



Briefing for:	Environment & Housing Scrutiny Panel, 21 March 2013
Title:	Philip Lane Walkabout
Purpose of briefing:	To provide information on the range of issues identified during the Philip Lane Walkabout and implications arising.
Lead Officer(s):	Ann Cunningham, Head of Traffic Management

1. Introduction

- 1.1. The following report outlines the issues / problems identified during a walkabout in Philip Lane, which was attended by officers from the Traffic Management, Neighbourhood Services and Ward Councillors. Those issues ranged from general maintenance of the existing infrastructure, to design and enforcement issues.
- 1.2. Philip Lane is a classified road, serving as a route for a number of buses travelling between Tottenham High Rd / Seven Sisters to St Ann's Rd and West Green Road towards Wood Green High Road. It experiences high level of traffic at particular times of day. Traffic levels have increased since the implementation of the traffic scheme implemented in May 2006 in the Bruce Grove area. This will at times result in high levels of congestion. Appendix A - sets of the issues identified and potential solutions.
- 1.3. A number of the maintenance issues highlighted will be addressed as part of our maintenance schedule. Officers have also committed to trialling additional footway enforcement, especially at locations where vehicles are crossing the pavements to access parking on private property.

2. Financial Implications

- 2.1. The total costs of the solutions identified are £46 651.00 if addressed as individual projects. These costs could be reduced by £25k if programmed as a complete scheme. This reduction relates to the consultation and legal order aspects of the work. The breakdown of those costs is available in Appendix B.
- 2.2. The cost of those works needs to be weighted up against the budget available and prioritised against other essential works that may need to be carried out elsewhere in the borough. This budget is set for 2013/2014 and is £60K for Parking infrastructure maintenance and £550k for reactive maintenance (which is proportionate use from the planned carriageway and footway maintenance additional investment).

Appendix A – Identified issues and recommended solutions

Appendix B – Estimated cost

Appendix C – Time frames

Appendix A

Location 1:

- Philip Lane Outside school entrance, existing single yellow lines operate Mon- Sat. 8:30 am – 6 pm.
- Obstructive parking identified



Possible Solutions: introduction of loading restriction Mon- Sat, 8:30 am – 6 pm to mitigate waiting in this location.

Location 2:

- New raised table at same level of footway encourages drivers to park on footpath.
- This design could causes problems during wet periods as storm water could run onto the footpath.



Possible Solutions:

- Implement parking bay to prevent footway parking.

- Subsequence investigations indicated that flooding is not an issue at this location, there may be issues of surface water during extreme inclement weather, but this is not at a level which requires intervention.

Location 3: Opposite 243 Philip Lane.

Double yellow lines required on the northern side of the carriageway adjacent to the refuse.



Possible Solutions:

- Extend double yellow lines from the junction of Keston Road to a point 5 metres east of the refuse.
- Add at any time loading restriction (double kerb marking) to the existing restriction on the southern side of Philip Lane and to the proposed double yellow lines on the northern side.
- Add at any time restriction to existing double yellow lines on the junction of Keston Road and Bourn Avenue.
- Hatching and centre line needs remarking.

Location 4: Philip lane from its junction of Mansfield Avenue eastwards toward the junction of Downhills Park Road.



Possible Solutions:

- Waiting and loading restriction required alternative side to facilitate the free flow of traffic.
- Centre line needs remarking.

Location 5: Approach to junction of Downhills Park Road



Possible Solutions:

- General maintenance of all restriction at this location.
- Waiting and Loading Restriction on the junction of Downhills Park Road need to prevent loading at any time.
- Loading restriction on the northern side need remarking/maintenance
- All signage needs to be checked and reinstalled where necessary.

Location 6: Crossing facility on Downhills Park Road



Possible Solutions: remarking.

Location 7: Bus stop outside 270 Philip Lane



Possible Solutions: Bus stop badly faded, needs remarking.

Location 8: outside and opposite 264 Philip Lane

- Pay and Display parking operate Mon-Sat, 8 am – 6:30 pm north and south side of Philip lane.
- Concerns were raised with the footway parking on the northern side of Philip lane due to construction of footway.
- Observation: P&D parking on the southern side could be relocated to Summerhill Road within an existing lay-bye, to assist in the free flow of traffic.
- Concerns raised with existing footway parking.



Lay-bye Summerhill Rd



Possible Solutions:

Options 1

- Waiting and Loading restriction on Philip Lane within the P&D bays could be implemented during peak traffic flow to reduce traffic congestion.

Option 2

- Footway parking relocated to carriageway on northern side.
- P&D on southern side relocated to lay-bye on Summerhill Road, location above.
- All restrictions need to be remarked.

Location 9: Pay & Display parking on Colmell Road.



Action: remove waste bin from parking bay, this is an ongoing issue. Street Enforcement to take action.

