

Report for: Record of Decision Taken Under Delegated Authority

Item number:

Title: Tottenham Green Community Streets Project –
Markfield Road N15: Improvement Works

**Report
authorised by :** Head of Operations:

Cunningham

Cabinet Lead Member for Environment :

Lead Officer: Bernard Tausu, Alexandra House, 5th Floor, N22 7TR,
Bernard.Tausu@haringey.gov.uk, 020 8489 3996

Ward(s) affected: Tottenham Green

**Report for Key/
Non Key Decision:** Non key decision

1.0 Describe the issue under consideration

- 1.1** To report on the feedback of statutory consultation carried out from 3 January to 27 January 2017, on proposals to introduce several traffic and road safety improvement measures along Markfield Road designed to help all road users, including pedestrians and cyclists.
- 1.2** To request approval to proceed to implementation, having taken objections into consideration.

2.0 Recommendation

- 2.1** In view that the responses received are generally supportive of the measures, it is recommended that we proceed with the scheme.
- 2.2** The scheme will provide an improved public realm that enhances the environment and peoples' perception of the area. It will improve the safety of Markfield Road to encourage pedestrians and cyclists to use the route by these sustainable modes of transport. It will also improve the pedestrian and cyclist experience on Markfield Road, through access to public spaces.

3.0 Reasons for decision

- 3.1** The Council is required to consider the feedback received during the Statutory Notification period, in particular any objections to proposals, prior to proceeding to implementation.

4.0 Alternative options considered

- 4.1** None.

5.0 Background Information

- 5.1** Funding has been allocated to implement a community streets project in the Tottenham Hale area.
- 5.2** This is a community lead project which will contribute to the Tottenham Regeneration Programme and aims to improve road safety and the streetscape and encourage cycling and walking.
- 5.3** Markfield Road links Markfield Park to Broad Lane and has been identified as the most important pedestrian and cycle route within the project area, however recent surveys show that there is a high volume of traffic and a need to improve condition of this important cycling and walking route.

5.4 A scheme proposal has been developed following engagement with the local community and businesses which consist of the following and are detailed in Appendix A:

- Installing a cycle lane on the west side of Markfield Road – running from Broad Lane junction through to the park. The first 120metres will be segregated.
- Footway repaving and road resurfacing.
- Reinstatement of the currently faded sections of double / single yellow lines.
- Extension of yellow lines and reduced on-street parking space to discourage obstructive parking and improve traffic flow.
- Four parking spaces will be retained on the west side of Markfield Road.
- New street lighting in Markfield Road, Constable Crescent and Stamford Road, with lamp-shades designed to reduce light pollution and glare.
- Redesigning the junction at Markfield Road and Constable Crescent with tactile paving and junction table to improve pedestrian visibility and provide step-free crossing.
- Tree planting on Markfield Road (East side) between Broad Lane and Constable Crescent junctions.

5.5 The scheme will be delivered in two phases with the first phase focusing on footway repaving and cycle lane provision between Broad Lane and Constable Crescent junctions. See Appendix B for details of the first phase of works.

6.0 Statutory Consultation

6.1 Ward Councillors were informed of the proposals on the 15 December 2016. Councillor Lorna Reith has received some very positive feedback on the proposals from some of her constituents who use Markfield Road.

6.2 Notification documents with feedback cards were distributed to properties in the vicinity of the proposals on the 3 January 2017. A copy of the statutory consultation document is shown in Appendix C and a copy of the consultation boundary can be found in Appendix D.

6.3 An informal drop-in session was also held at 'Craving Coffee', Gaunson House, Markfield Road on Tuesday 24 January from 5pm – 7pm. This enabled residents/traders an opportunity to discuss the scheme in more detail with council officers.

7.0 Responses to Consultation

7.1 Responses are generally supportive of the measures but there are some concerns about the yellow lines, parking space reduction and the impact of road narrowing and junction redesign. In Appendix E you can find the full consultation report from which the summary table overleaf was extracted from.

