

London Borough of Haringey

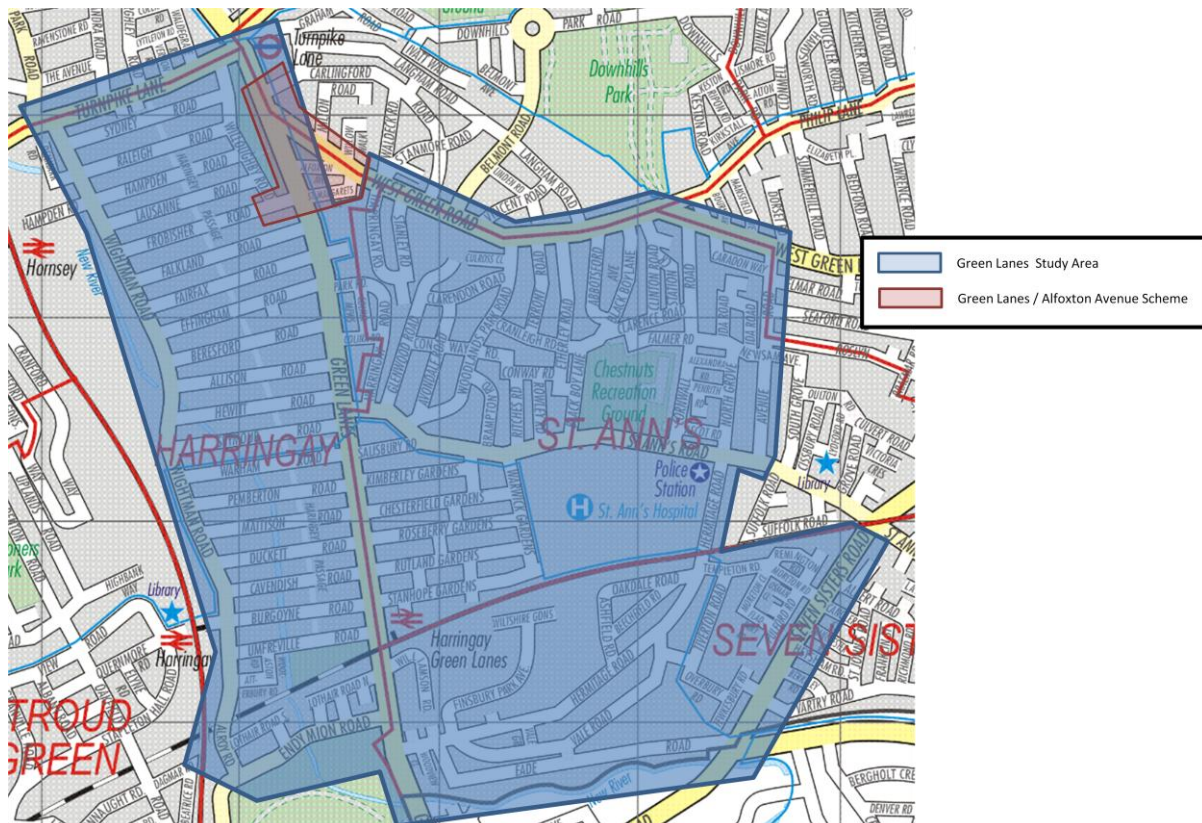
Request for Quotation

Green Lanes Area Transport Study

1. Background

1.1 The area of Haringey under consideration as part of this study includes the Haringey Ladder, which as the name suggests is framed on either side by two well connected, north-south radial routes - Green Lanes (A105) and Wightman Road (B138) - joined to one another by a series of straight, east-west streets. The study is also to include a bigger part of St Ann's ward area which includes the Gardens area boarded to the west by Green Lanes (A105) and to the north by St. Ann's Road (B152) and the area north of St Ann's Road from Green Lanes to North Grove. To the south east of the study area is the Hermitage Road area, which has a number of point closures restricting access to the Seven Sisters area. There is limited access to the west of the study area due to the north-south railway line.

The study area is shown on the figure below



1.2 A series of historic independent changes to the traffic network inclusive of the point closures mentioned in section 1.1 above have altered the permeability of the borough roads to general traffic. The consequences of this being the increased pressure on some roads in a potentially inequitable manner, and given rise to issues

that may not have been originally foreseen.