Location 10:

- Bus stop outside The Lord Palmeston Pub / 195 Philip Lane.
- Bus stop excessively long.
- Bus stop cage no removed correctly.
- Justification for the length of this Bus cage. Request from Sustainable Transport



Possible Solutions:

- Bus stop to be removed correctly and TMO to be amended to reflect restrictions on street.
- Single yellow line with loading restrictions to be implemented in place of redundant Bus Stop markings.
- Implement Loading bay.

Location 11: single yellow lines, northern side outside St Philip Church to Launderette on the corner of Philip Lane and Hansworth Road operates Mon-Sat, 8 am - 6:30 pm.



Possible Solutions:

- Apply loading restrictions in line with existing single yellow line restrictions.

Location 12: Double yellow line restrictions on Hansworth Road (one way system)



Possible Solutions:

- Possible reduction in length of double yellow line (+/- 3m) on the east and west side of Hansworth Road to increase parking availability.

Location 13: existing single yellow lines on the north and south side of Philip Lane operate Mon-Sat, 8 am to 6:30 pm no loading restriction. Looking east and west between Hansworth Road and Gloucester Road



Possible Solutions:

- possible Loading restrictions in line with existing single yellow lines

Location 14: Junction of Gloucester Road with Philip Lane



Possible Solutions: Upgrade single yellow lines to double yellow lines with at any time loading restrictions.

Location 15: Single yellow lines between Gloucester Road and Kitchner Road operate Mon-Sat, 8 am - 6:30 pm.



Possible Solutions:

- possible loading restriction to assist in the flow of traffic

Location 16: Corner of Kitchner Road, Vehicle parked on forecourt, using footway/ dropped pedestrian tactile paving to gain access.



Possible Solutions: Enforcement action required

Location 17: Single yellow lines at junction of Kitchner Road



Possible Solutions: upgrade single yellow lines to double yellow line and apply at any time loading restrictions.

Location 18: outside and opposite 206 Philip Lane, existing single yellow lines operate Mon-Sat, 8 am - 6:30 pm.



Possible Solutions: loading restriction to be applied in line with existing restrictions to assist in the flow of traffic.

Location 19: Lawrence Road CPZ Entry Plate facing wrong way



Action: twist entry plate to face correct direction. Raised and with contractor.

Location 20: Pedestrian Crossing east of Lawrence Road faded.



Possible Solutions: repaint crossing facility

Location 21: Bus stop outside 178 Philip Lane and single yellow line faded.



Possible Solutions:

- Bus Stop needs to be repositioned to the west to assist in traffic flow and eliminate traffic congestion when bus is stationary, current position is at narrowest point. This is subject to approval from TFL and London busses.
- Bus Stop need repainting
- Single yellow line requires time plate and loading restriction, identify times and days.

Location 22. Single yellow lines opposite 178 Philip Lane, existing Waiting & Loading restrictions Mon – Sat, 8 am – 6:30 pm.



Possible Solutions:

- Kerb marking need to be remarked.
- Additional signage required in a western direction every 30 m
- Advance works warning sign to be removed, inform Sustainable Transport

Location 23. Junction of Mount Pleasant Road and entrance to 107 Philip lane existing single yellow lines operate Mon-Sat, 8 am - 6:30 pm.



Possible Solutions: upgrade single yellow lines to double yellow lines with loading restriction

Location 24:

- Mount Pleasant Road zigzag north of crossing point in one way road heading northwards.
- Are 8 zigzag required?
- Could CPZ bays be extended and zigzags reduced?



Possible Solutions:

- Possible extension of Bruce Grove CPZ bays and relocation of CPZ entry Plates southwards.

Location 25:

- Within the Seven Sister CPZ, existing single yellow line on the southern side operates Mon-Sat, 8 am - 6:30 pm.
- Bay marking faded.



Possible Solutions:

- Introduce loading restriction to single yellow line along southern side of Philip Lane.
- Remark bays opposite

Location 26: CPZ parking bay on the southern side from property no 91 – 95 potentially cause dangerous obstruction to traffic when vehicles are utilising bay. Currently should a vehicles parked within this bay it would force a vehicle travelling west around corner into oncoming traffic.



Possible Solutions: Remove Permit bay from southern side and replace with single yellow line/double yellow lines with appropriate loading restrictions.

Location 27: Footway parking bays from property 150 to 132.



Possible Solutions: footway parking bays to be repositioned onto the carriageway should bays opposite be removed

Location 28: Jansons Road junction existing waiting restrictions



Possible Solutions: Loading restriction to be applied

Location 29: Philip Lane name plate



Action: remove name plate form wall, NA team to action

Location 30: Naper Road, Zone Exit Plate both side of road



Action: Remove zone Exit plates, not required

Location 31: Crossing facility junction of Naper Road faded



Possible Solutions: remark crossing facility.

Location 32: Block paving not relay correctly junction of Naper Road



Possible Solutions: relay trench with matching block paving.

Location 33: TFL loading bay operating between 10 am -4 pm Mon – Sun



Possible Solutions: Notify TFL requesting permanent removal.

