

Report for: Environment and Community Safety Scrutiny Panel (9 March 2017)

Item number:

Title: Green Lanes Area Transport Study (to include Wightman Road)

Report authorised by : Associate Director (Commercial & Operations)

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Ward(s) affected: Harringay, Seven Sisters and St. Ann's

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

1. Describe the issue under consideration

- 1.1 To provide an update on the Green Lanes Area Transport study (to include Wightman Road)

2. Recommendations

- 2.1 For the Environment and Community Safety Scrutiny Panel to note; the methodology of the Green Lanes Area Transport Study and that the study is going.

That the replacement of the defective rail bridge in Wightman Road was successfully completed and Wightman Road re-opened to traffic on the 5 September 2016. Measures to improve the traffic conditions on Wightman Road are being investigated as part of the Green Lanes Area Transport Study.

3. Reasons for decision
N/A

4. Alternative options considered
None

5. Background information

- 5.1 **Green Lanes Area Transport Study**

5.1.1 In March 2015 a public meeting was held where residents and businesses could air their concerns about the traffic conditions within the Green Lanes area. This meeting was well attended and a number of concerns were raised. In response to these concerns it was agreed that Haringey would undertake a review of the traffic arrangements in the Green Lanes area culminating in the Green Lanes Area Transport Study.

5.1.2 To enable Haringey to secure a consultant to undertake the study, a study brief was prepared and following engagements with local councillors and community groups within the initially identified study area and advice from Haringey procurement, the study brief was approved by Councillor Stuart McNamara (former Cabinet Member for Environment). The figure 1 illustrates the changes to the study area as a result of the engagements with stakeholders.

A copy of the study brief is attached in Appendix A of this report

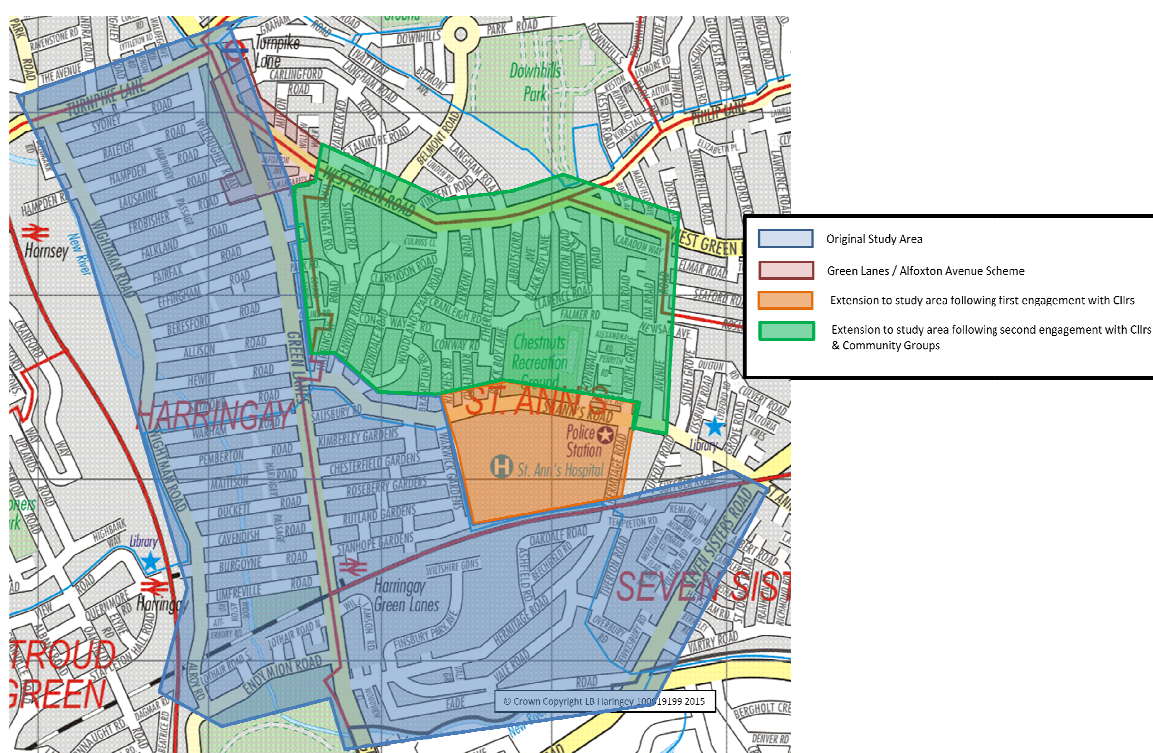


Figure 1: Changes to study area

5.1.3 For the purpose of the study, the study area has been divided into 4 sub-areas, solely to aid discussions. It is important to note that the names and boundaries of the sub-areas do not necessarily correspond to those used for other purposes (such as for ward boundaries) nor boundaries between neighbourhoods as perceived by the local community.