- 1.3 Through the middle of the study area is the A105 Green Lanes corridor which runs between the junction with the A504 Turnpike Lane to the north and the Borough boundary with Hackney to the south, forming part of Transport for London's Strategic Road Network (SRN) and acting as an important north-south radial link to the north of central London. Green Lanes is a two-way, single carriageway road consisting of a general traffic lane in both directions with an additional southbound bus lane. Parking is accommodated by the provision of on-street pay & display bays for use outside the peak hour periods. Recent traffic counts in June 2015 recorded a 12hr flow of 16,776pcu and a daily traffic flow of 21,966pcu.
- 1.4 The area is mainly residential with a strong commercial focus, several primary schools and places of worship. The diverse nature of the area means that there is a number of differing requirements, each applying conflicting pressure to the highway network. For example the businesses in Green Lanes require parking in the locality, which reduces the carriageway space, thereby pushing through traffic into the residential areas during peak traffic periods.
- 1.5 In March 2015 a public meeting was held where members of the public and the business fraternity could air their concerns about the traffic conditions. This meeting was well attended and a number of concerns were raised. Due to the dynamics of the area a number of the issues raised are in conflict with each other.

The comments received have been collated and a summary provided in the table below. These comments are not exhaustive but provide a sample of some of the issues within the study area.

Green Lanes Issues
Remove the parking on Green Lanes in order to improve the throughput of traffic.
If cars are restricted from parking on Green Lanes will they be allowed to park on the Ladder Roads?
Introduce cycling facilities on Green Lanes.
There should be surveys to look at the sequencing of all the traffic lights in the area to allow traffic to flow freely.
Traffic builds up on Green Lanes and buses are held up behind traffic turning right into St Ann's Road, there should be a one way system through the Gardens.
Ladder Roads Issues
Why were the Gardens closed off and not the ladder roads? The ladder roads should be closed off.
The one way system installed in the ladder roads was a community led project which was supported by the majority of residents though it has caused many of the problems.
The traffic levels in Warham Road have increased dramatically over the years and it is not safe for children.
Bike hangars are requested on the Ladder roads following the success of the Warwick Gardens trial.
The turnout of and the junction in the vicinity of Hewitt Road is greatly improved following the right turn ban.
There are too many roads running between Green Lanes and Wightman Road which funnel traffic into Beresford Road.
Alfoxton Avenue/Frobisher Road Area Issues
Frobisher Road is dangerous to cross and would benefit from a diagonal crossing.
In Willoughby Road there is a problem with traffic coming from West Green Road, this causes a problem for children crossing.
Wightman Road Issues
Wightman Road should be closed and all traffic should be transferred to Green Lanes.
Wightman Road is the worst affected road, and has suffered from a lack of planning over 20-30 years, traffic should be kept to Green Lanes to prevent pollution and traffic issues.
The Turnpike Lane/Wightman Road junction should be made more pedestrian friendly.
Enforcement of the weight limit on Wightman Road is an issue
Wightman Road is a death-trap, the islands and traffic and traffic speeds are a hazard for cyclists.

Hermitage Road Issues
The Hermitage Road closure has caused a lot of access issues to St Ann's and Tottenham.
Gardens Area Issues
The 3 road closures around the Hermitage road area deflected traffic through the Gardens area resulting in an incident every month due to high volumes of rat-run traffic and inappropriate speeds. The rising bollard at Warwick Gardens was installed to stop the rat-run traffic.
General Issues
Ensure that all new developments in the area do not contribute to traffic levels in the area.
People should be discouraged from driving and more promotion of walking and cycling should be the focus.
The surveys should be 7 Days a week as there are problems caused by places of worship.
The number of HGV's in the area is a problem.
There should be equity in the treatment of all the roads in the area.
Historic road closures and one-way streets funnel traffic along a limited number of specific routes

- 1.6 In October 2015, the updated brief was circulated to Ward Councillors and community groups within the study area. Key concerns raised from this engagement process have been collated and a copy is attached in Appendix A of this brief.
- 1.7 The study area can be broken down into smaller identifiable areas, as listed below:
- Alfoxton Avenue/Frobisher Road Area;
 - Gardens Roads Area;
 - Green Lanes;
 - Hermitage Road Area;
 - Woodlands Park Road Area;
 - Ladder Roads Area; and
 - Wightman Road.
- 1.8 Though the study covers a number of areas and each have their own issues and problems the study as a whole needs to develop a series of measures on a holistic and equitable basis.
- 1.9 The Council is currently preparing a scheme to re-align the Green Lanes / Alfoxton Avenue junction and provide improvements to the public realm in front of Wordsworth Parade. As this is an adjoining scheme it will not be included within this study but the implications need to be taken into consideration.

