

A red rounded square containing the text 'The Hazelwood Lane Project' in white, bold, sans-serif font, stacked vertically.

**The  
Hazelwood  
Lane  
Project**

Encouraging active travel to a school street

# Executive Summary

## Aim:

- To encourage sustainable and active travel by families to Hazelwood School by creating a safe pathway for children and parents and an attractive and exciting 'destination street' for children through street art and greening projects

## Issues:

- The pavement of Hazelwood Lane is in very poor condition with constant trip hazards
- The near ubiquitous driveways create multiple levels and use differing surface materials and so have narrowed the true level walking path to c.1m width
- The current condition of the pavements discourage active travel – walking, scooting, cycling
- Most crossings do not have dropped kerbs to assist parents with prams, those with mobility issues or children on bicycles and scooters
- There are infrequent detectable warning pavers
- Traffic speed / visibility when joining Hazelwood Lane is a safety issue

# Executive Summary

## Solutions:

- Drop the all of the kerb along both sides of Hazelwood Lane's pavements, within the scheme boundary, to create a more level surface for pedestrians whilst maintaining access to driveways
- Introduce Copenhagen Crossings at the junction of adjoining roads to allow for seamless pedestrian passage and traffic calming
- Re-pave the pavements with resin-bonded gravel in a colour distinct from the black tarmac carriageway
- Introduce street art / a street story to interest and attract child pedestrians
- Retain trees and extend the bed to allow for lower level planting where possible
- Find new sites for low level greening
- Introduce detectible warning pavers where appropriate
- Re line the road and road markings

# Objectives

- Reduce the number of car drop-offs to Hazelwood School using a 'pull' factor
- Create a safe pedestrian zone for children and adults
- Promote opportunity for independent travel to school by children

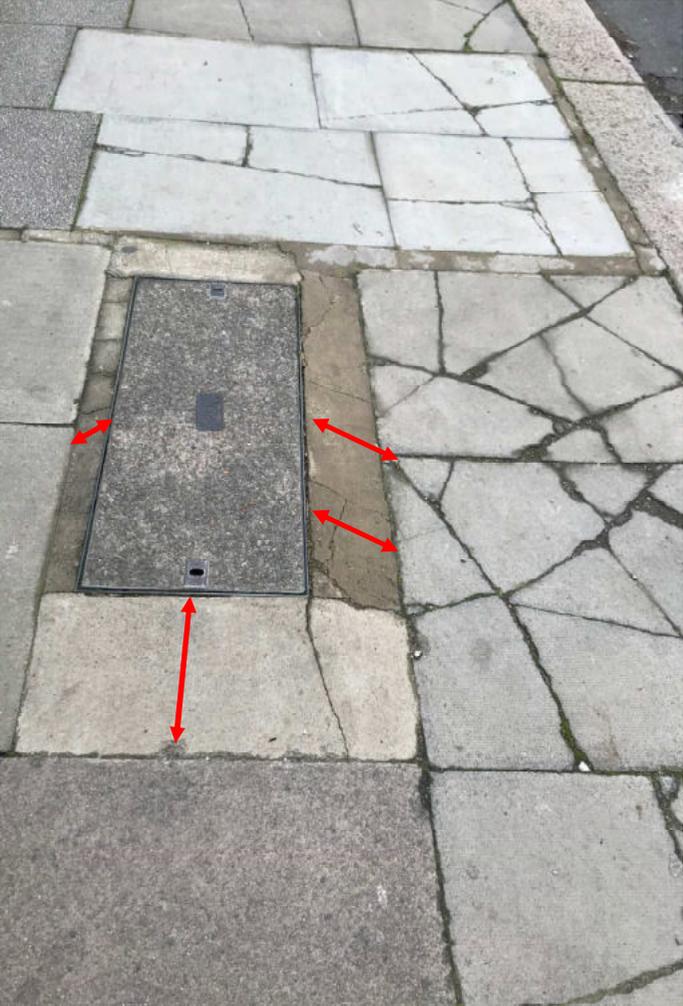
## How does this work with other initiatives?