The four sub-areas are:

- **Ladder:** Area to the west of Green Lanes
- **St Ann's:** Area to the north of St Ann's Road and east of Green Lanes

- **Gardens:** Area bounded by Green Lanes, St Ann's Road, St Ann's Hospital and the Gospel Oak to Barking railway line
- **Hermitage:** Area to the east of Green Lanes and south of St Ann's Road, excluding the Gardens

5.1.4 The study is aimed at identifying measures to:

- Improve the urban realm;
- Rationalise traffic volume and routes;
- Improve road safety for all road users;
- Maintain or enhance bus service journey times and reliability;
- Enhance pedestrian and cycle accessibility into and within the study area;
- Improve quality of life and health outcomes for local residents.

5.1.5 In order to source an appropriate supplier an advert was sent via compete for in line with requirement to advertise (CSO 9.01) for a competitive process on the 26th November 2015. However, no responses were received by the return date of 22nd December

Given the above and the timeframe available for the study to take place as well as the requirement to demonstrate spend against the funding allocation for 2015/16, Haringey Procurement advised that the service secure a waiver to advertise the opportunity again and invite selected suppliers instead. This waiver was subsequently obtained.

Eight organizations with the required expertise were invited to submit quotations to undertake the study on 26th of January 2016. Two bids were received by the return date and were evaluated on a 60:40 price: quality weighting respectively.

Steer Davies Gleave (SDG) was appointed in late February 2016 to undertake the Green Lanes Area Transport Study after being adjudged as having the most economically advantageous bid.

5.1.6 An inception meeting with stakeholder groups occurred on Monday 14th March 2016 following appointment of SDG in February. The aim of this meeting was to introduce the consultants to the stakeholders and for them to give a broad outline of the processes and programme for delivery of this project. This meeting also gave stakeholders the opportunity to feed into the process and also provide their views and opinions before engaging with the wider public.

5.2 **Wightman Road Rail Bridge Replacement**

5.2.1 The bridge over the railway on Wightman Road, N8 was significantly deteriorating and no longer able to contend with the required load bearing capacity to carry traffic above an operational railway line. It was therefore essential that the bridge was replaced at the earliest opportunity to ensure the safety of both highway and railway users

5.2.2 Haringey secured funding from Transport for London (TfL) to enable replacement of the defective bridge. Works included replacement of the bridge deck and raising its height to accommodate the electrification of the Gospel Oak to Barking train line

5.2.3 The construction of the bridge was undertaken by Network Rail and although the works began early March 2016, Wightman Road was not closed until 29

March 2016 to coincide with the school holidays; when roads are quieter and to ensure that there was no conflict with the closure of Stroud Green Road for the railway station works.

- 5.2.3 The traffic management arrangement deployed to facilitate the bridge replacement was undertaken in such a way as to ensure the safety of all road users, to maintain access to all properties and to ensure that residential streets were not subject to unsuitable levels of usage by vehicles.
- 5.2.4 To ensure the community was kept informed of the closure and its likely impacts, Haringey in partnership with Network Rail undertook a lot of engagements with the local community most of which were prior to Wightman Road being closed to through traffic. These included:
- 16 December – Public meeting with representatives of community groups
 - Safety presentations by Network Rail at local schools
 - Mid January – Letter drop to all properties in Haringay, St Ann’s, Stroud Green and Seven Sisters wards
 - Late January – Letters distributed to local businesses inviting them to a meeting to discuss their concerns.
 - Early February – Door step visits to businesses adjacent to bridge by Network Rail.
 - Mid February - Engagement with local businesses
 - 17 February – Public drop-in session at St Pauls Church, Wightman Road. Feedback cards distributed here to allow resident to provide opinions/suggestions on works and traffic management.
 - 29 February – Safety presentations to local schools by Network Rail
 - 14th April - Letter drop to all properties in Haringay, St Ann’s, Stroud Green and Seven Sisters wards inviting them for the drop-in session on the 20th April
 - 20 April – Public drop-in session at St Pauls Church, Wightman Road.
 - A dedicated webpage with general information and regular updates was also set up on the Council’s website for the duration of the works.
- 5.2.5 The bridge replacement works was successfully completed and Wightman Road reopened to traffic on the 5 September 2016.
- 5.2.6 Haringey took the opportunity to carry out the following improvement works on Wightman Road during and immediately after the road closure to help address some of the traffic and safety related concerns along Wightman Road.
- Footway and Carriageway Maintenance
 - Street Lighting Maintenance
 - Installation of a second CCTV Camera near the junction with Lothair Road South to improve monitoring and enforcement activities to discourage inappropriate use by Heavy Goods Vehicles (HGV)
 - Installation of 20mph repeater signs and road markings to remind motorist of the speed limit along Wightman Road. This intervention has been extended on to the Ladder Roads.

