise location, allowing two-way traffic on the rest of Olinda Road and Craven Park Road. The consultation document is shown in Appendix I.

4.0 EXISTING CONDITIONS

- 4.1 Olinda Road is a 20mph road and connects the A10 - Stamford Hill to Craven Park Road.
- 4.2 The majority of Olinda Road is within the London Borough of Hackney and the northeast section is within the London Borough of Haringey.
- 4.3 Olinda Road is predominantly residential with businesses at its junction with the A10 – Stamford Hill.
- 4.4 Automatic traffic counters (ATC) were placed at both ends of Olinda Road and the traffic data collected for a period of 7days from 1st October 2018 to 7th October 2018.
- 4.5 The analysis of the traffic data showed that the average 85%ile speeds, for the ATC east of A10, are 18.1mph and 19.0mph respectively for eastbound and westbound directions. The ATC south of Craven Park Road showed average 85%ile speeds at 15.0mph and 15.7mph respectively for northbound and southbound directions.
- 4.6 In volumetric terms the traffic data showed average weekly values of approximately 8 veh/h and 11veh/h, with peak values for the busiest day with 44 veh/h.

- 4.7 There were no reported accidents for Olinda Road for a 3 year period from 01/01/2015 to 31/12-2017.

5.0 POLICY

5.1 Hackney Council's Transport Strategy

- 5.1.1 Hackney Council's Transport Strategy sets out a coherent set of sustainable transport policies, proposals and actions that aim to further improve walking, cycling and public transport conditions and options for all residents, visitors and people who work in the borough.
- 5.1.2 The Strategy recognises that not only does transport have a critical role to play in Hackney's continuing physical regeneration but is also a key factor in achieving other key borough priorities such as promoting transport equality and access to jobs, training and essential services, reducing obesity levels through incidental exercise, supporting the local economy, improving air quality and reducing carbon emissions. In all cases, the Strategy recognises that the borough must continue to challenge the potential impacts of greater levels of private car use through greater integration of transport and land use decisions and through providing sustainable alternatives to meet the aspirations of Hackney's people while improving social inclusion and combating climate change.
- 5.1.3 This vision supports the broad objectives of the borough for the environment, social inclusion, accessibility, connectivity, health, and supporting the local economy outlined in the Council's Corporate Plan to 2018 'A Place for Everyone' and other strategic policy documents including the Council's emerging Local Plan and Health and Wellbeing Strategy.
- 5.1.4 In addition to securing the necessary public transport improvements to support growth in the borough, Hackney Council wants to encourage its residents to walk and cycle more often and more safely. There are a number of very strong economic, social and environmental reasons why we should seek to do this. Hackney's population and employment are amongst the fastest growing in London meaning that future travel patterns and the demand for travel will need to be carefully managed.
- 5.1.5 Creating a travel and transport system that is safe, affordable and sustainable and that fully supports residents and local businesses is a key reason for producing this document.

5.2 Road Safety Plan

- 5.2.1 Hackney Council is committed to making our highways safer for all users and to reduce road traffic casualties from road traffic accidents. Hackney recognises the role that reducing casualties and improving the perception of the borough as a safe place to walk and cycle has on facilitating modal shift and will continue to seek

innovative ways to do this. Any investment from available sources in road safety will be priority based and data led. The borough also understands the need to tackle the relationship between areas of deprivation and high casualty rates and will seek to address this through the Road Safety Plan.

- 5.2.2 Achieving further casualty reductions will require greater effort and a coordinated approach with Transport for London, our neighbouring boroughs and engagement with road users persuading them to behave more safely. This Plan outlines some of the more successful initiatives undertaken by the Council to date.

5.3 Mayor of London's Transport Strategy

- 5.3.1 The central aim of the strategy – the Mayor's vision – is to create a future London that is not only home to more people, but is a better place for all of those people to live in. It recognises that the success of London's future transport system relies upon reducing Londoners' dependency on cars in favour of increased walking, cycling and public transport use.
- 5.3.2 This simple aim of a shift away from the car will help address many of London's health problems, by reducing inactivity and cleaning up the air.
- 5.3.3 It will help to eliminate the blight of road danger, limit the city's contribution to climate change, help to develop attractive local environments and reconnect communities by creating places where people are prioritised over cars.

5.4 Mayor's Vision Zero

- 5.4.1 The Mayor's Vision Zero aims to make streets in London safer for all and it is an aspiration that the Council has committed to.
 - 5.4.2 It recognises that minimising road danger is fundamental to the creation of streets where everyone feels safe walking, cycling and using public transport.
 - 5.4.3 Under this vision, no-one will be killed in an incident involving a London bus by 2020, and that by 2041 deaths and serious injuries resulting from road traffic collisions in the city will have been totally eradicated.
- 5.5 The proposals outlined in this report will help contribute to achieving the above policies.

6.0 PROPOSALS

6.1 The proposals include:

- 6.1.1 Introducing a point no-entry, except cycles, at the western end of Olinda Road as a six month trial. The details of which are outlined in the consultation report shown in Appendix I.

6.1.2 Analysing the traffic data before and after the implementation and comparing the results at the end of the trial period.

6.1.3 Evaluating the performance of the point no-entry, at the end of the trial period, based on the traffic data collected and any feedback received throughout the trial period.

7.0 CONSULTATION – Point no-entry (6 months trial)

7.1 PUBLIC CONSULTATION

7.1.1 Approximately 450 leaflets were distributed to addresses in Olinda Road and Craven Park Road, as shown on the distribution map attached as Appendix II. The public consultation started on 23rd April 2019 and ended on 26th May 2019.

7.1.2 Residents were also able to submit their comments via the Council's Citizen Space website.

7.1.3 A total 56 responses to the consultation were received. 45 via the freepost questionnaire and 11 via the online service.

7.1.4 3 letters, against the proposals, were received.

7.1.5 A petition against the proposals, the contents of which can be seen in Appendix III and signed by 46 members of the public, was received.

7.2 STAKEHOLDER CONSULTATION

7.2.1 Copies of the consultation documents were emailed to Hackney's Ward Councillors (Springfield Ward) and Lead Member.

7.2.2 Copies of the consultation documents were emailed to Haringey's Ward Councillors (Seven Sisters Ward) and Lead Member.