- This proposal is independent of the proposed area LTN but could work alongside it
- This proposal is separate to a School Street but not only would it work well alongside it but it is arguably necessary to improve the pedestrian experience if vehicle access is removed
- Future initiatives could investigate feeder roads to Hazelwood Lane and how they could be improved
- These scheme would interface well with local cycle schemes and social distancing programmes

# Current Conditions

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# Trip Hazards Caused by Utilities



# Trip Hazards Caused by Multiple Driveways



# Trip Hazards Caused by Paving Stones



# Lack of dropped kerbs / safe crossings



One continuous Copenhagen crossing already in place at junction of Hazelwood Lane with New River Crescent / Hamilton Crescent

# School Road Markings & Crossing

Social distancing markers



Faded markings



Indistinct Pedestrian crossing



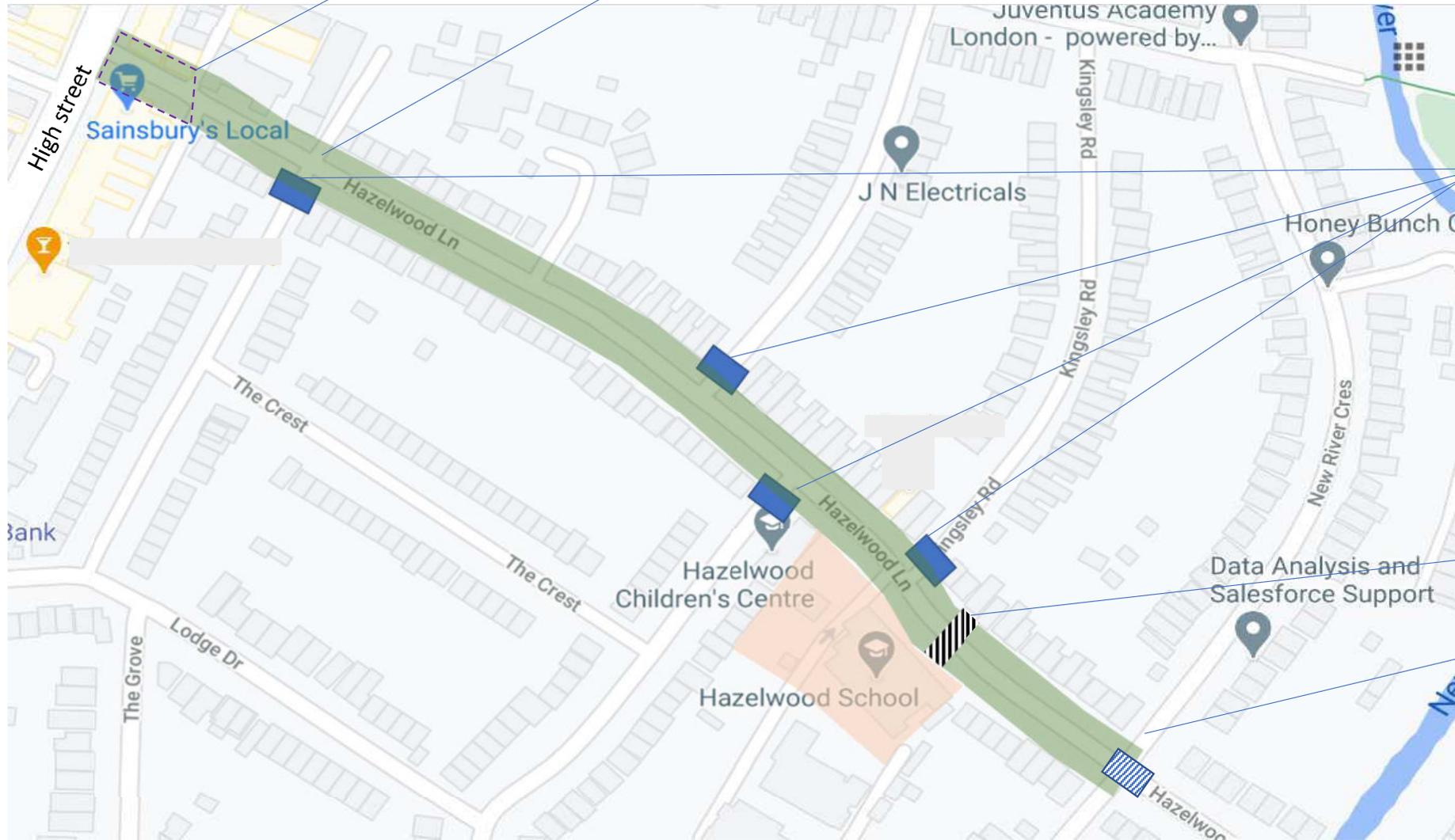
# The Project

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# Map

Retain existing kerb level

Scheme area in GREEN



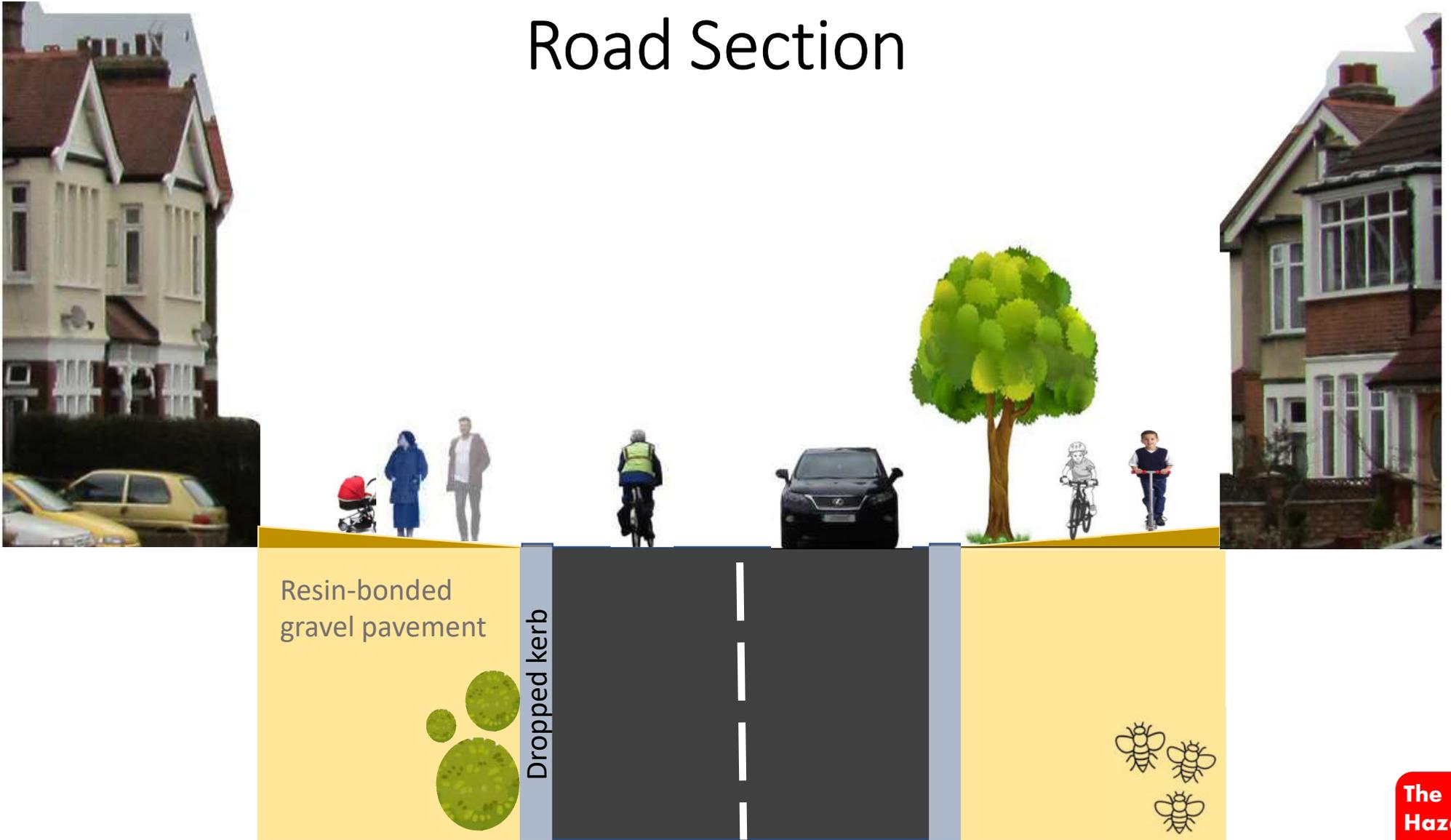
Suggested Copenhagen Crossing / traffic calming