5.2.6 The impacts of the road closure as well as additional measures to address traffic and safety related concerns on Wightman Road are being investigated as part of the Green Lanes Area Transport Study.

6.1 Green Lanes Area Transport Study Programme/ Key Stages

6.1.1 The study which was initially to conclude in December 2016 has been delayed mainly due to 2 by-elections which took place in Harringay and St Ann's wards in 2016. The study team has also had to undertake additional engagements with the local community above what was initially planned as it is important to ensure that the local community is fully engaged and therefore have ownership of the study outcomes. The study is now to finish in July 2017.

A copy of the current study programme is attached in Appendix B of this report.

6.1.2 The key stages of the study are below.

- **Stage 1 – Data gathering & analysis (March – June 2016)**

The study began with an assessment of the transport condition within the study area by bringing together information from a range of sources that relate to transport in the study area. The aim of this exercise was to provide an evidence base regarding existing movement patterns and transport issues within the study area which will then be used to inform the development of options to address the identified issues in a holistic and strategic manner.

An Existing Conditions Note (ECN), detailing the outcome of this exercise is available on the study webpage on the council's website. The link to the study webpage is below.

<http://www.haringey.gov.uk/transport/green-lanes-area-transport-study>

- **Stage 2 – Round 1 Community Engagement (April – August 2016)**

Green Lanes steering group - At the study inception meeting with stakeholders on Monday 14th March 2016, it was agreed that a steering group made up of community groups with broad representation within the study area, local Ward Councillors, Haringey Officers and the consultants was formed to provide a high level steer. The steering group is not a decision making body but rather acts in an advisory role helping to disseminate information to the wider public and also help to outline other engagement channels which will be open to all. The steering group was subsequently formed in April/May 2016 and has met 5 times since its formation.

Attached in Appendix C of this report is a copy of the Terms of Reference (ToR) of the steering group. Meeting notes from the 5 steering group meetings can be downloaded from the project's webpage.

Public Engagements - To complement the results of the initial assessment of the existing transport conditions within the study, an engagement exercise was carried out with the aim to gather public views on the transport issues within the study area.

These engagements which took place from June to July 2016 included meetings with the steering group, engagements with the wider community (which included 3 drop-in events) and technical meetings with technical stakeholders such as Transport for London (TfL).

The Round 1 Engagement Plan and feedback from the public engagements are attached in Appendix D of this report.

- **Stage 3 – Strategic Traffic Modelling (March – November 2016)**

One of the objectives of this study is to model the impacts of future developments within the study area as well as any significant developments occurring in neighbouring boroughs which may have direct impact on the traffic flows and routes within the study area. This exercise has been carried out using the 2031 North London Highway Assignment Model (NOLHAM).

Some of the shortlisted options are also to be tested with the model to understand the key impacts and relative performances.

- **Stage 4 – Options Development and Testing (August 2016 – February 2017)**

Feedback received from the Round 1 Engagement exercise informed the development of a long list of options which has been filtered down to a short list of option through assessments against an agreed assessment framework along with feedback received through engagements with stakeholders within the study area.

Figure 2 below outlines the options identification and sifting process.