7.2.3 Copies of the consultation documents were emailed to Haringey's Highways Department.

7.2.4 Councillor Barbara Blake (Seven Sisters Ward - Haringey Council) expressed her concerns about the point no-entry. No other comments on the proposals were received from local Councillors (both Hackney's Springfield Ward and Haringey's Seven Sisters Ward).

7.2.5 Haringey's Highways Department have expressed their concerns about the point no-entry.

7.2.6 Copies of the consultation documents were also emailed to Emergency services, Living Streets in Hackney (LSiH), London Cycling Campaign in Hackney (LCCiH), The London Fire Brigade (LFCDA), the London Ambulance Service, Parking Services and Waste Collection Services, London Buses, London Travel Watch and the Metropolitan Police Service. No objections to these proposals were received from any of the above-mentioned stakeholders.

7.3 ANALYSIS OF THE PUBLIC CONSULTATION

7.3.1 Results of the public consultation.

A total of 56 responses were received to this consultation, of which 32 (57.14%) were supportive of the measures, 20 (35.71%) opposed and 4 (7.14%) did not know/did not answer. The results are summarised and tabulated below:

45 responses were received via the freepost questionnaire. Out of those, 4 from Craven Park Road and 23 from Olinda Road supported the proposals. 7 from Craven Park Road and 9 from Olinda Road rejected them. 2 responses did not state a preference. Table below.

Freepost Replies - 45

Craven Park Road		Olinda Road	
Support	Oppose	Support	Oppose
4	7	23	9
2 don't know/answered.			

11 responses were received via the online service. Out of those, 5 from Olinda Road supported the proposals. 2 from Craven Park Road and 2 from Olinda Road rejected them. 2 responses did not state a preference.

Online Replies - 11

Craven Park Road		Olinda Road	
Support	Oppose	Support	Oppose
0	2	5	2
2 don't know/answered.			

7.3.2 Main comments from those who responded to the proposals:

Comments	Officer's response
Craven Park Road and Olinda Road as an integrated one-way system	This suggestion was made by residents and this option was considered previously and rejected because, unlike a one-way system, the point no-entry will only restrict traffic at that precise location, allowing two-way traffic on the rest of Olinda Road. This will maintain full vehicular access to residents and reduce any potential for displaced traffic from Olinda Road to nearby roads.
Current road rage incidents	The point no-entry, by restricting eastbound traffic, except cycles, will create a predominant traffic orientation in which vehicles will be travelling mainly in a westerly direction in Olinda Road. It is expected that a better regulated traffic will reduce the likelihood of road rage incidents.
Congestion in nearby roads	The traffic data collected for Olinda Road showed average weekly values of approximately 8 veh/h and 11veh/h. These represented very low volumes of traffic generated by Olinda Road, with minimal potential to affect nearby roads. New traffic data will

	be collected before and after the trialled point no-entry, which will assist in evaluating the impacts of the point no-entry in nearby roads.
Location of point no-entry away from the junction with the A10.	The location of the point no-entry, away from the junction with the A10, is intended to ensure any traffic generated by the timber yard at the western end of Olinda Road is not be diverted via Craven Park Road and Olinda Road. 'No through' signs will be placed at the junction of Olinda Road with the A10 to warn drivers about the restrictions.
Enforcement of the point no-entry	The point no-entry will be supported by a traffic order (experimental) making eastbound movements, except cycles, illegal. Hackney Enforcement Department to establish an adequate enforcement regime.
Controlled Parking Zone (Olinda Road)	The introduction of parking controls such as Controlled Parking Zones (CPZs) is the responsibility of Hackney's Parking Services, who have advised they are not currently proposing a parking zone in this area, however new parking stress surveys are to be carried out which will dictate whether any new parking controls are required.
Access for all residents regardless of their level of mobility	The point no-entry only restricts traffic movements in that precise location, allowing two-way traffic on the rest of Olinda Road. This will maintain vehicular access to residents and therefore have neutral impact on all protected characteristic groups.

7.3.3 Petition against the proposals - signed by 46 members of the public.

A petition, against the proposals and signed by 46 members of the public, was received by Streetscene within the consultation period. The main point against the proposals stated these would exacerbate traffic congestion on Craven Park Road and suggested a one-way system along Craven Park Road and Olinda Road as an alternative to the proposed point no-entry in Olinda Road. The full contents of the petition is showed in Appendix III.

This Department is of the view that the traffic data collected for Olinda Road (section 4 of this report) shows that the volume of traffic for this road is very low with minimal potential to negatively affect the existing traffic conditions on Craven Park Road.

The point no-entry will be implemented as a 6 months trial, under an experimental traffic order, as this ensures the performance of the trial can be later assessed. Prior to the implementation of the point no-entry, traffic data will be collected in both Craven Park Road and Olinda Road which will then be compared with new data after the trial. This will help in evaluating the performance of the trialled point no-entry and whether alternative traffic management measures would be required.

The suggested one-way system - although not excluded as a long term measure if the trial of the point no-entry does not succeed in resolving the reported traffic issues - is not being considered as part of this scheme.

The petition included petitioners from addresses outside the consultation area and from addresses which had already expressed their views via the freepost questionnaire. These were therefore not included in the consultation analysis as the consultation questionnaire and online replies are the recognised ways of collating views on schemes.

7.4 ANALYSIS OF THE STAKEHOLDERS CONSULTATION

7.4.1 A Councillor from Haringey - Seven Sisters Ward contacted Streetscene to raise concerns behalf of constituents, that the point no-entry would exacerbate traffic issues in Craven Park Road. Councillor Blake has also organised meetings between LB Hackney officers and residents of Craven Park Road and with Haringey's Highways Department to discuss the proposals and the potential of a one-way system along Craven Park Road and Olinda Road. In terms of the petition, Councillor Blake was of the view that all the petitioners, or at least those within the consultation area, should be included in the consultation analysis.

7.4.2 An initial meeting was held with Haringey's Highways Department (HHD) to discuss the proposals and respective public consultation. HHD had also expressed their concerns as the point no-entry could potentially increase traffic in Craven Park Road and requested for residents of Craven Park Road to be included in the consultation area.

Haringey's Highways Department have later reiterated their concerns about the point no-entry, stating that they do not believe *'that this option [point no-entry] is the least disruptive as obviously some double yellow line passing points would keep this as a local issue and not affect neighbouring roads. Nevertheless, we [Haringey Highways Department] agree this should not be led by preconception, hence the trial with a subsequent consultation. This way, residents are feeding back after experiencing any changes to the traffic flows in their road. What we may consider to be minimal change to traffic flows may have a great impact on the residents that live in the roads'*.

