

St Helen's and Dalgarno

Proposal for a Low Traffic Neighbourhood

June 2020

INTERNAL DRAFT



THE ROYAL BOROUGH OF
KENSINGTON
AND CHELSEA

Background and Context

On Saturday 9 May the Secretary of State for Transport [announced](#) new statutory guidance to local authorities on implementing new measures to support high levels of walking and cycling as the coronavirus lockdown eases. In response the Council issued a press release on 18 May undertaking to introduce a low traffic neighbourhood. The Council has identified an area, straddling the St. Helen's and Dalgarno wards, that would benefit greatly from such an initiative.

North Pole Road is the only route into the borough from the north west and as a result it is well used by locals and through traffic. From here, traffic percolates through the local road network to reach Ladbroke Grove and points to the south. Cars can circulate freely on long, straight roads. The outcome is not always pleasant for residents or inviting for pedestrians or cyclists, especially those travelling to the area's numerous schools.

Old Oak Common HS2 Station will open towards the end of the decade, spurring on the development of that area. The intensive development of that area will inevitably generate additional traffic. The strategic traffic modelling undertaken to support the Old Oak Common Planning Framework projects that traffic volumes in the north west of our borough will increase. The introduction of a low traffic neighbourhood would significantly remove through traffic from St. Helen's and Dalgarno wards as longer distance traffic would be more likely to use alternative routes.

The Kensal Canalside Opportunity Area is situated in Dalgarno ward. We need quiet cycle routes so that future residents can travel safely from their car free homes. Ladbroke Grove is too busy to serve as a quiet cycle route. The introduction of a low traffic neighbourhood within St Helen's and Dalgarno wards would allow us to create a high-quality cycling and walking route network, including the link under the West London Line, to Imperial College's White City campus, expected to be built next year.



Link to White City

Saint Helen's Gardens

Our Objectives

To create a low traffic neighbourhood that would serve:

- to eliminate through traffic to manage local journeys in a way that results in quiet and pleasant streets, attractive for walking and cycling;
- to address the problem of vehicles driving at high speeds on some roads in the neighbourhood;
- to engender active travel, especially to schools, by strengthening the local cycle network and keeping as much traffic as is practicable away from schools through supplementary measures, including School Streets;
- to reduce traffic around the shops on St Helen's Gardens village to support the vitality and vibrancy of the village centre;
- to maintain convenient road access to local businesses and to all residents' homes, including those with accessibility needs and;
- to maintain bus links through the area.



Francis Road, Leyton

(This is situated within one of Waltham Forest's "Mini Holland" Low Traffic Neighbourhoods)

Our Low Traffic Neighbourhood Proposal

The low traffic neighbourhood would be bounded by Ladbroke Grove to the east, North Pole Road and Barlby Road to the north, Cambridge Gardens to the south and the borough boundary to the west. Our proposed traffic scheme would remove through traffic from all streets within the neighbourhood, including St Quintin's Avenue, St Helen's Avenue and St Mark's Road. This would be achieved by placing planters across roadways at key locations, supplemented by camera enforcement. These installations, known as "modal filters" would serve to permit access by cycles, buses and emergency vehicles, but not cars.



Example of a modal filter in Albert Square, LB Lambeth

We propose to install a small number of modal filters centrally within the neighbourhood that would result in most traffic keeping naturally towards the neighbourhood's edges and the main road network. This would leave the centre of the neighbourhood quiet and lightly trafficked. Short direct routes to the main road network would be available throughout the neighbourhood including from areas of employment at Latimer Road and Malton Road.

Proposed Interventions

Modal Filters

A total of five modal filters are proposed. This is the minimum number necessary to create an impermeable cordon across the neighbourhood to cut out through traffic.

The filters would be designed to facilitate pedestrian and cycle movement, whilst preventing through motorised traffic (save for emergency vehicles). The filters would be formed by placing heavy planters on the roadway. Over time these could be replaced by permanent public realm enhancements including trees and potentially bicycle parking.