Table 1: Support for the proposed measures

		Count	%
Cycle lane	Support	13	100%
	Some concerns	0	0%
Footway repaving & road res.	Support	13	100%
	Some concerns	0	0%
Yellow lines repainting	Support	11	85%
	Some concerns	2	15%
Extended YL - reduced parking	Support	11	85%
	Some concerns	2	15%
Some retained parking spaces	Support	13	100%
	Some concerns	0	0%
New street lighting	Support	13	100%
	Some concerns	0	0%
Junction redesign	Support	10	77%
	Some concerns	3	23%
Tree planting	Support	12	92%
	Some concerns	1	8%

7.2 A total of 13 responses were received from businesses, community interest groups, and a few local residents.

7.3 The main issues raised by respondents have been extracted from the wider comments and are set out below.

7.3.1 *Concerned about narrowing the junction at Constable Crescent and how this will affect Lorries turning. Will the pavement extension / widening at junction of Constable Crescent, make it difficult for Lorries trying to turn into the yard.*

Council Response

The proposed design has been tracked using a swept path analysis software program, used for analysing the movements of steered and wheeled vehicles i.e. cars and Lorries. It confirms that Lorries will still be able to perform this manoeuvre, but at a lower speed, due to the pavement extension and junction being raised, which will improve road safety for all road users.

7.3.2 *Marked crossing on Broad Lane/Markfield Road is too close to the junction too enable HGVs to slow down.*

Council Response

This is an existing crossing point on the Transport for London's section of Markfield Road. Officers will engage with TfL on this issue during the development of phase 2 of these works.

7.3.3 *I advise against single yellow lines anywhere as this will result in the road being blocked by Lorries parking on the road for loading/unloading, rather than using the yards which all the businesses have. I appreciate that single yellow lines allow for parking out of hours, but business hours here start at 6am and the road needs to be clear of vehicles left parked by residents from the surrounding area.*

Council Response

Haringey has to consider the views of both residents and local businesses and as Markfield Road is predominately a commercial road, it is deemed necessary to allow loading/unloading to facilitate normal operations for the local businesses.

- 7.3.4 *Worried that casual parking for residents will now be a real problem. The limit of 4 spaces with only 1 hour parking and no return in 4 hours is hopelessly inadequate. What about those who need service calls e.g. plumbers, heating engineers or carers. Considering that by about 9am all current spaces are filled, it shows there is a need for parking along Markfield Road.*

Council Response

A recent survey indicated that permit holder parking capacity is available on Stamford Road, which is parallel to Markfield Road, which can be used if all spaces on Markfield Road are in use.

8.0 Contribution to strategic outcomes

- 8.1 This project will assist in improving road safety for all road users contributing to the delivery of Haringey Corporate Plan Priority 3 (a clean, well maintained and safe borough where people are proud to live and work).

- 8.2 Beneath the District Centre Framework sits the Tottenham Hale Streets and Spaces Strategy which focuses on the public realm including pedestrian streets, roads, cycle network and public spaces. The Markfield Road project will be delivered under the principles set out in the Streets and Spaces Strategy.

9.0 Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance Equalities

9.1 Comments of the Head of Legal Services

- 9.1.1 N/A

9.2 Chief Finance Officer Comments

- 9.2.1 The cost of these works can be contained within the existing budget funded from Transport for London LIP allocation.

9.3 Equal Opportunities

- 9.3.1 The consultation documents were distributed to all households / businesses within the agreed consultation area to ensure that all stakeholders were made aware of the Councils proposals. In addition, an informal drop in session was held which enabled any interested party the opportunity to discuss the scheme further.

9.4 Staff Side Comments

9.4.1 N/A

9.5 Summary and Response

9.5.1 A total of 13 responses were received from businesses, community interest groups, and a few local residents.

9.5.2 Responses are generally supportive of the measures but there are some concerns about yellow lines, parking space reduction and the impact of road narrowing and junction redesign.

- Yellow lines - Haringey has to consider the views of both residents and local businesses and as Markfield Road is predominately a commercial road, it is deemed necessary to allow loading/unloading to facilitate normal operations for the local businesses.
- Parking space reduction - a recent survey indicated that permit holder parking capacity is available on Stamford Road, which is parallel to Markfield Road, which can be used if all spaces on Markfield Road are in use.
- Road Narrowing and junction redesign - the proposed design has been tracked using a swept path analysis software program, used for analysing the movements of steered and wheeled vehicles.

9.5.3 The scheme will improve road safety, pedestrian and cycle accessibility and also assist in removing indiscriminate parking and improving traffic flow.