A second meeting was held with HHD, following the consultation period, to present the results of the consultation and to discuss the petition against the proposals. HHD requested the inclusion of all petitioners in the consultation analysis. As discussed in point 7.3.3, Streetscene is of the opinion that the consultation freepost questionnaires and online responses are the recognised ways of collating views on proposals, however we have noted the petition in this report and sought to explain why we have not agreed with their views but have proposed a trial on experimental basis so that the impacts of the scheme can be assessed.

7.4.3 LB Hackney's Waste Collection Services contacted Streetscene to express their concerns about the tight bend at the Eastern end of Olinda Road and have requested double yellow lines at this location. This is to be explored by Streetscene in collaboration with Parking Services.

- 7.4.4 Hackney Living Streets contacted Streetscene to express their support of the point no-entry.

8.0 IMPACTS

8.1 Permanent Impacts

- 8.1.1 The introduction of the point no-entry, except cycles, is expected to alleviate the traffic issues created by a lack of road width to accommodate free flow traffic in opposite directions.
- 8.1.2 The point no-entry is to be marked by two 'No-Entry' signs banning eastbound traffic, except cycles, from crossing the point closure. This will create a traffic orientation in which vehicles will be traveling predominantly in a westerly direction along Olinda Road.
- 8.1.3 The point no-entry will only restrict traffic at that precise location, allowing two-way traffic on the rest of Olinda Road and Craven Park Road.
- 8.1.4 The point no-entry will not require any loss of parking and will maintain vehicular access for residents and businesses along Craven Park Road and Olinda Road.
- 8.1.5 The traffic data, presented in sections 4.4 to 4.6, showed very low traffic volumes which indicates mainly residential traffic with little through traffic.
- 8.1.6 It is anticipated the low traffic values of Olinda Road will have minimal impact of dispersed traffic to adjacent roads, after the implementation of the point no-entry.

8.2 Temporary Impacts

- 8.2.1 All works will be carried out under normal working hours of 08:30am to 4:30pm Monday to Friday. No works will be carried out on Saturdays in line with local practices, unless considered necessary to minimise disruptions.
- 8.2.2 Lane and road closures with suitable diversion routes may be required to undertake the works promptly and safely.
- 8.2.3 Implementation of the proposals are programmed to start during autumn 2019 subject to the outcome of the statutory consultation.

9.0 EQUALITIES IMPACT ASSESSMENT

- 9.1 In developing these proposals consideration has been given to the impact in terms of Equalities. The Council's overall objectives are set out in the EQIA for the Hackney LIP and Transport Strategy which stress the Council's desire to see all schemes developed to provide a high quality environment for all residents regardless of their level of mobility. At each stage of the design process designers have ensured that all

opportunities have been taken to provide facilities to, or above the current design best practice.

9.2 The introduction of the point no-entry, except cycles, is expected to alleviate the traffic issues reported for Olinda Road, which will have neutral or positive impact on all protected characteristic groups.

9.3 As access will be kept for emergency services vehicle movements, there are no negative effects envisaged on any equality groups.

10.0 LEGAL IMPLICATIONS

10.1 As a 6-months trial is to proceed to implement a point no-entry at the western end of Olinda Road, this will be introduced under an experimental traffic order. Statutory consultation is required for any changes that affect the function of a road or any waiting and loading restrictions. In this case the 'No- Entry' prohibition at the point no-entry will follow the statutory process for experimental traffic orders.

10.2 The trial will be reviewed and, if the restrictions are to remain permanent, a further Delegated Powers Decision report, detailing the analysis of the before and after traffic data, would need to be approved.

11.0 FINANCIAL IMPLICATIONS

11.1 The implementation of the point no-entry and collection of respective traffic data will be funded by the Developing Borough Infrastructure funding. There is an allocation of £10K for the implementation of this scheme.

12.0 RECOMMENDATIONS

12.1 It is recommended that the proposals outlined in this Delegated Powers Decision report be agreed and taken to implementation stage for a 6 months trial.

13.0 APPROVAL

I have noted the contents of this summary and the associated documents and agree with the recommendations contained therein.

Signed: - 

Dated: - 

Andrew Cunningham – Head of Streetscene

cc Councillor Burke – Cabinet Member for Energy, Waste, Transport and Public Realm

cc Aled Richards – Director of Public Realm

cc Maryann Allen – Group Engineer, Design and Engineering

APPENDICES

Appendix I: Consultation Document; Point no-entry (6 months trial) and questionnaire

Appendix II: Distribution area

Appendix III: Petition against proposals

Appendix IV: Main comments raised at consultation stage



Olinda Road

Traffic Management Scheme – Point
no-entry (six month trial)

Public consultation

April 2019



What is this document about?

This consultation document is about gathering views from the public on proposals to alleviate traffic issues along Olinda Road and Craven Park Road.

Why are these changes being proposed?

The Council is committed to making our roads safer for everyone living, working and visiting the borough. These changes aim to create an environment that will encourage more walking and cycling, improve air quality and reduce emissions within the local area.

Our Transport Strategy includes a Liveable Neighbourhoods Plan, which recognises that local streets are not just places to park vehicles or drive, walk and cycle on. They are places where we socialise and live our lives. An aspiration is to reclaim our streets from motor traffic congestion and transform them into the most attractive and liveable neighbourhoods in London.

This area has problems with traffic created by a lack of road width on Olinda Road to accommodate free flowing traffic in opposite directions. These issues are exacerbated by the constant use of this road by large HGVs and the high volume of parking demand in the area.

As a result of this and recognising that improving road safety and managing the road network as effectively and efficiently as possible are key transport priorities for both Hackney and Haringey Councils, new traffic proposals have been developed which would alleviate some of the traffic concerns.

What is the proposed scheme?

The following traffic management measure is proposed:

- Introduction of a point of no-entry at the western end of Olinda Road.