Existing pelican crossing

Existing Copenhagen Crossing

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# Road Section



# Resin Bonded Gravel Pavement



# Continuous Dropped Kerb



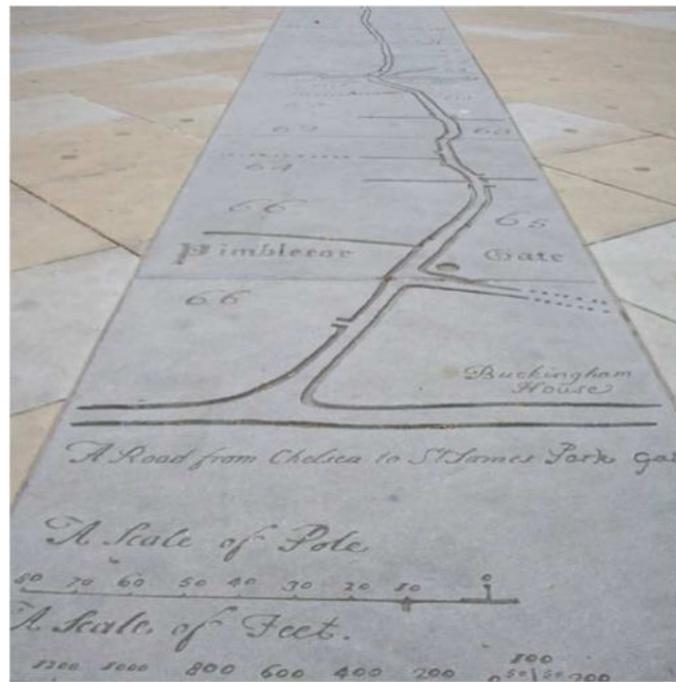
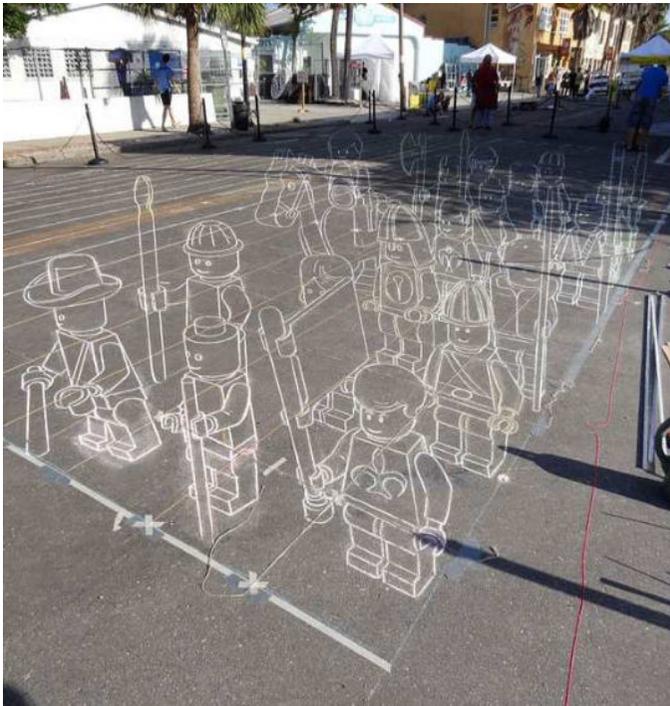
# Copenhagen Crossing



# Introducing Art

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# The Street Art Story



There is evidence of an historical street art scheme that can still be found on Hazelwood Lane and the surrounding streets.