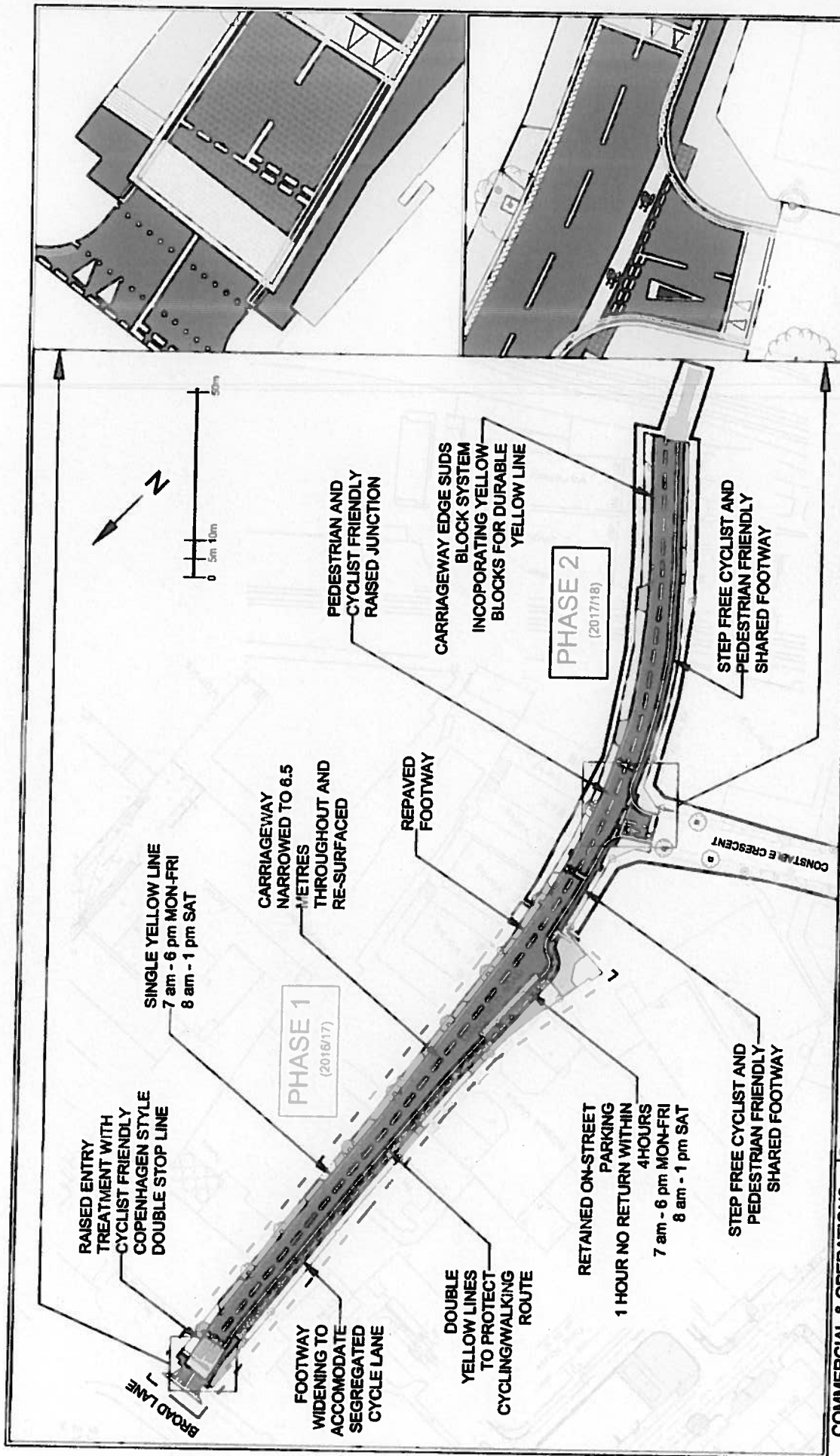
10.0 Use of Appendices

- Appendix A – Plan of overall works
- Appendix B – Plan of phase one works
- Appendix C - Statutory consultation document
- Appendix D - Consultation boundary
- Appendix E - Full consultation report

11.0 Local Government (Access to Information) Act 1985

11.1 N/A

Appendix A



COMMERCIAL & OPERATIONS
TRAFFIC MANAGEMENT

100 New Road, London, SE1 7TH
Tel: 020 8440 0000 Fax: 020 8440 1000

Commercial & Operational Assessment Services



Project: Markfield Road Environmental Improvements
General Arrangement of Proposals for Public Consultation:

- KEY:**
- ☒ Kerbs & Footway Grates
 - ☒ Kerbs and Pre-Cast Concrete (PCC) paving Natural Grey 900mm x 600mm
 - ☒ PCC Edging 60 x 150mm Square Top
 - ☐ Contemporary Tarmac Resurfacing
 - ☐ Pedestrian Bay Markings
 - ☐ Tripartite Blocks - Bricks Colour
 - ☐ Buff Block Paving Cycle Crossing for Copenhagen Style Cycle crossing
 - ☐ Tarmac Cycling Space
 - ☐ Tactiles Grey 400mm x 400mm Tactiles
 - ☐ Existing Tree to remain
 - ☐ Proposed Tree
 - ☐ Proposed Sustainable Drainage System

Design: SN/BT
Drawn: SN/BT
Checked:

Scale: 1:1000
Date Drawing Created: 14.12.2016

Dwg No: ST-HI-Markfield-2016-PC02
Path:

Appendix B

Heringay

Appendix C

3 January 2017

Statutory Notification and Works Notice

Markfield Road N15: Improvement Works Phase 1

Dear Resident or Business,

Recent traffic surveys confirm the high volume of traffic using Markfield and other local roads and we are proposing several traffic and road safety improvement measures designed to help all road users - including pedestrians and cyclists. We plan for the work to be carried out in two stages - starting early 2017.

The proposed measures consist of:

- Installing a cycle lane on the west side of Markfield Road – running from Broad Lane junction through to the park.
- Footway repaving and road resurfacing.
- Reinstatement of the currently faded sections of yellow lines.
- Removal of some on-street parking spaces by extending the existing yellow lines to discourage obstructive parking and improve traffic flow. Four parking spaces will be retained on the west side of Markfield Road.
- New street lighting in Markfield Road, Constable Crescent and Stamford Road, with lamp-shades designed to reduce light pollution and glare.
- Re-designing the junction at Markfield Road and Constable Crescent with tactile paving and junction table to improve pedestrian visibility and provide step-free crossing.
- Tree planting on Markfield Road (East side) between Broad Lane and Constable Crescent junctions.


Full details are illustrated on the plan overleaf. The first stage of the scheme includes footway repaving and cycle lane provision between Broad Lane and Constable Crescent junctions. If the project is approved, phase 1 will start week commencing 27 February 2017, weather permitting. Stage 2 is planned for later in the year.

Please complete the feedback card or email us at Frontline.consultation@haringey.gov.uk with your views, comments or objections. If you object to any of the measures, please give reasons.

You can also have your say by coming along to our informal drop-in session at '**Craving Coffee**', Gaunson House, Markfield Road on Tuesday 24 January from 5pm – 7pm. Please note that the closing date for receipt of comments is 27 January 2017.

We look forward to hearing your views.

Yours faithfully,



Highways Engineering

Sustainable Transport
Level 5 Alexandra House
10 Station Road, Wood Green
London N22 7TR