2. Defining the need

- 2.1 The aim of the study will be to identify:
- Specific measures to improve urban realm based on the Mayor's Better Streets principles;
 - Measures to rationalise traffic volume and routes, with the objective to establish a more equitable distribution of traffic within the study area. This should include an assessment of the impact of the road closures in the Gardens Area and Hermitage Road.
 - Measures to improve road safety for pedestrians and cyclists and all other road users;

- Measures to maintain or enhance bus service journey times and reliability;
- Measures to enhance pedestrian accessibility into and within the study area; and
- Measures to improve cycle access within the study area taking account of the CRISP study proposals.

2.2 The study will involve an assessment of the impacts of future developments within the study area as well as any significant development occurring in neighbouring boroughs which may have direct impact of the traffic flows and routes within the study area. This may require:

1. Highway modelling

- A review of the 2031 North London Highways Assignment model [NOLHAM] O-D matrix making manual adjustments to the matrix to reflect Sites Development Plan Document (DPD) development;
- A complete high level sense check of the NOLHAM model network to ensure forecast year network reflects predictions;
- Running the 2031 matrix through NOLHAM;
- Identifying highway network issues using model results. Comparing forecast London Plan 2031 with Sites DPD to assess development impact. Identify highway locations which are under stress, pinch points etc.

2. Public transport modelling analysis

- Review of TfL's public transport model Railplan network to ensure it includes all committed forecast year schemes
- Use catchment area and Census data analysis to understand the uplift on station access/services. Compare against 2031 London Plan public transport forecasts to assess how changes will impact
- For stations, complete a station capacity static analysis to understand pinchpoints. Make high level assessment on how extra passengers will affect service crowding.
- Understand bus patronage current network trends. Discuss impact on bus network with TfL bus team.

2.3 A north-south Cycle Quietway route from Farringdon to Bowes Park is proposed traversing three boroughs. The section of the route through Haringey starts from Palmerstone Road in the north to Finsbury Park in the south. A route alignment through Wightman Road is more favoured to the planned route via Uplands Road provided there is filtered permeability. The consultant will be required to assess the impacts of closing Wightman Road to traffic except for access.

2.3 As part of the study the Consultant will engage with the Council, local Councillors & key stakeholders, businesses, residents and local community groups at a very early stage, with the view to encourage local community involvement to improve the local environment and enable people to feel safe and proud of where they live and work.

It is important that all groups are fully engaged and have ownership of any outcome.

- 2.4 There are a number of community and business groups within the study area and it is envisaged that representatives of these groups would form a steering group to act as a link between the consultants and the local community throughout the engagement process. It is also envisaged that there will be workshops and/or drop in sessions where individuals can get involved.

3. Specification

- 3.1 The consultant will be required to undertake a transport study including community engagement, which is considered to be a key element of the study. It is expected that the study will be undertaken in stages each marking a key milestone. It is likely that some of these stages will overlap.

The suggested key stages are highlighted below:

- *Stage One – Data Gathering*
 - o Inception meetings; with Officers to occur on the week following award of contract and a separate Community/Council meeting on week commencing **Monday 7th March 2016**.
 - o Initial set of Traffic Survey Data to be provided by LBH. Additional traffic surveys to be agreed with LBH following award of contract. The cost any additional traffic surveys will be paid for separately by Haringey and therefore shouldn't be added to quotations.
 - o Road traffic collision data (provided by LBH);
 - o Public Transport issues (provided by TfL);
 - o Condition survey

- *Stage Two – Community Engagement (throughout study period)*
 - o Establish and Chair a stakeholder group made up of Officers, Councillors and key stakeholder representatives to meet throughout the project;
 - o A series of community meetings / workshops (possibly four meetings and two workshops). A list of community groups has been compiled. A copy can be found in Appendix B of this brief. While this list is not exhaustive it provides a guide to the kind of groups to engage with during the study.
 - o Attendance at resident groups throughout the process. It is envisaged that two meetings for each group would be attended;
 - o Updates to the community and Councillors via website, email and letter drop.
 - o Cost of printing and distribution of public consultation materials and publicity for meetings etc will be paid for separately by Haringey.

- *Stage Three – Traffic Modelling*
 - o Develop localised traffic model based on the North London Sub Regional Transport Model; and
 - o Validate the traffic model.

