



Haringey Council

**Muswell Hill, Fortis Green, Alexandra and Highgate Area
Forum**

23 October 2014

Item 1 (ii)

Colney Hatch Lane Junctions

Purpose of Briefing

Background and current position on the Colney Hatch Lane / Alexandra Park Road / Pages Lane junction.

Background

Historically, Pages Lane and Alexandra Park Road junctions with Colney Hatch Lane were T-junctions, and there was a zebra crossing on the south side of Colney Hatch Lane near the junction of Pages Lane. As part of a joint initiative with Transport for London (TfL) to improve the reliability and accessibility of local bus routes, the junctions were signalised in October 2000. Through this project dedicated pedestrian facilities were introduced, where feasible, to improve safety and accessibility for pedestrians. Unfortunately, at the time it was not feasible to incorporate dedicated pedestrian phases for crossing the junctions of Alexandra Park Road and Pages Lane, as modelling of the junction indicated that this would require the junction to operate over capacity and negatively impact on the network.

In 2010 the signals were reviewed as part of TfL's '*Traffic Signal Timing Review*' programme. The purpose of the review was to optimise the signal timings to ensure they comply with current standards and to balance the needs of road traffic and pedestrians. Through the review it was possible to update the signal timings to improve efficiency and reduce queuing lengths. However it was not possible to provide all the desired pedestrian improvements due to the existing layout of the junction.

Currently, it is believed that the Junction is working to its full efficiency and that it is unlikely that any further improvements could be made to the existing layout.

The current operation has a number of shortcomings:-

- No dedicated pedestrian facility (green man) phase to cross Alexandra Park Road or Pages Lane.
- Upon turning north from Alexandra Park Road drivers are faced with a second signal at the pedestrian crossing providing the potential for conflict between pedestrians and motorists.
- Perception of safety for pedestrians crossing the junctions, particularly children attending the local schools.
- Excessive queuing during peak periods resulting in rat-running through neighbouring residential roads, particularly Muswell Avenue, to avoid the Alexandra Park Road / Colney Hatch Lane junction.

Residents have long been campaigning for better safety on and around the junction. At site visits, the residents described the problems faced on a daily basis – including drivers not realising that there is a second red light and driving through, pedestrians not being able to see oncoming traffic, poor phasing of traffic lights, and no ‘green man’ signalling to guide pedestrians. Campaigners say that these problems pose a safety risk and that they have seen many near misses.

At the Area Forum on 12 March 2014 Cllr Goldberg committed to undertaking modelling at the junction to see if improvements for pedestrians and cyclists can be considered.

Current Action

Consultants were engaged to carry out modelling of the junction. They were asked to undertake the following actions.

1. Assess the scope for remodelling Colney Hatch Lane Junctions with Alexandra Park Road and Pages Lane to see what improvements can be made for pedestrians and cyclists.
2. Examine the potential for removing signals, and possibly introducing Toucan crossings, Mini roundabouts or any other scenario which promotes both pedestrian and cyclist safety at both junctions whilst maintaining an efficient traffic flow.
3. Take into account the aspiration to alleviate the impact of ‘rat-running’ along Muswell Hill Avenue.

The consultants should prepare a report in light of the above. The report should provide information on traffic impact on buses and non-priority traffic. It is expected the report will include information on junction delays including queue lengths, changes in traffic flows on Colney Hatch Lane and other local roads as appropriate.

Some delays have occurred in undertaking the study due to a need to verify the accuracy of the traffic surveys to guarantee the accuracy of the model being created.

Mott McDonald has confirm that the draft report will be submitted on 13 October.

The findings of the draft report will be presented to the 23rd October Area Forum

A Final report will be completed by the 3 November 2014 and will include recommendations for the best two options available with estimates for the build cost and duration of works. Additionally there will be an overall assessment of the best possible solution.

Next Step

Once an option has been determined there will be a need to identify a mechanism for funding the scheme. With an accident history at the junction this may be possible via the Road Safety Programme. However if the recommendation of the study is for a complete reconfiguration of the junction this could easily require the majority if not all of the 2015/16 allocation. This would mean little or no other road safety work within the rest of the borough during the year. A substantial scheme is likely to take in the order of 12 month to introduce once funding is in place.