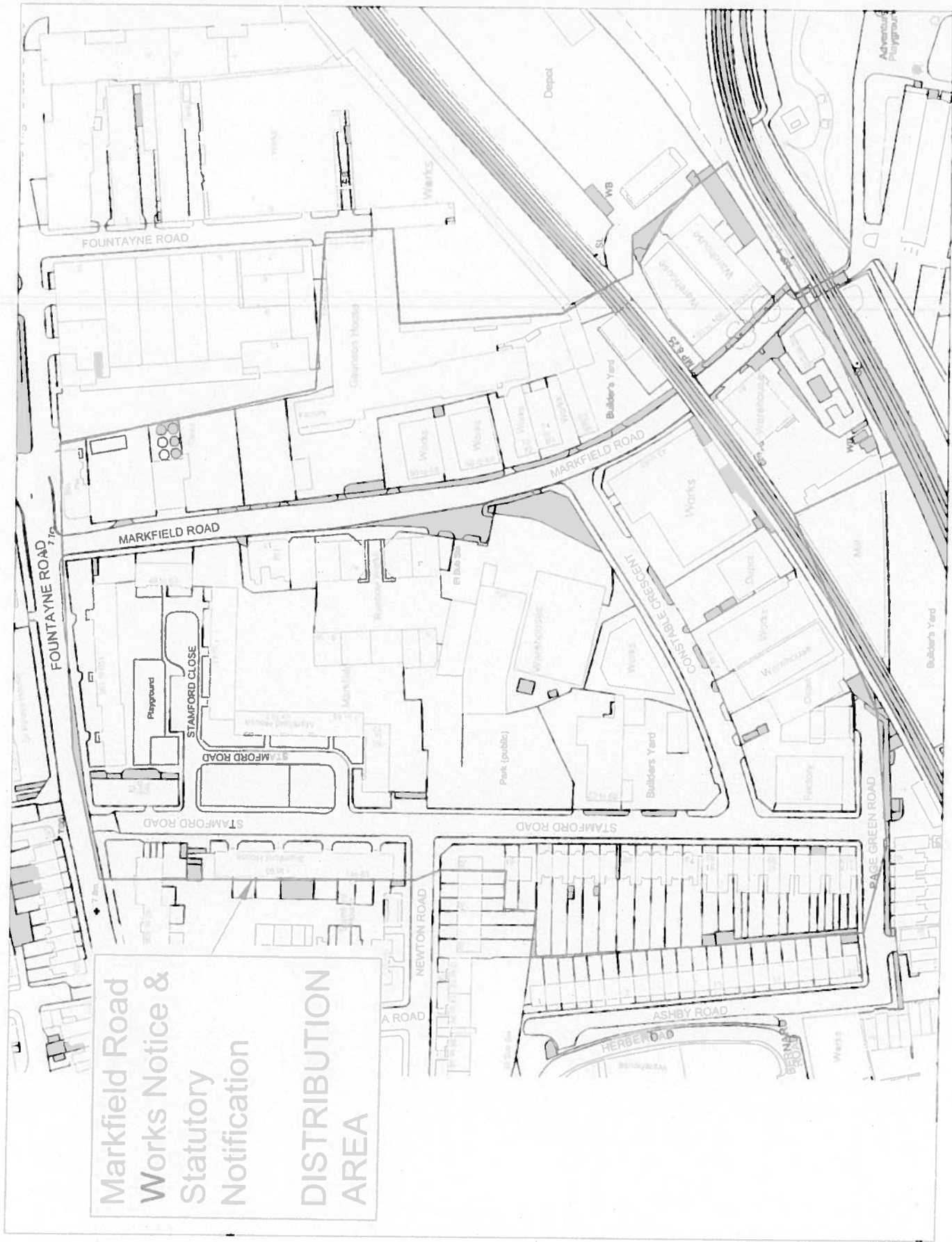
020 8489 1000

www.haringey.gov.uk

Appendix D

Markfield Road
Works Notice &
Statutory
Notification

DISTRIBUTION
AREA



Appendix E

Consultation Analysis Report

Markfield Road Improvement Measures

Consultation: 9 December 2016 – 13 January 2017

Table 1 Support for the proposed measures

		Count	%
Cycle lane	Support	13	100%
	Some concerns	0	0%
Footwayrepaving & road res.	Support	13	100%
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	Some concerns	3	23%
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Traffic Management
Level 5 Alexandra House
10 Station Road, Wood Green
London N22 7TR

020 8489 1000

www.haringey.gov.uk

Respondents' Comments

Respondent	Issues
1	
2	I don't think the SYL on Markfield road will do. The businesses have off-street parking for loading. Having DYL will improve passage otherwise road gets congested and polluted by lorries idling engines. Same scheme on Constable crescent.
3	Markfield road, Constable crescent junction should have 'Keep clear' painted on road (Markfield road). This will prevent bottle necks that we experience regularly.
4	Concerns of the narrowing of the junction at Constable Crescent- used for their lorries turning. Raised concerns with the proposed road markings at junction of Broad Lane- Marked crossing (Copenhagen style) too close to junction for HDVs to sufficiently slow down. Suggested a need for litter storage- currently problems with littering/ fly tipping. In support of pay & display/ short term parking in area. Will engage with more detailed plans for phase 2.
5	In support of improvement works- concerns over potholes and quality of road. Suggested need for more parking for residents, but understood that not an appropriate use for Markfield Rd. Complaints over noise of O'Donovan site opposite.
6	In support of improvement projects- Road regularly used by their disabled users. Wanted to ensure clearer route through to Markfield Park Concerns of the effect of introducing CPZ to their users' parking provision.
7	Wanted to ensure clearer route through to Markfield Park . Suggested improvements to entrance of park.
8	In support with proposed design for phase 1. Noted the need to effectively signal the junction to cyclists to deter speeding. Concerns of the widening of pavement at junction of Constable Crescent, preventing HGVs from turning into business entrance.