There is a dinosaur themed walking route and street crossing reminders but they are faded or nearly all gone so the 'route' doesn't really exist anymore.

Using pavement art to enliven the pathways will create interest, excitement and passion in the schoolchildren and encourage them to *want* to travel sustainably rather than *have* to.

The local community and school children could be involved in shaping the theme of the art and story behind it, join workshops to develop ideas and visuals.

A variety of artwork can be introduced using different methods, different materials, with different purposes.

Clever positioning and direction of artwork can help maintain social distancing and influence direction of travel to and away from the school.

# Case Study: Holcombe Market, Tottenham

Using street art to not only enliven spaces but encourage the flow of pedestrians to use certain routes will be useful in controlling spaces in pandemic times and evidence of this can be seen at Holcombe Market

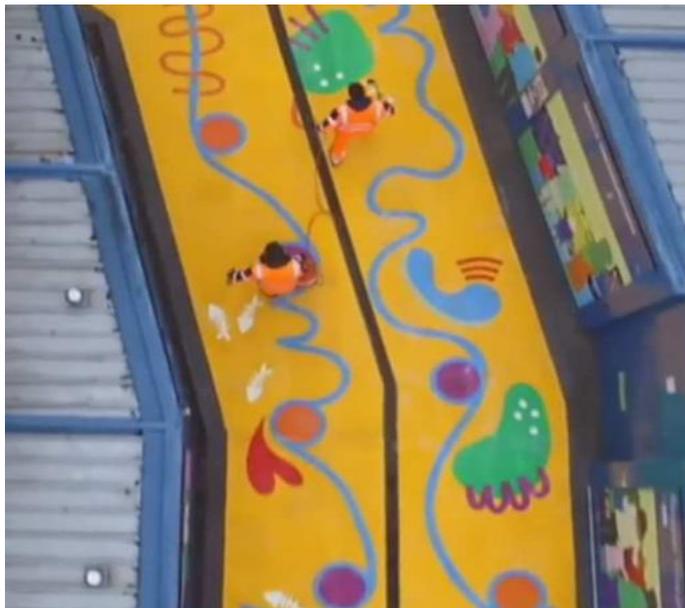
Spaced Apart Rooted Together 🙈 ✨

Amazing overhead footage of [@holcombemarket](#)'s new floor mural install

The mural spans the entire length of the market from the front entrance of the high street, all the way back to the end of the carpark (not featured in this video, but more footage coming soon!) as well as little bits of cheese in the car park for traders [@winenrind](#) (for when it's safe to dine outside again) 🏠

This project with [@haringeycouncil](#) 'Reopening the high street safely' is designed to help both the traders and customers feel safe whilst in use during covid, through use of colourful wayfinding design and patterns.