Appendix B

Estimated cost:

Items not listed

Location 2 Flooding is not identified as a problem at this location. There may be excess surface water during periods of extended inclement weather – no further work costed.

Location 9 Street enforcement to action – action taken by Neighbourhood Services

Location 16 Parking enforcement to action – action taken by parking enforcement

Location 19 Issued to contractor as maintenance work completed

Location	Consultation/TMO Cost	Site works	Description
1	£2,000.00	£14.25	20 m loading blips
		£438.28	2 loading sign and 2 post
2	£2,000.00	£17.75	20 m parking bay
		£38.51	56 m of loading blips on 2 junctions
3		£547.85	4 loading sign and 2 post
		£15.12	15m of double yellow line restriction
4	£2,000.00	£40.54	60 m of loading blips
		£75.60	75m of double yellow line restriction
5		£50.68	75 m of loading blips
		£547.85	4 loading sign and 2 post
6		£109.57	2 plate to be installed
		£40.54	60m of loading blips
7		£273.93	Pedestrian crossing remark
8		£164.36	Bus Stop remark
8	£2,000.00	£35.50	20m relocate Pay&Display parking
		£17.75	20m remove Pay&Display parking
10	£2,000.00	£14.19	20m of single yellow waiting and loading restriction
		£876.56	relocation of Pay&Display machine
10		£164.36	relocate Pay&Display signage
		£20.27	30m remark loading blips on 2 junctions
10	£2,000.00	£5.04	10m single yellow line
		£6.79	10m of loading blips
11	£2,000.00	£34.88	removal of redundant Bus Stop 8 letters
		£855.66	removal of redundant Bus Stop red surfacing 18.75m ²
11		£17.75	20 m loading bay
		£164.36	1 post and plate and installation
11	£2,000.00	£28.38	40 m of loading blips
		£109.57	2 plate to be installed
12	£2,000.00	£4.03	reduce double yellow lines by 8m

Location	Consultation/TMO Cost	Site works	Description
13&15	£2,000.00	£216.89 £328.71	320m of loading Blips 6 plate to be installed
14	£2,000.00	£164.36 £28.23	1 post and plate and installation 28 m of double yellow line
		£20.27	28 m of loading blips
		£219.14	4 plate to be installed
17	£2,000.00	£20.23	28 m of double yellow line
		£20.27	28 m of loading blips
		£219.14	4 plate to be installed
18	£2,000.00	£17.37	40m of loading blips
		£20.16	40m single yellow line remarked
		£164.36	3 plate to be installed
20		£273.93	remark pedestrian crossing
21&22	£2,000.00	£547.85	remark and relocate Bus Stop
		£164.36	relocate Bus Flag
		£60.81	90m of loading blips
		£41.40	90 m of single yellow line remark
		£219.14	4 plate to be installed
		£164.36	1 post and plate and installation
23	£2,000.00	£25.20	25m of double yellow line
		£16.22	25m of loading blips
		£219.14	4 plate to be installed
24	£2,000.00	£7.10	8m parking bay
		£7.82	remove zig zag lines
		£657.42	relocation of CPZ entry posts and plates
25&26&27	£2,000.00	£20.16	40m of single yellow line
		£28.38	40m of loading blips
		£116.47	130m of parking bay to be remarked
		£26.63	30m of parking bay to be removed
		£36.16	remove parking bay plate
		£15.12	30 m of single yellow lines
		£20.27	30m of loading blips
		£54.79	1 plates to be installed
		£164.36	1 post and plate and installation
		£44.62	remove 2 redundant post
		£53.25	30m of footway parking to be relocated to carriageway
28	£2,000.00	£20.27	30m of loading blips
		£219.14	4 plate to be installed
29		£21.19	remove plate from wall
30		£21.19	remove CPZ exit plate
31		£273.93	remark pedestrian crossing
32		£1,095.70	reinstate trench on both side of junction to match existing surface
Total	£32,000.00	£10,805.43	

Location	Consultation/TMO Cost	Site works	Description
Total		£10,805.43	
Contingency 10%		1025.63	
Sub Total		£11,831.06	
25% Project Management		£2,820.30	
Grand Total	*£32000.00	£14,651.36	

* reduced to £25k if completed as an individual scheme.

Appendix C

Programme of works

Site	
Preliminary Design	
Draft traffic Order and Notice of proposal	
Draft Statutory Notification letters	50 day
Inform ward Cllrs of the proposals	
Distribute Statutory Notification letters	
Publication of Notice of Proposals	
Site Notices to be posted on site	10 day
Consultation	21 day
Consider any objections & Draft delegated Report	15 days
Approval	
Any amendment Required	
Draft works Notification letter	20 days
Inform Ward Cllrs	
Distribute Works Notification letter	5 days
Finalise Traffic Order and Notice of making	
Publication of Notice of Making	
Site Notices to be posted on site	
Instructions to Contractor	
Works to commence on site	21 days
Site checks	5 days
Go-live parking enforcement	1 day
Total Project Timeframe	148 days approximately 5 month