Example from Waltham Forest



Example from Hackney

Filters can be placed diagonally across junctions so vehicles can turn but not proceed straight on. This is advantageous in several respects. Traffic can be filtered without creating dead ends or impacting on parking, whilst making spacious junctions easier for pedestrians and cyclists to use.



Proposed filter on St. Quintin's Avenue

(Some turning movements retained for local access, but straight ahead movement for through trips prevented)

Bus Gate

A bus gate is a type of modal filter that consists of a signed traffic restriction, enforced by cameras, that permits bus traffic to pass but not other motorised traffic. Our proposal includes a bus gate on St. Mark's Road, just north of the large roundabout where it meets St Quintin Avenue. This could be used by cycles and emergency vehicles.

The restriction would prevent motorised traffic progressing between the northern and southern sections of the street, greatly reducing traffic volumes on the street and facilitating the creation of a quiet cycle route. This below photo is taken from the position of the bus gate looking south. Any traffic, coming from the south, needing to avoid the restriction could turn at the roundabout. On the north side of the restriction there is a turning opportunity at the junction of St. Mark's Road and St. Charles Square.



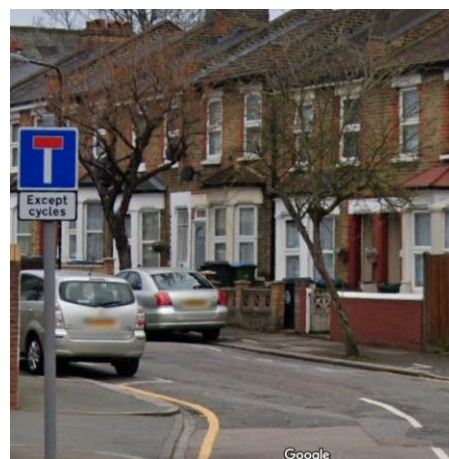
St Mark's Road



Example from Tower Hamlets

No through route signage

The low traffic neighbourhood would be ringed by no through route signage to forewarn motorists of the restrictions and prevent through traffic from entering the area.



School Streets

A School Street is a road, or section of road, outside a school that becomes a pedestrian and cycle zone during the school's opening and closing times. We have had a request from All Saints Catholic College to create a School Street. We propose to develop a School Street scheme on Saint Charles Square (south), where there are three schools and where we propose a modal filter as part of the Low Traffic Neighbourhood. We would supplement the modal filter with removable barriers managed by school staff who would remove all traffic from the school gate (save for access to neighbours' homes).



Colville School Street

Restrict access to St. Helen's Gardens Village from the east.

We propose to place planters on the access to Kelfield Gardens and St. Quintin's Avenue from the roundabout on St. Mark's Road. Any through traffic arriving on the roundabout would be forced to use the roundabout to turn back. These restrictions would mean that traffic through the St. Helen's Gardens village area would largely operate in one direction, south to north. This combined with the modal filter at the northern end of the commercial centre would remove most traffic whilst retaining all the parking and kerbside access. There would be no impact on the servicing of the shops or on access to the church.



No-entry signage on planters

Traffic Calming on Barlby Road

Barlby Road would remain open to through traffic. This is important to prevent cutting off the west wide of the low traffic neighbourhood from the rest of the borough, including the local supermarket. To improve the environment on that street we would implement measures to moderate traffic speeds to make it more attractive for walking and cycling.

