

# **GREEN LANES OUTER LONDON FUND ROUND 2/ TFL CORRIDOR SCHEME**

## **PROGRAMME SUMMARY**

### **1. INTRODUCTION**

The Green Lanes Strategy Group has worked with Haringey Council in putting together a successful Outer London Fund Round 2 bid. The Strategy Group have successfully bid into Outer London Fund Round 2 and have been awarded £1.78m to deliver a programme of capital improvements which will be delivered from April 2012 – March 2014.

#### **1.1 THE OUTER LONDON FUND ROUND 2 (OLF2)**

This programme will fund improvement to the public realm and to the facades of the buildings to allow the High Street to celebrate its diversity and to remain as a competitive alternative with a distinct local identity. The work will focus on the Town Centre from Grand Parade to the railway bridge at Harringay Green Lanes station

#### **1.2 GREEN LANES TfL CORRIDOR SCHEME**

In addition to the OLF2 scheme the TfL Corridor scheme is a collaborative project, which will support, embellish and provide a quality foundation for the OLF2 scheme. The Green Lanes Corridor is a borough-led package of works funded through the Council's LIP fund. The package is a range of highways improvements along the corridor including but not exclusive to highways infrastructure and street scene improvements, which will include walking, cycling, decluttering and landscaping improvements to the corridor.

The Green Lanes TfL Corridor scheme will focus on creating a place that is pedestrian and cycling friendly, which is accessible and feels safe and promotes green corridors with more trees and quality green spaces.

The area covered by the corridor scheme area comprises Green Lanes between Turnpike Lane and the borough boundary with LB Hackney.

## **2. THE OUTER LONDON FUND ROUND 2 (OLF2)**

### **2.1 SCOPE**

There are three main elements to the Green Lanes OLF2 scheme:

1. Improvements to the railway bridge and surrounding area to create a "gateway" entrance into the town centre.
2. Shop front improvements to 35 retail businesses on Green Lanes
3. Creation of micro-squares on the Green Lanes ladder roads

#### **Action 1 – Harringay Gateway**

At the southern end of Green Lanes the railway bridge will be cleared of clutter, cleaned and transformed by the installation of a three-dimensional field of light. This action will create a tangible gateway to the area, raising the status of the high street in the eyes of locals and visitors alike.

#### **Action 2 – The Shop Fronts**

The magnificent architecture of Green Lanes and the Grand Parade is to be celebrated. Selected terraces will be cleaned and restored, independent shops will receive investment to improve their shop fronts through appropriate conservation works and the considered introduction of contemporary details

### **Action 3 – The Public Realm**

The high street is the public space. Where possible the pavement will be widened, trees planted, benches installed, cafe seating extended, lighting improved and shared surface treatment considered. This action will encourage people to appropriate the streetscape as a place to meet, chat, stroll and spend their time.

## **2.2 PROJECT DELIVERABLES AND DESIRED OUTCOMES**

### **Outputs:**

- 1 lighting scheme
- 1 bridge improved
- 5-6 terraces improved
- 35 shop fronts improved
- 8 micro squares established

### **Outcomes:**

- Increased positive perceptions of quality of public realm and Increase in quality of pedestrian experience through public realm improvements
- Behavioural change of visitors, residents and businesses
- Virtuous Circle of Investment - Having a facility of this nature in the area will help attract future investment.
- Help to build a renewed sense of pride in the area
- Attract visitors from outside of the area and increase shopping revenue and footfall.

## **2.3 OBJECTIVES**

The OLF2 scheme will:

### **2.3.1 SUPPORT CIVIC PRIDE + INVESTMENT**

The urban street, private businesses and public spaces around Green Lanes have seen little public sector investment during the last 3 decades. Instead, local people and businesses have been investing their own time and money into improvements. These activities have been rewarded with a number of awards during the last 10 years including recently the Mayor of London's Award for voluntary work for the community. Our bid is intended to further support voluntary efforts and visually demonstrate to local residents and businesses that their efforts for the community can transform their neighbourhood. Rewarding community endeavour sends out a clear signal that civic pride is a quality that Londoners value highly.