- *Stage Four – Option Development & Testing*
 - o Undertake a traffic movement study; and
 - o Prepare and develop options. The options to be tested will be agreed with the Steering Group

- *Stage Five – Public Consultation*

- Attend stakeholder meeting / public meetings (Consultant to prepare consultation material and agree it with Council officers prior to distribution).
 - *Stage Six – Final Report*
 - Preparation of final proposals;
 - Provide feedback to key stakeholders and local residents on final proposals; and
 - Preparation and submission of final report and traffic modelling. Recommendation from the study should holistically and equitably address issues within the study area and demonstrate an area wide support rather than dealing with localised pockets of concerns that may contribute to, or be to the detriment of the wider community.
- 3.2 Monthly progress meetings will be arranged at the client's offices throughout the duration of the study so that progress can be discussed and any potential issues can be identified at an early stage by both parties.

4. Evaluation of Tenders

Tenders will be evaluated on a 60:40 price; quality basis.

The bidder with the highest overall score (quality and price) will be awarded the contract

4.1 Quality

The successful contractor will commit to complying with all the requirements listed in the specification. Failure to do so will result in exclusion from the evaluation process.

Please provide the following as part of your submission:

4.1.1 Insurance certificates for the following levels of cover:

- a. Professional Indemnity - £250,000
- b. Public Liability - £5,000,000
- c. Employer’s Liability - £10,000,000

4.1.2 Your company details (if applicable) including registered address and number in order for a credit check to be carried out. If not applicable please state

4.1.3 **The Council is fully committed to improving the wellbeing of all who live and work in the respective Boroughs and London.** In pursuit of these aims we encourage contractors to pay those workers no less than the London Living Wage (as published by the Mayor of London from time to time – currently £9.40/hr). However, this **will not be** a contractual obligation and shall not be taken into account in evaluation at any stage in this procurement. Please state approximately how many of your workers who would be employed on this contract are currently paid **BELOW** the London Living Wage. Please note this is for information only.

4.1.4 **Provide a method statement** of a maximum of 20 pages (inclusive of appendices) outlining the following:

- An understanding of the brief (**weighting 10%**)
- How you will use your experience, knowledge and skills to deliver this brief (**weighting 10%**)
- Ability to deliver required outputs within specified timescale and submission of detailed project timetable/plan (**weighting 10%**)
- Project Team CV’s demonstrating relevant experience and qualification (**weighting 10%**)

*Submissions should be devoid of references to any marketing paraphernalia or link to any such websites advertising your company, products or services.

Items 4.1.1 above will be assessed on a pass/fail basis. You must provide evidence of, or state your willingness to acquire, the levels of insurance cover stated in 4.1.1 above

Items 4.1.4 (method statement) will be scored as follows:

Score	Criterion	Elemental Breakdown
0	Question not answered.	<ul style="list-style-type: none"> • No answer or response given or provided to the Question or part of the Question. • Inappropriate and irrelevant response.

Score	Criterion	Elemental Breakdown
1	Poor – Falls well short of meeting the requirements of the Question.	<ul style="list-style-type: none"> • Only a minimal response made to the Question or part of the Question being the subject of the response. • Fails to understand all of the requirements of the Question or part of the Question being the subject of the response.
2	Low Expectations - Meets some of the requirements of the Question.	<ul style="list-style-type: none"> • Covers a few of the elements / points set out in the Question or part of the Question being the subject of the response. • Does not however show a full understanding of the Question or part of the Question being the subject of the response.
3	Satisfactory - Largely meets the requirements of the Question.	<ul style="list-style-type: none"> • Indicates a broad understanding of the Question or part of the Question being the subject of the response but does not cover all the points required by the Question.
4	Good - Meets all major requirements of the Question.	<ul style="list-style-type: none"> • Meets most of the points set out in the Question or part of the Question being the subject of the response but is still a comprehensive response. • Provides a robust answer showing how the Tenderer will put theory into practice. • Workable and practical methods/ proposals provided in the response.
5	Excellent - Meets and complies with all the requirements of the Question. No Reservations.	<ul style="list-style-type: none"> • Fully complies with the Question or part of the Question being the subject of the response • Response demonstrates that the Tenderer has exceptional ability which shows clear potential to provide an exceptional service under the contract

The score for each question will be multiplied by the weighting shown in brackets to the right of each question.

Example: Question 1 of the method statement has a maximum mark of 10%. If a tenderer's response was evaluated as 'minimum/satisfactory' they would receive a score of 3. The score of 3 would then be adjusted to a mark out of 10%, i.e. $(3/5) \times 10\% = 6\%$.