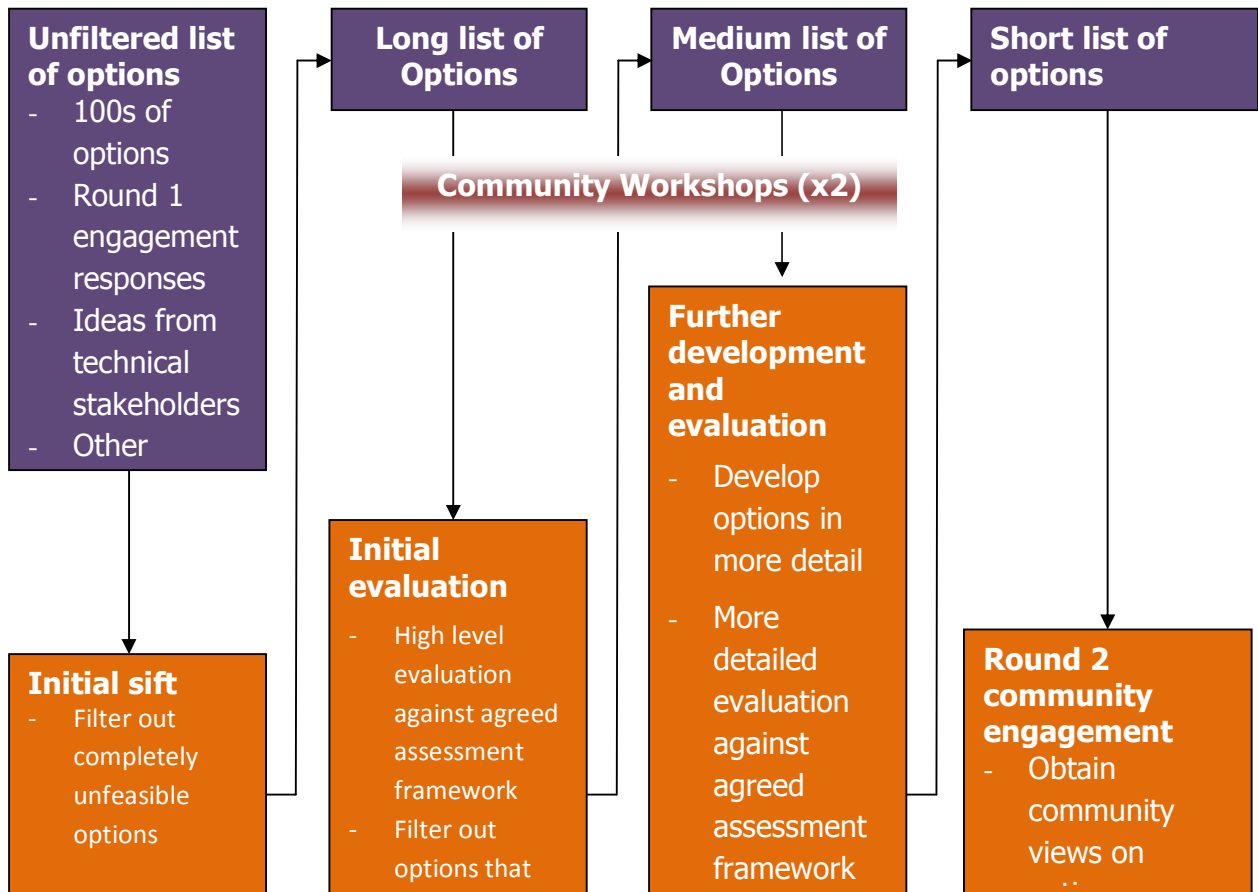


Figure 2: Options identification and sifting process

The options shortlist is made up of 5 main areas of improvements as follows:

1. Area-wide packages (2 packages of improvements)

- The first package offers minor improvements to the study area to include improvement to the streetscape, measures to effectively calm traffic within the study area, provision of advanced stop lines at signalised junctions for cyclists and measures to improve efficiency and reduce impacts of school run and deliveries
- The second package of improvements will deliver improvement to the pedestrian and cycle network within the study area through the establishment of viable cycle and pedestrian routes to complement existing routes, improvement to existing pedestrian crossings at a number of locations to improve pedestrian and cycle access across the area.

2. Green Lanes (2 alternative packages)

- Alternative 1 (Minor improvements) - include options that would improve conditions at various points along Green Lanes, via relatively small and minor interventions such as the installation of yellow box junctions, provision of pedestrian facilities at some signalised junction, banned turns etc.