### **2.3.2 DEVELOP -A SERIES OF EXEMPLARY CATALYSTS**

When completed the 3 actions will create something tangible. Physical evidence of regeneration will be experienced by individuals in their homes and businesses as well as the public out on the street. As opposed to costly wholesale replacement the actions we propose are conscientiously targeted to provide pockets of change and improvement. If carefully designed, these pockets of change can become exemplary catalysts. The inspirational spark required to encourage renewed community activity, further private investment and a sense of ownership and place amongst residents and local businesses.

### **2.3.3 FOSTER -A LASTING SUSTAINABLE LEGACY**

A sustainable legacy is secured through the careful consideration of a project throughout its entire lifetime, from design and delivery through its expected life-cycle and to the example it sets for

neighbouring and future developments. Our actions consider sustainability holistically in terms of design, construction and use. Our doctrine is 'Retain -Repair Renew', where careful consideration of the site and consultation with stakeholders generates an understanding of what should be retained, what needs improvement and where things need to be replaced entirely. This strategy is economical in terms of time, materials and finance but also ensures that what identifies Green Lanes as unique is given its rightful position in securing its legacy.

### **3. GREEN LANES TFL CORRIDOR SCHEME**

Haringey's Local Implementation Plan (2011 to 2014) sets out the Council's Transport Strategy, reflecting the transport needs and aspirations of Haringey's residents and businesses, as well as helping to achieve the key priorities set-out in the Mayor's Transport Strategy. Haringey contains one Metropolitan Centre (Wood Green), below which there are five, smaller District Centres, of which Green Lanes is one. Together, these six town centres are the focus for future economic and employment growth in the Borough. The Local Implementation Plan contains a number of Strategic Environmental Assessment objectives. Three of these make specific reference to Green Lanes:

- To reduce crime, disorder and fear of crime and promote safe communities;
- To improve access to services, amenities and opportunities for all groups; and
- To improve the vitality and vibrancy of town centres.

The TfL Corridor scheme will seek to achieve the Local Implementation Plans objectives where possible through improvements to the urban realm along the Green Lanes corridor.

#### **3.1 OBJECTIVES**

- Improve conditions for cyclists, pedestrians and public transport to encourage more journeys by these modes
- Improve accessibility of the public transport network for everyone
- Deliver high quality, robust, attractive, legible and permeable public realm across streets, open spaces and transport interchanges within the study area.
- Reduce the adverse effects of traffic

#### **3.2 BUDGET**

- £1.2m from Transport for London

#### **3.3 CURRENT STATUS**

- Haringey Council is currently commissioning an architectural design team who will be initiating conceptual design advice and will be liaising with the local community in the near future.

#### **3.4 POSSIBLE INTERVENTIONS**

##### **Walking / accessibility**

- Widen and renew footways
- Improve and relocate formal and informal crossing points
- Renew footways outside shops and businesses
- Parking bays raised to footway level - to maximise footway widths when unoccupied and protect vehicles when occupied
- Raised level road surfaces and junction entry treatments will be installed on the highway at various locations throughout the scheme. This will reduce vehicle speed and prioritise pedestrians, which will contribute to a safer environment for all users

**Cycling**

- Rationalise and improve existing cycle lanes where possible
- New cycle stands throughout the area

**Public transport**

- Relocate bus stops to more logical and accessible locations
- Implement a Car Club bay and a Business Van Club bays

**Crime**

- Lowering of shrubs where required
- Lighting dark spots

**Green areas / planting**

- New trees where feasible
- Landscape areas
- New planters and planting

**Wayfinding / Signage / Street furniture**

- Review all signage and declutter
- New bins, plants, bike stands and benches throughout the area