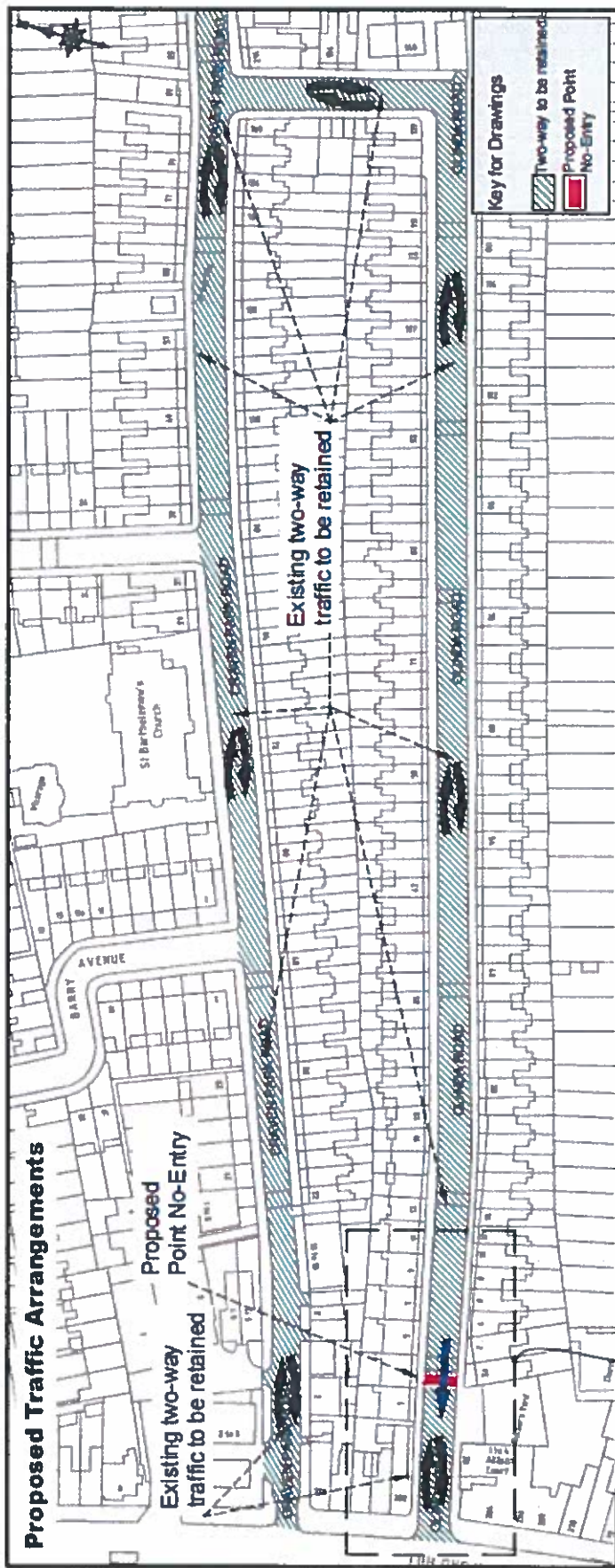
The proposed point would be marked by two 'No-Entry' signs banning eastbound traffic, except cycles, from crossing the point closure. This would create a traffic orientation in which vehicles would be traveling predominately in a westerly direction along Olinda Road.

Unlike a more traditional one-way road, the point of no-entry would only restrict traffic at that precise location, allowing two-way traffic on the rest of Olinda Road and Craven Park Road. Please refer to the drawing overleaf for further details of the proposals.

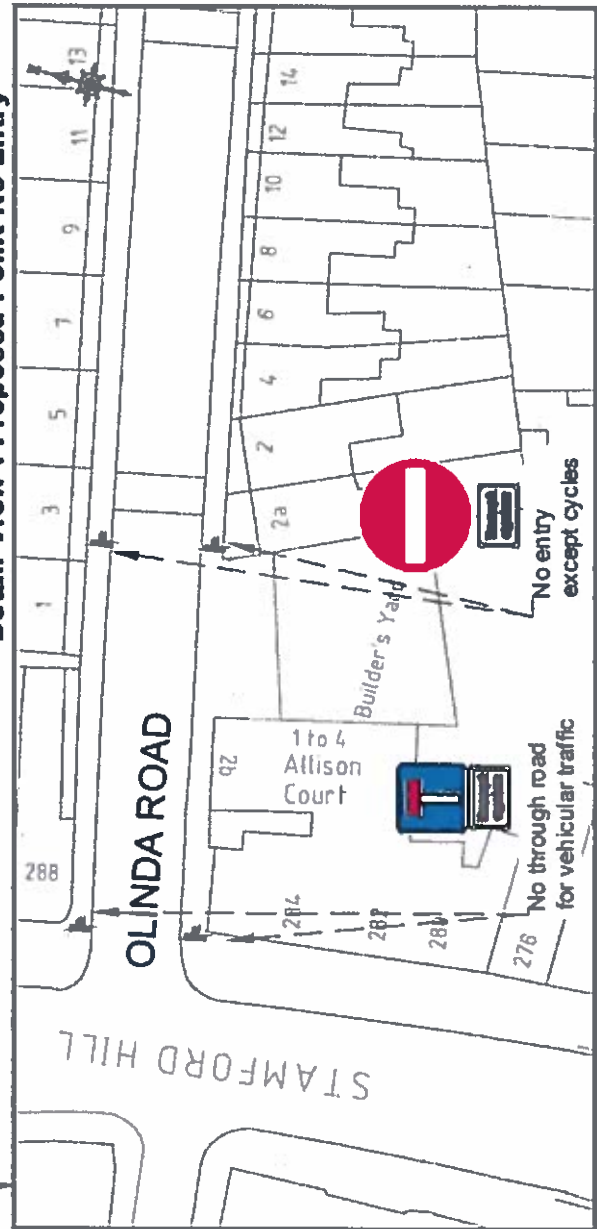
It is anticipated these proposals would alleviate some of the traffic issues as the proposed measures—which do not require any loss of parking—would maintain vehicular access for residents and businesses along Craven Park Road and Olinda Road while restricting eastbound movements along Olinda Road.

How to have your say

Your views are a very important part of our decision making process. You can have your say by returning the questionnaire provided using the **Freepost** envelope enclosed or by completing the online questionnaire at consultation.hackney.gov.uk by **Sunday 26 May 2019**.



Detail View : Proposed Point No-Entry



What happens next?

The implementation of these proposals—first through a six month trial—are subject to the outcome of the public consultation and engagement with stakeholders. This means that traffic data, before and after implementation, would be compared at the end of the trial period and the performance of the point of no-entry would be evaluated.

The before and after traffic data will then be presented back to residents, asking your views on the trialled traffic management measures.