9	<p>In general I support the scheme as the street is currently a completely unstructured mess dominated by the industrial units. It will be good to discourage cyclists on the pavement along Broad Lane if there is a short cut highlighted to go towards the Stamford Hill area: along Markfield Rd, Constable Crescent & continuing along Bernard Rd & across Rangemoor Rd & Wakefield Rd. I am concerned that casual parking for the residents will be severely curtailed. The limit of 4 spaces only, 1 hour, no return in 4 hours set up will be woefully inadequate for anyone needing emergency or otherwise plumbers, heating engineers or care arrangements, for example. More spaces at 2 hours would be much better. There are many properties such as mine & others along Broad Lane which have no access to parking without a permit. I used to be able to buy some at short notice from Apex House but don't know from where they are available currently.</p> <p>Considering that by about 9am all current spaces are filled, it shows there is a need for parking along Markfield Rd. I appreciate that it might be better once abandoned cars are cleared regularly, & commuters are discouraged, but where are they supposed to go? A car park such as that at Blackhorse Rd would be welcome & could generate some income as long as it is at a similarly reasonable rate. Perhaps in phase 2 or 3, the abandoned factory buildings along Bernard Rd, Constable Crescent & Stamford Rd could be utilised. Whilst I am all for planting trees, I am wondering how far the number proposed might affect the space on the pavements, considering that on the east side there is a series of industrial unit entrances.. I have been made aware that it all depends on the gas lines underground anyway. I wish the operatives well with carrying out the proposals</p>
10	<p>We fully support the proposals to make the road safer for pedestrians and cyclists and to make the street more pleasant. It will be a key route to Markfield Park not only for existing residents but also for the thousands of new people coming to the area through regeneration. We also support the proposals to make street lighting less light-polluting for the benefit of bats and moths along the railway corridor and in the park. Currently when HGVs are turning into or out of the O'Donovan depot even the pavement on the west side of the road is blocked. Will the segregated cycle and pedestrian walkway be protected so that HGVs do not impinge on it?</p>

11	<p>As a business owner on Markfield Road / Constable Crescent, I fully agree with the new scheme, however I advise NOT to do a single yellow line anywhere as this will just get blocked up with lorries parking for loading/unloading when all the business have got a forecourt. Doing a double yellow line is far more effective in stopping vehicles parking, I appreciate that single Yellow lines allow for parking out of hours, but business on this road start at 6am and it means that it will get congested from the start of the day from residents in the surrounding area not by the business of Markfield Road. Please if you can incorporate my comments in implicating double yellow line on the whole of Markfield Road, there is no reason or benefit of a single yellow line for any of the businesses in Markfield Road. And lastly, Constable Crescent is in dire need of some urgent attention. There are 10-15 free car parking spaces which are ALWAYS parked by cars waiting for repair for the Prius Centre. a) These cars never get moved, b) Other business owners/customers/staff can never use it, as the car repair business down the road will only remove a car and replace it straight away with another. c) The roads can never get cleaned, have a look under the cars, the amount of accumulated rubbish which is a health hazard and an invite for rodents. d) Delivery vehicles can never pass freely, it's time for double yellow lines on both sides. e) Take note: all business on Constable Crescent have got off street parking no one really needs these parking spaces.</p>
12	<p>Well done to all involved in this scheme. It looks very promising! I have long campaigned for improvements on Markfield Road for those who walk and cycle to and from Markfield Park. I think it's great that a cycle path has been included in these plans - I especially like that the cycle path runs across the side road and that the stop-line is set further back to give clear priority to walkers and cyclists. I am not a fan of shared-use pavements which lump walkers and cyclists together - it's hazardous for walkers and inconvenient for those on bikes. Do you know if these plans go as far as to make the entrance to Markfield Park more accessible? I would like to see the barrier removed and replaced with hinged bollards (like in Down Lanes Park). I would also recommend replacing the cobbled road surface with tarmac as these get very slippery and muddy in winter. I look forward to your response.</p>
13	<p>I support your proposals for Markfield Road and welcome any improvements to the area. But you must already know that any improvements you make risk being undone by the dirt, noise and dangerous levels of traffic that O'Donovan's bring to the street. Until something is done to address those underlying issues, the improvements you make can only act as sticking plasters.</p>
13	13