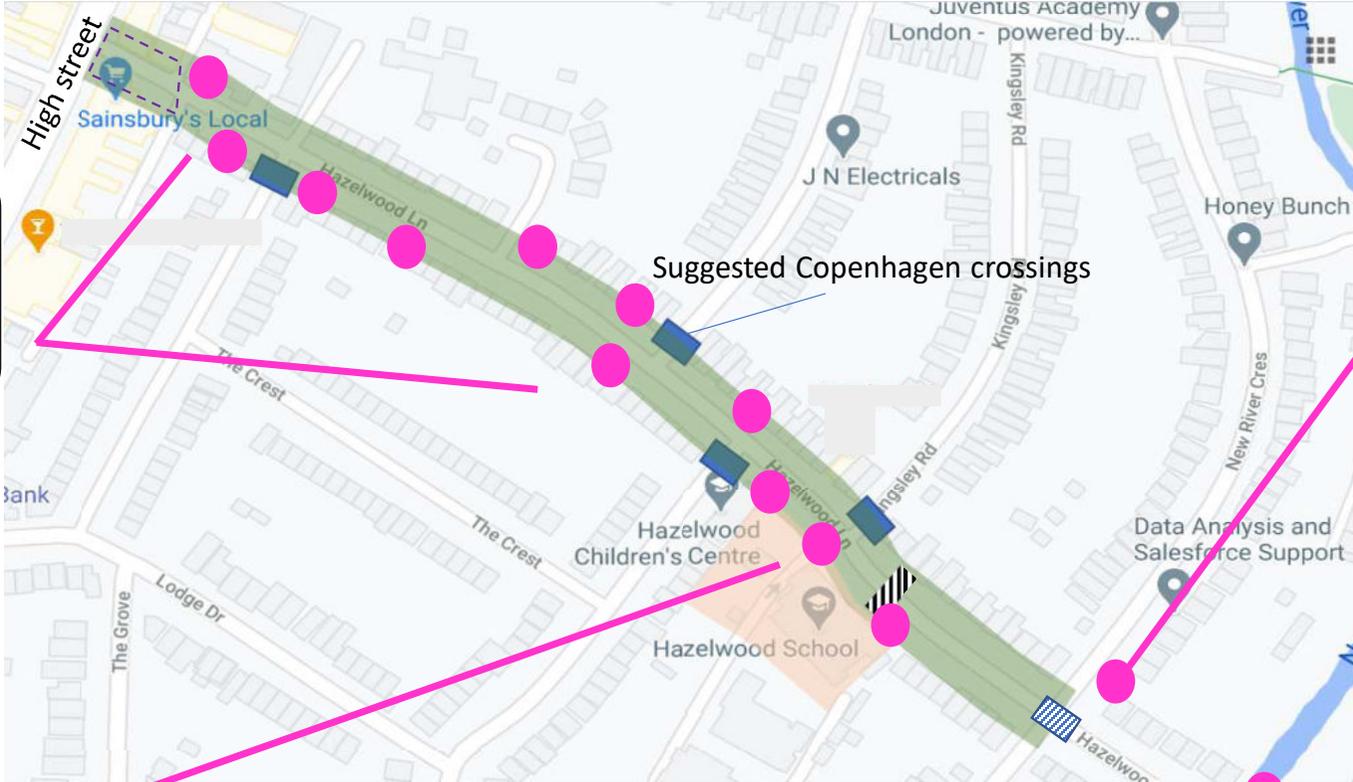
In response to the brief [@hanna\\_benihoud\\_studio](#) & I designed this mural [#SpacedApartRootedTogether](#), although we are having to adjust our lives to social distancing for the foreseeable...



# Opportunities for Street Art



Where can pavement art and silhouette sculptures be added to make the journey to school really interesting?



Can we bring the large protected tree on New River Crescent into the public realm and create a space at the base with artwork and greenery?



Can artwork inserted into the pavement around the school be used for distancing, wayfinding and just for fun?!



Can we commission mosaic panels like those in PG station to decorate the bridge over the New River?



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# Introducing Greenery

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# Lack of Greenery



There are 14 trees on Hazelwood Lane inside the scheme area

Some could have low level planting introduced to existing beds

Others could be built up to take more low level planting

Other areas of pavement could be uncovered for low level planting without competing with driveway access