Your views will also be taken into account as part of the detailed design process. We will publish the consultation responses as well as the decisions made at consultation.hackney.gov.uk



To keep up to date with this and other plans, please visit hackney.gov.uk/street-consultations

Information

For further information on these proposals, please contact us on:

Hackney Service Centre by calling **020 8356 2897** or by emailing: streetscene.consultations@hackney.gov.uk

If you would like to find out what this document says please tick the appropriate box, put your name, address and phone number at the bottom of this page and return it to the address below.

Bengali



এই নথি কী বোঝায় তা জানতে চাইলে আপনি
তলোতে চক খসড়া তলোতে উপযুক্ত বাক্যে চিহ্ন দিন।
এই পত্রের নীচে নাম, ঠিকানা ও ফোন নম্বর
লিখুন এবং এটি নীচের ঠিকানাতে ফেরত পঠান।

Somali



Haddii aad jeclaan lahayd in aad ogaalo
waxa dokumeentiigani shaqayso faadlan
calaamadti godka ku haboon, ku qor
magacaaga, cinwaanka iyo telefoon
lambarkaaga boggan dhankiisa hoose ka
dibna ku celi cinwaanka hoose.

French



Si vous désirez connaître le contenu de ce
document, veuillez cocher la case appropriée
et indiquer votre nom, adresse et numéro de
téléphone au bas de cette page et la
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Spanish



Si desea saber de lo que trata este
documento, marque la casilla
correspondiente, escriba su nombre,
dirección y número de teléfono al final de
esta página y envíela a la siguiente dirección.

Kurdish



Ger hûn dixwazin bizanibin ku ev dokûment
çi dibêje, ji kerema xwe qutika minasib
îşaret bikin, nav, navnîşan û hejmara
telefonê xwe li jêrê rûpelê binivîsîn û wê ji
navnîşana jêrîn re bişînin.

Turkish



Bu dokümanda ne anlatıldığını öğrenmek
istiyorsanız, lütfen uygun kutuyu
işaretleyerek, adınızı, adresinizi ve telefon
numaranızı bu sayfanın alt kısmına yazıp
aşağıdaki adrese gönderin.

Polish



Jeśli chcesz dowiedzieć się, jaka jest treść
tego dokumentu, zaznacz odpowiednie
pole, wpisz swoje nazwisko, adres i nr
telefonu w dolnej części niniejszej strony
i przeslij na poniższy adres.

Vietnamese



Nếu bạn muốn biết nội dung này nói gì hãy
đánh dấu vào hộp thích hợp, điền tên, địa
chỉ và số điện thoại của bạn vào cuối trang
này và gửi lại theo địa chỉ dưới đây.

Urdu



اگر آپ یہ جاننا چاہتے ہیں کہ دستاویز میں کیا لکھا
گیا ہے تو براہ کرم مناسب باکس میں صحیح کا نشان
لگائیے اور اپنا نام، پتہ اور فون نمبر اس صفحہ کے نیچے
لکھ کر اسے نیچے دیئے گئے پتہ پر بھیج دیجئے۔

Chinese



如果你想了解這份文件的詳細內容，
請在方格內打鉤，在本頁下面寫下你
的姓名、地址和電話號碼並寄到下面的
地址。

If you would like this document in any of the following formats or in another language not listed above, please complete and send the form to the address below.

In large print



In Braille



On Disk



On audio tape



In another language, please state:

Name

Address

Tel:

Return to: FREEPOST STREETSCENE

Olinda Road

Traffic Management Scheme – Point no-entry (six month trial)

Questionnaire

Please return this questionnaire in the FREEPOST envelope provided or complete online by **Sunday 26 May 2019** at consultation.hackney.gov.uk

Please review all of the information in the consultation document and accompanying plans before completing the questionnaire.

About you:

Name (optional):

House/flat number (required):

Postcode (required):

Email address (optional):

Your email address will be stored and used under the strict controls of the 1998 Data Protection Act and the 2018 General Data Protection Regulations (GDPR). We will use it to send you updates of the consultation outcome. Your email address will be used only by Hackney Council and it will not be made public or passed on to any third party. You can choose to be taken off our database at any time by emailing consultation@hackney.gov.uk

1. Are you a:

☐ resident at this address

☐ business at this address

☐ visitor to the area

☐ person who works in the area?

☐ other, please specify:

2. Do you currently use Olinda Road?

☐ Yes

☐ No

3. How do you use it? Tick all that apply

☐ walk

☐ cycle

☐ jog

☐ drive

☐ other, please specify:

Continued overleaf

4. Do you support or oppose the introduction of a point of no-entry at the western end of Olinda Road—first through a six month trial—as outlined in the consultation document?

☐ Support

☐ Do not support

☐ Don't know

5. Do you have any comments on the proposal to improve traffic at Olinda Road as outlined within the consultation document?