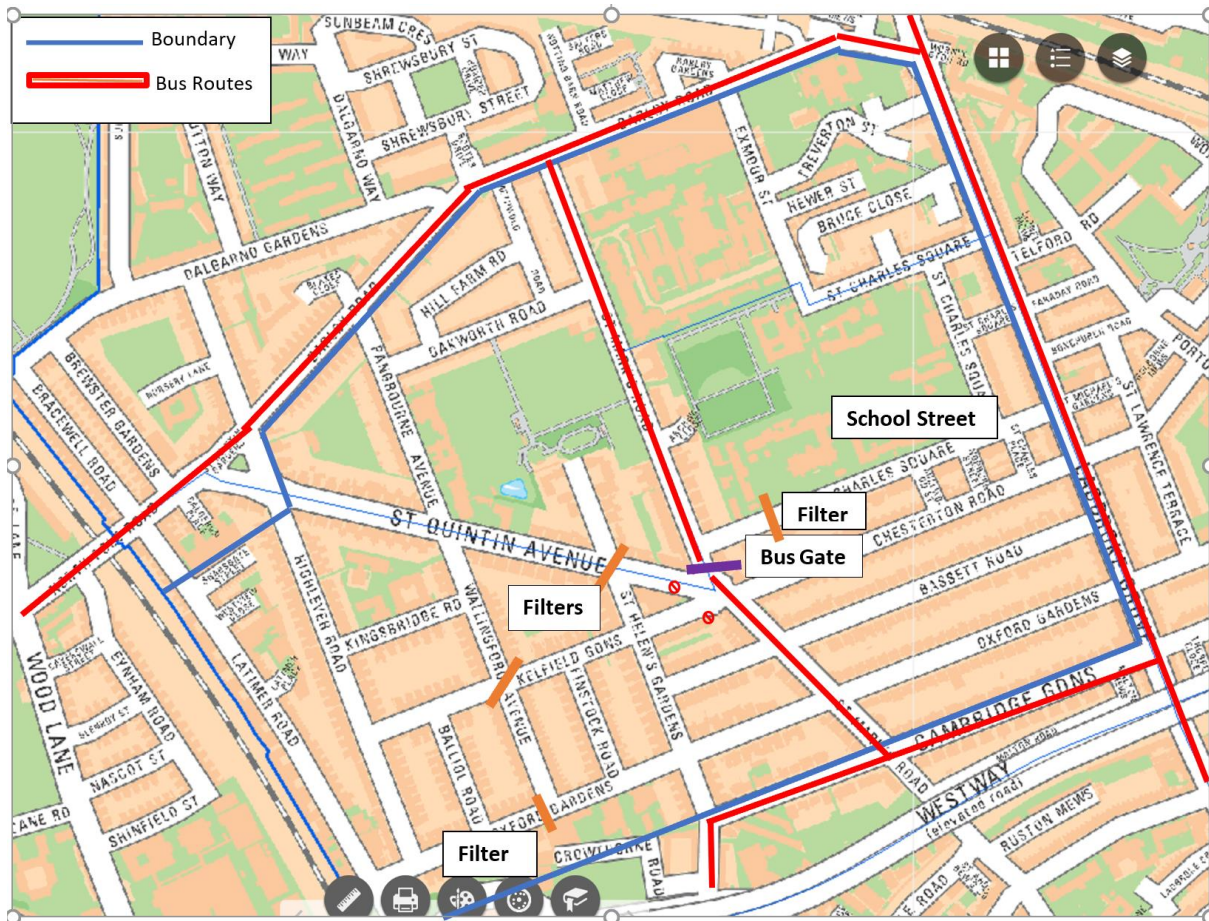
Potential interventions could include;

- the provision of planted buildouts to narrow the roadway;
- virtual (optical illusion) speed bumps (these have been demonstrated to reduce speeds but do not interfere with buses, such as on Pembroke Rd and Earl's Court Road;
- gently raised tables (such as those on Earl's Court Road) and;
- tightening junctions e.g. mini-roundabout at junction with Pangbourne Avenue).



Scheme Overview

The interventions we proposed are outlined within the below plan. Modal filters on St. Charles Square (south) and Oxford Gardens would reduce traffic adjacent to schools. Our proposed interventions would create lightly trafficked routes ideal for cycling.



Consultation and Implementation

The instruction from the Government is that councils must introduce changes like these quickly, which does not allow time for the level of consultation that we would normally like to do. We would implement this scheme on an experimental basis. We would consult on whether to keep, modify or remove the scheme, within six months. The barriers and cameras could be removed, or relocated, easily and quickly if required. Some elements could not be implemented straight away but we anticipate that we would provide the modal filters including the camera enforcement and supporting traffic signage from the start as these interventions are the minimum needed to achieve outcomes consistent with the scheme objectives.