- Alternative 2 (Continuous cycle facility) - proposes a continuous northbound cycle facility along the western kerbside. This package represents a more significant change from the existing situation and would therefore require further investigation, particularly with regards to the potential impacts on on-street parking and loading.
- 3. Wightman Road/ Ladder (4 alternative packages)**
- Alternative 1 (Minor Improvements) – includes movement of pavement parking onto the carriageway, enhanced enforcement of HGV restrictions, improvement to Wightman Road/ Turnpike Lane junction, installation of traffic calming along Endymion road and measures to discourage through traffic from Willoughby Road
 - Alternative 2 (Wightman Road one-way (northbound)) – The key feature of this package is that Wightman Road becomes one-way, in a northbound direction. This provides the opportunity to create a continuous cycle facility along Wightman Road. However, by displacing southbound traffic elsewhere, it is likely to put additional pressure on roads in the surrounding area, which means that mitigation measures may be required
 - Alternative 3 (Wightman Road one-way (southbound)) – This is the opposite of alternative 2. Similar mitigation measures may be required.
 - Alternative 4 (Wightman Road closed (filtered)) – key feature of this package is the closure (filtering) of Wightman Road similar to the arrangement deployed to facilitate the defective rail bridge replacement in Spring/ Summer 2016. This being the most radical alternative package offers the most transformation but with the highest cost and impacts across the large area creating the need for very extensive mitigation measures.
- 4. Hermitage area package-** Proposed improvements include moving pavement parking onto the carriageway along Hermitage Road, Vale Road and Eade Road; junction improvements; footway widening under the Hermitage Road rail bridge to improve pedestrian safety.
- 5. St Ann’s/Gardens area package** – This package includes a range of options relating to the St Ann’s and Gardens area. Proposed interventions include improvements along West Green Road and St Ann’s Road, improved access arrangement around Chestnuts Primary School, options to convert the Warwick Gardens rising bollard to a permanent closure, provision of passing spaces on Gardens Roads and improvements to the St Ann’s / Hermitage Road / North Grove roundabout

Documents detailing the shortlist options packages will be available on the study webpage when they are finalised.

▪ **Stage 5 – Round 2 Community Engagement (March – May 2017)**

The second round of community engagement is planned to take place from March to May 2017 with the aim to obtain the views of stakeholders on the

short list packages of improvements. This engagement exercise will take a similar format to the round 1 engagement.

- **Stage 6 – Final report (June – July 2017)**

A study report setting out study recommendations will be ready by end of July 2017.

7. Funding to Implement Study recommendations

7.1 The study aims to identify short, medium and long term improvement measures to be implemented subject to funding availability and the decision making process.

1. **Short Term** – A proposal for a £350k bid was included within the LIP submission for 2017/18 related to the outcomes of this study. If awarded via the LIP process, this would deliver short term outcomes of the study. A funding allocation would need to be approved via a cabinet decision as part of the Sustainable Transport Works Plan in March/ April 2017. A further decision on the delivery of the short term improvements will be made following consultation with the Head of Operations and the Cabinet Member for Environment.
2. **Medium Term** – Subject to the level of future LIP funding from TfL, there is a potential for similar allocations in the 2018/19 and 2019/20 financial years, making a total of circa £1M.
3. **Long Term** – Implementation of the long term interventions will be subject to the identification funding from appropriate sources such as S106 from developments, TfL Major Schemes Bids, etc.

8. Contribution to strategic outcomes

The improvement measures identified through the Green Lanes study will contribute towards the delivery of Haringey's Corporate Plan Priorities.

9. 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 the Green Lanes Area Transport Study can be contained within the 2015/16 and 2016/17 budget funded from the Transport for London LIP allocations

9.3 Equal Opportunities

- 9.3.1 The study team is working closely with the community to ensure they are fully engaged and therefore have ownership of the study outcomes. All engagement materials in relation to the study are distributed to all households / businesses within the study area and also placed on the Councils website to ensure that all stakeholders are made aware of the study proposals.

A dedicated webpage has also been created on the Council's website with background information and regular updates on the study which is readily accessible by all.

10. Appendices

- Appendix A
 - 1. Green Lanes Study Brief
- Appendix B
 - 1. Study Programme
- Appendix C
 - 1. Steering Group Terms of Reference
- Appendix D
 - 1. Round 1 Engagement Plan
 - 2. Round 1 Engagement Feedback (by theme and area)

11. Local Government (Access to Information) Act 1985

- 11.1 N/A