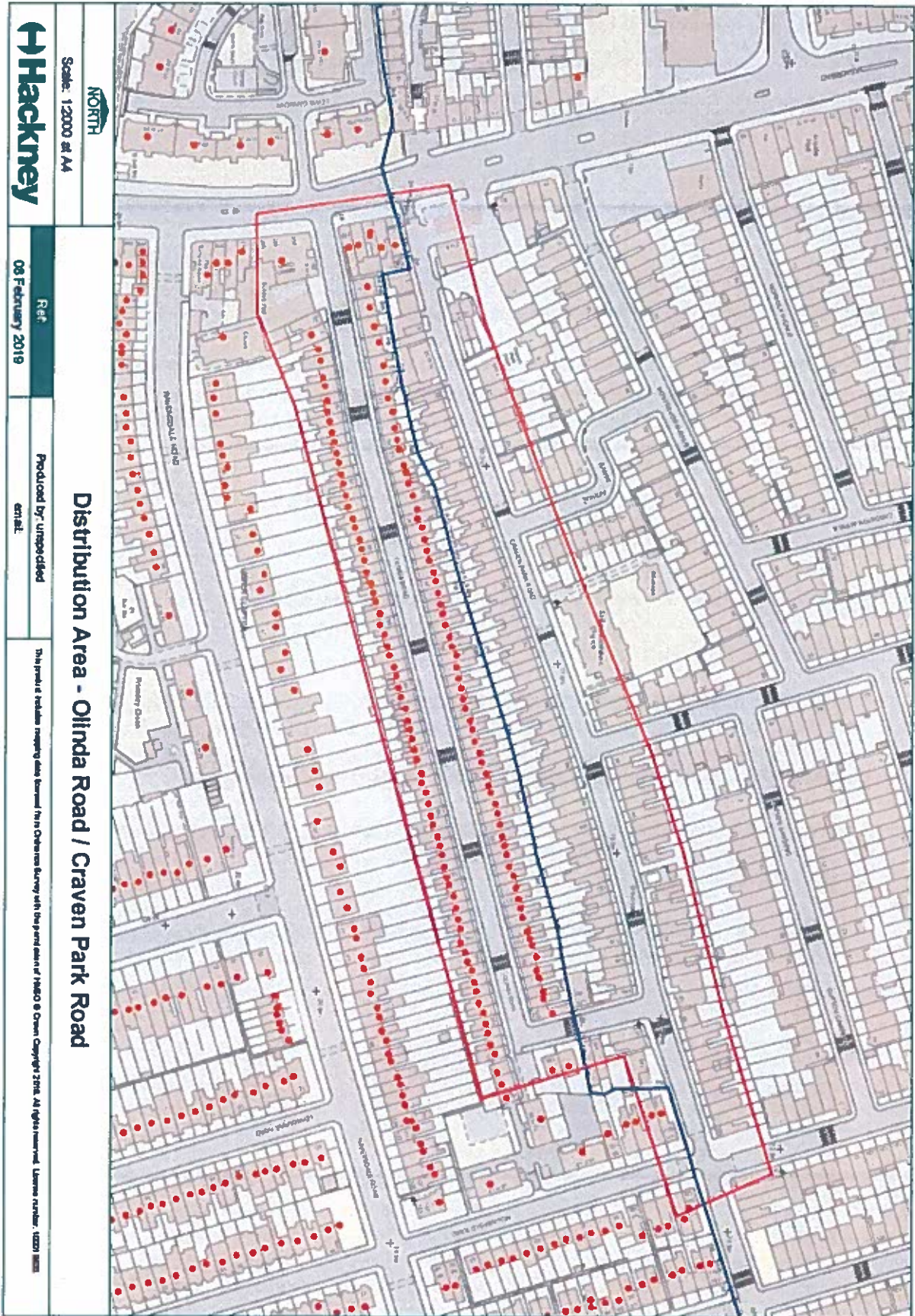
Please use this space for any comments you may have on the proposed scheme.

How we use your feedback

Due to the high volume of consultation returns expected, it may not be possible to provide an individual reply to all responses received, however we will consider all comments received to help us make a decision about the proposals.

We can only consider your response if you supply your address and post code. You do not need to supply your name. Under the Local Government Act 1985, all replies will be available for public inspection although names will not be made public.

Appendix II: Distribution Area



PETITION AGAINST HACKNEY COUNCIL'S PROPOSAL FOR OLINDA ROAD TRAFFIC MANAGEMENT SCHEME

Petition Organiser:	Residents of Craven Park Road, London N15
Date:	17 May 2019

We the undersigned strongly object to the Olinda Road Traffic Management Scheme put forward for consultation by Hackney Council for the following reasons: -

- The proposals considered adds to traffic on Craven Park Road, meaning that all inbound traffic to Olinda Road will flow via Craven Park Road.
- Craven Park Road/Olinda Road are main school routes and there is already an excess of cars on both roads during pick up and drop off times.
- Craven Park Road is already well congested as a two-way street, especially on A10 Junction with commercial garage and the building works going on by the new development close by.
- Traffic and parking around the Olinda Road / Craven Park Road junction, already causes stress several times a day especially on those people who live near the junction and such new scheme as proposed will only add to it.
- It is vital that the safety of those people/children walking to and from their homes is taken into consideration.

Whilst we understand that the traffic arrangement's in the two roads needs to be reviewed, we strongly oppose a proposal resolving Olinda roads traffic on account of another already problematic roads traffic i.e Craven Park Road, and therefore we would suggest the following solutions be put forward for consideration: -

"Craven Park Road becomes a one-way road from Olinda Road to Stamford Hill High Road and the same, but opposite way, for Olinda Road (up to C&S loading yard) or other way round."

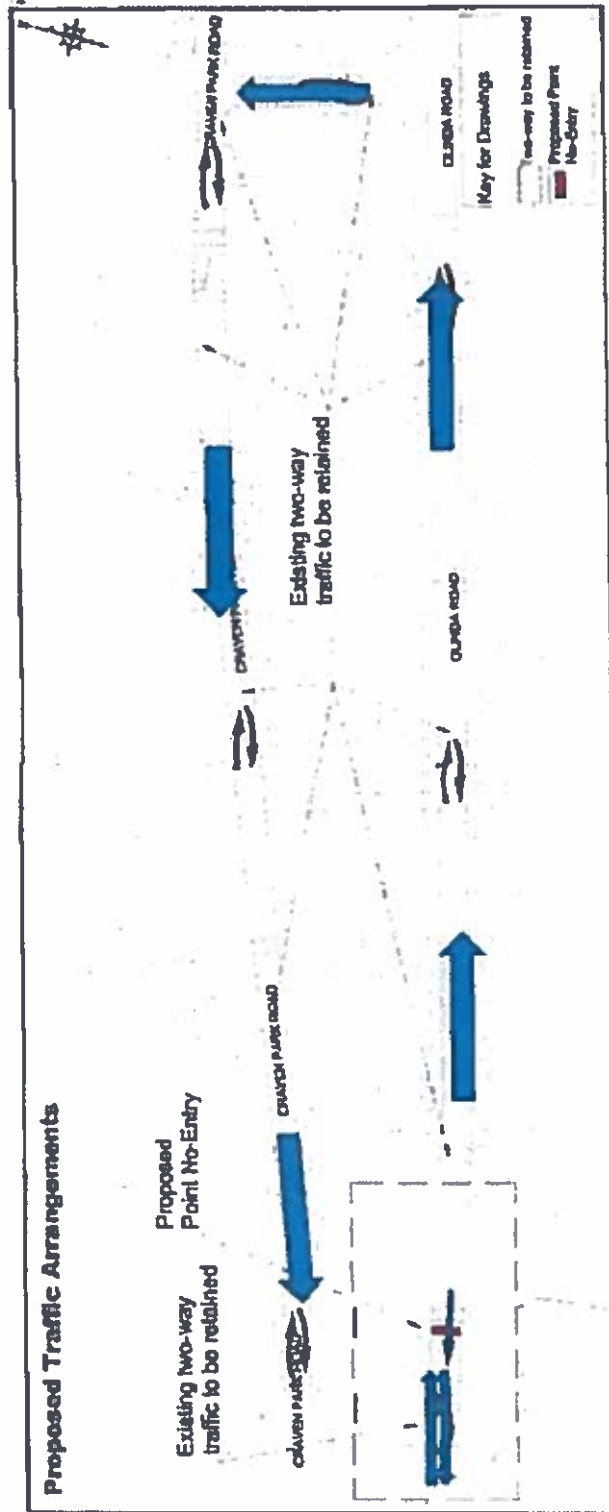
We urge that Hackney Council work in conjunction with Haringey Council and the residents of both roads to make a safer environment for everyone.