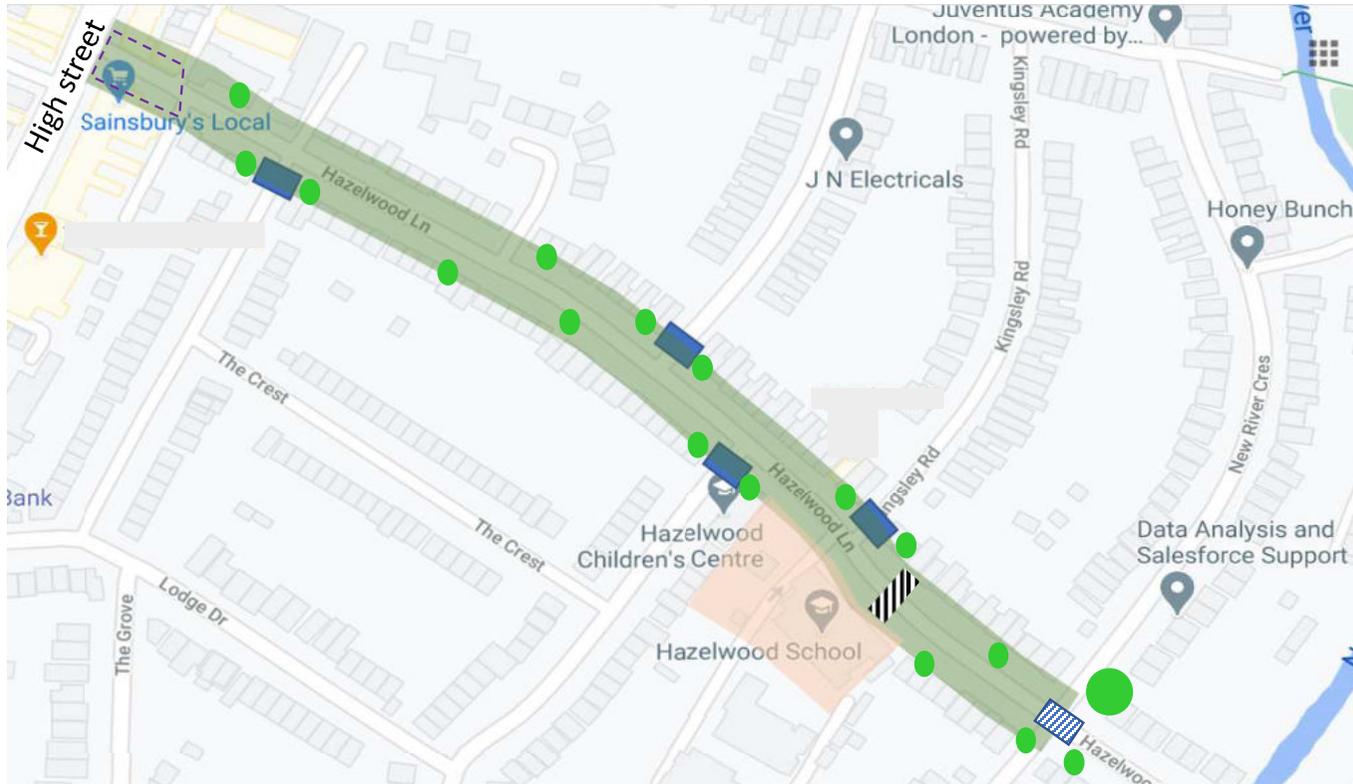


# Opportunities for Greening

Can we improve the existing greening by adding low level planting to around our 14 trees?



What a beautiful way to decorate the tarmac pavement 🌸



Can we use low level planting not just to green but to also signify to children a road crossing is coming up?



Where and how can new opportunities for greening be introduced to narrow pavements without blocking passage or driveways?



# Next Steps

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# Next Steps

## 1) Engagement

- Hazelwood School SLT
- Hazelwood School PTA
- Hazelwood Lane Area Resident Groups
- Better Streets for Enfield
- Ward Councillors
- Highways LBE
- Healthy Streets, LBE

## 2) Cost Evaluation

- Feasibility & cost appraisal

# Next Steps

## 3) Investigate Sources of Funding

- LBE
- TfL
- GLA e.g Streetspace for London programme
- Department for Transport e.g. Emergency Active Travel Fund
- Arts Council
- Lottery Fund
- Other