SEE SIGNATURES ATTACHED

Shows direction of traffic
for one way system



Suggestion A



Appendix IV: Main comments raised at consultation stage

Comments in favour of the proposals:

- I would suggest to even do a better solution by making Craven Park Road also no entry from the other side whilst your idea to make a no entry from the main road to Olinda rad is good. It is not an entire solution as Craven Park Road has the same problem-also a very narrow road and these two roads work together in harmony, so if you want to succeed in reducing the havoc-traffic blockages you must seek to find a solution for both Olinda and Craven Park Road. I Live on Craven Park Road and I know and see what's going on a daily basis. You have to beat the entire solution! Thank you*
- I feel both Craven Park Road and Olinda Road should be one way. Craven park road easterly only and Olinda Road Westerly only*
- We have a huge traffic congestion problem in the adjacent Road-Craven Park Road too. Our road comes under L.B of Haringey. Both the local authorities should be working even more closely to resolve the bottle necks on these too asap.*
- Fully one way road with some alternative arrangement for c&s builders (time limited delivery access)*
- I think it's worth a six month trial as I live on the bend at the eastern end of the road and consequently am very familiar with the problems of lorries unable to take the ben (especially when the mosque is busy). Also I will be interested to see how much of the traffic is not from the road but is headed for Craven Park Road.*
- Our children play outside on the pavements. C&S building company has trucks blocking the whole road. They shouldn't be allowed to enter. Such a narrow road should not be two ways.*
- I support the trial. But it is not clear how it will reduce the traffic and number of non-resident cars being parked on the road. I would fully support the introduction of permit parking for periods of the day.*
- I think it will only be effective if enforced (by camera or alternative way) at least for the first period.*
- By setting back the no entry point it only accommodates the adjacent business not the residents of Olinda Road. The Parking Facility yard has been turned into a store so customers park at the end of Olinda Road. The no entry should be from the high road and the proposed plan will result in overload of traffic from Craven Park into Olinda Road. You show 2 way traffic from west to east where is that traffic coming from? There is no entry at the western end. It is not possible to do a three point turn and exit at the eastern end to Craven Park Road.*
- I do believe that this will exacerbate traffic on Craven Park Road making it difficult to access. It is the only point of access. However I welcome a 6 month trial. The builder's merchant causes lots of traffic due to their Lorries. Parking permits would alleviate traffic. The free parking attracts people to park including people who work in the area. All of the building merchants park on our road. And residents from Lewis Gardens estate. Moreover, we residents would willingly pay for permits rates money for the council! Thanks*
- Very good plan but needs to be enforced properly with care. Also in the future if the parking does not get easier, you should please enforce residential parking only. Thanks with regards*

- *This is by far the best proposal thus far. As an Olinda Road resident for almost 12 years, the traffic and passing parking problem seems to be getting worse. I only fail to understand why you cannot start it from the entrance to the street. Why take into account the needs of the builder's merchants who should have long ago moved to an industrial estate. The swerving of the Lorries have almost knocked people over on many occasions and they obstruct the view when crossing. A raised table such as in Egerton Road and Ravensdale Road would be very beneficial.*
- *This'll cause more traffic on craven park road as it is the only point of access to Olinda Road. I'd be happy to see a 6 month trial but I think us residents of Olinda Road would much rather pay for parking permits to stop non-residents parking their 3+ cars here as well as employees of the builders merchant - this is a residential road, not their car park.*
- *We would also strongly support a residents parking scheme, like the rest of the borough*
- *Excellent work. Long needed in order to solve the problems of getting stuck due to two way traffic*
- *Please get this implemented asap! I can't tell you the amount of times I've had to reverse 100m just to let other cars pass. Also the road rage incidents I've seen when 2 cars refuse to give way. I'm also looking forward to CPZ being introduced, I can never find parking near my house.*
- *It is a relief that something is finally being done about Olinda Road traffic problems - we have waited years for the difficulty of congestion to be sorted. It is a terribly narrow road with daily blocking by C&S Builders vehicles. This causes tension amongst drivers, slows up traffic badly, and is a health and safety issue. We have been ignored for too long!*
- *I've been living on this road for many many years and have witnessed many arguments and fights when cars come head to head. The amount of cars coming through has grown substantially due to minicabs, Jewish school buses, constant deliveries and business from the C&S builders.*
- *I am hoping this no entry proposal will alleviate traffic and also create more parking spaces for residents. Parking has been a huge issue for residents as people dump their untaxed cars and also park on Olinda road even though they live in Lewis Gardens across the high road. Residents find it hard to find parking due to this and find it difficult to unload shopping to their house. HGV's which come to deliver at C&S builders whilst going through the road have shaken the houses as they drive through the bumpers, weakening the structure of our houses. I am hoping this proposal will have a positive effect on the public and residents of this road.*

Comments not in favour of the proposals

- *A point of no entry at the top of Olinda Road is of no benefit to the residents. It will not prevent the people who do not live in the road from parking in the street. This includes people who drive to Stamford Hill to work locally, to take the tube or bus into London. Builders who leave their vans in the road at evenings and weekends, seen regularly swapping vehicles etc. C&S park their lorries in the street during the day. At times of the day when mini buses collect and drop off children to houses in the street they would need to turn around to get back out of the street causing further congestion. The residents will need to drive a greater distance to access and park in the street. This is bad for the environment. This proposal seems to be facilitating c&s, large*

delivery Lorries that are inappropriately large for a residential street. Introduce parking permits to help residents.

- Cannot see how this is going to resolve the terrible traffic problems. The road is too narrow for two way traffic and people will still park in this road by entering craven park road. The road needs to be one way traffic throughout especially for non-residents.
- I do not support the introduction of a point of no entry at the western end of Olinda Road because I am disabled and this would be a problem if I have doctors appointments etc. or if I need to be collected from home or have to travel to different places.
- Why can't the road be one way, what's the point of have a section of the road as a point of no entry it's a dumb idea. The road should be one way like other roads in Hackney which have successfully cut down on road traffic, making it safer for the children to play outdoors I've been a resident on Olinda Road for over 40 years it would be nice if our feedback is taken into consideration. ONE WAY ONLY !!
- It will move and increase the problem to Craven Park Road and Ravensdale Road which now has a restricted entrance. Is there a turning bay incorporated at the end of the road? If not will be an increase of large lorries using pavement dangerously to turn around. Resident parking permits are the way to reduce the number of people parking and using Olinda Road.
- I do not see any point in this. It will make life for residents difficult and more complicated. I think things are fine as they are and see no reason for any of these changes. The only suggestion I have is to stop those large HGV vehicles to use or park on Olinda Road they either belong to the builders and merchants (C&A) or deliver goods to them. This would make a difference and improve things. But not your proposals.
- We do not agree because how can a narrow road serve a two way system. Not only a two way system but also to turn around and back with a no entry road. How can it work smoothly for every driver! And then we'll have problems with drivers trying to take our children to school on such a street. Please make a one way system.
- I don't support your plan as you close on 11 Olinda and put barrier. It no good as so many cars pass each day if you put barrier on 11 Olinda how can no 12 park car. Cannot as other cars coming from road and it will make very busy end of Olinda and cars park no and school is nearby it will be very dangerous to the children. How about if an emergency ambulance or fire brigade come and our delivery of goods come in big van. they cannot turn and school bus cannot pick up children in Olinda road will find it hard. I think resident parking permits should be put in place. Opposing this plan shows that the council do not want to help residents the control is very good near Stamford Hill library, why not on Olinda road.
- If you're looking to make it safer then take away the big shop C&S. It's not fair to make it one way after C&S and make it difficult for drivers and children's vans. C&S is not safe for the road and have big lorries using the road. Make the road residents parking only to improve on safety and reduce traffic due to less cars making it easier to drive through.
- The change proposed will mean more traffic will go down Craven Park Road. I am concerned about the impact on road safety for children living on our road. I am also concerned about increased congestion on our road at specific times of the day. For example all car traffic visiting the mosque at the bottom of Olinda Road will now have to use Craven Park Road. The junction outside our house already gets blocked with two way traffic on occasion including with lorries. Has any thought been given to the

knock on impact on these issues in designing this scheme? It looks like this scheme is designed to improve matters for Hackney residents at the expense of their neighbours in Haringey. I feel the best way forward for Olinda Road is for the road to become one way, with traffic only being allowed to go towards the high road and a no entry point beginning at the top of the road. Not as specified to help the builders merchants keep their business from being disrupted. I have lived for many years on the road and in the past 10-12 years the builders merchant has outgrown the road and huge lorries, their customers vans, cars and their own fork lift trucks constantly block the road and footpath when walking on this side of the road where their business is located. Where I am, I also get a large number of arguments where the road is busy and there is no parking two cars are head to head, with no one reversing. Then the verbal and tooting and road rage ensues. I have also seen physical fights which have stemmed from people not giving way and reversing to let the other driver through. Drivers also speed down the road one way or another to try and ensure they are not caught, then have to reverse back down the road to let the other driver coming from the opposite direction through. I am concerned the speeds the drivers drive down the road will eventually cause an accident and someone being run over and seriously hurt. With many young children now residing down the road. Wouldn't it make sense to just make the road one way to stop all of this, rather than have your proposal which appeases a business, but keeps all the issues that are occurring continue, as having a no entry just past the business will still mean people will turn in the road to come back down and pinch points again happens and road rage continues. I don't believe my voice on the matter will not be listened to, but have had my say and at least it is noted. Many thanks

- I am a resident and have lived in Olinda Road for the past 18 years. I do not support the proposal. There will still be HGV's entering Olinda Rd by / for C&S which will still impeding the free flow of traffic out through the western end of Olinda Road onto Stamford Hill. Although the proposal would create a traffic orientation in which vehicles would be traveling predominately in a westerly direction along Olinda Rd, the benefit is not sufficiently outweighed by the restriction to residents entering through the western end of Olinda Road from Stamford Hill. Similarly there will only be a minimum improvement to the two way traffic on the rest of Olinda Rd. In any event I can see no justification as to why there should be a 24 hour, seven day a week, no entry restriction. It would be absurd for residents to be unable to enter Olinda Rd from Stamford Hill during night time hours seven days a week. What I would support is the removal of the two loading bays on either side of the top part of the westerly end of Olinda Rd to create more parking space. The use of the bays are predominately used by HGVs either purchasing, belonging or delivering to C&S. When two such vehicles occupy each of the bays (often without any loading/unloading in progress) at the same time, there is hardly room for a single motor vehicle to pass through. I believe the removal of the bays would alleviate some of the parking demand. I would support the introduction of residents parking permits in Olinda Rd. There is a dramatic increase in the volume of parked cars during the day from the business along Olinda Road and Stamford Hill. These cars are parked throughout the duration of business hours depriving residents of parking places and greatly exacerbating the lack of road width on Olinda Road. The resultant loss of road width and parking spaces to manoeuvre into and 'give way' is the cause to which the free flow of two way traffic is so impeded. The Proposed 'no- entry' does not
- This is just another attempt by the cycling lobby to close another road the cycling lobby and TfL are destroying real Londoners way of life.
- Please don't implement the proposed changes to Olinda Road. Olinda Road is fine as it is.
- As a resident in Craven Park Road, I anticipate this plan adding immensely to our overcrowded street. Craven Park Road already suffers from traffic due to the garages and synagogue at the beginning of the street, and all motorists wishing to make use of

the shops on the High Road / Stamford Hill. The only other option as I see it, although I am not keen on it at all, is to create CPR and OR as a one way system where one street is Eastbound only and one street is Westbound only. I am sure the residents in Rostrevor will not be happy either. Your proposal doesn't alleviate traffic, it just transfers it to CPR. My proposal diverts all. As an afterthought, to enable lorries delivering to C&S (although I think such an industrial business should not be on a narrow residential street), the first section of OR could be two way, but that'll be too complicated too.