4.2 Price

Will be assessed on the basis of 60% broken down into fixed and day rate score as outlined below

- 4.2.1 Provide a fixed price quotation to undertake the study to the stated specifications (weighting 50%).
- 4.4.2 Unforeseen related pieces of work not scoped in this Quotation will be dealt with on a schedule of rate basis. Please state your day rate (note a day is equal to 7.5 hours) in the table below (weighting 10%)

	£ Day rate
Junior Consultant	
Consultant	
Senior Consultant	
Principal Consultant	
Partner	
TOTAL	

- Fixed price quotations will be assessed as follows:
- A score for the tendered price will be created by dividing each tender price by the lowest priced tender. This ratio is multiplied by the price weighting 50%
- $\frac{\text{Lowest price submitted}}{\text{Bid price}} \times 50\%$

For example if the lowest price bid is £400 and the highest price is £600

The calculation of price score for the lowest price is

$$400/400 = 1 \times 50 = 50\%$$

The calculation of price score for the highest price is

$$400/600 = 0.67 \times 50 = 33.3\%$$

- Day rate quotations for the various roles will be assessed in similar manner to the fixed price quotations.
- $\frac{\text{Lowest total day rate submitted}}{\text{Total day rate bid}} \times 10\%$

For example if the lowest total day rate for a Consultant is £700 and the highest is £900

The calculation of price score for the lowest price is

$$700/700 = 1 \times 10 = 10\%$$

The calculation for the highest overall day rate is

$$700/900 = 0.8 \times 10 = 8\%$$

The fixed price and day rate score will be combined to provide a total financial score

5. How to respond

Responses to this Request for Quotation are required by **13.00hrs, 12th February 2016** (17 days from the day this notice of tender was distributed).

The information listed in 4.1 must be submitted.

Tender price submissions must be submitted using the table in section 4.2 (above).

Responses must be submitted using the online Delta eSourcing system (www.delta-esourcing.com). Tenders must be uploaded onto the Delta eSourcing portal Delta eSourcing system no later than **13.00hrs, 12th February 2016**.

The code for accessing the tenderbox is **V3U2XP3EY6**

If you require any assistance with regards to using the portal, please contact the helpdesk operated by Delta on 0845 270 7050 or email at helpdesk@delta-esourcing.com. If you have any issues regarding obtaining assistance on this number/email address, please contact the following email address/telephone number:

cputenders@haringey.gov.uk / Telephone: 020 8489 3348

6. Conflicts of Interest

The Council wishes to avoid conflicts of interest. In particular, Bidders should note that the Council may regard a conflict of interest as arising where the Bidder and/or a member or members of its supply chain has been involved in advising the Council on matters relating to this procurement or in the preparation of documents or information relating to this procurement,.

- 6.1 A conflict may also arise where a Bidder and/or a member of its supply chain has been involved in advising the Council on other Council projects.
- 6.2 A conflict may also arise where a staff member from the Bidder is related to one of the Council's members of staff or a councillor.
- 6.3 Bidders should note that the Council may disqualify a Bidder and/or its supply chain members where there is an actual, apparent or potential conflict of interest.
- 6.4 Before any decisions to disqualify or otherwise are taken Bidders will be offered the opportunity to prove that in the light of all relevant circumstances their participation would not have an adverse affect on competition.

7. Queries

All questions posed by bidders in relation to this opportunity will be recorded

- please entitle queries with the name of tender
- A copy of all questions and answers will be maintained and distributed to all recipients of the RFQ.
- The Council will endeavour to circulate a complete list of answers to all questions submitted 3 days before the closing date (9th February 2016)
- Queries received after the closing date may not be answered.

8. Award of contract

The contract will be awarded to the bidder with the most economically advantageous quotation under the terms and conditions set out in the 'Terms and Conditions' document available from the document library within the tenderbox on the Delta eSourcing website (see section 5 above for details).

9. Right to Amend, or Cancel

The Council reserves the right to amend, cancel or withdraw this Request For Quotation at any time and not conclude a contract for services and or goods sought under this process.

10 .Time table

RFQ Issued	26 January 2016
Closing date for receipt of response	12 February 2016
Anticipated award date	19 February 2016
Anticipated start date	29 February 2016

11. Appendices

- A – Comments from Stakeholders
- B – List of Community Groups/Stakeholders

Appendix A

Comments from Stakeholders Engagement (October 2015)

Stakeholders Engagement - October 2015

Comments

We are the Trader representatives for Green Lanes Haringay. We represent approx 200 shops and businesses from Endymion Road N4 to Beresford Road N8

We have put your email out to our members and we have received numerous comments back with concerns about the point of looking to removing Parking from Green Lanes.

As you know, in Green Lanes, the majority of the shops does not have rear access, so they have to rely on deliveries and services from Green Lanes.

This could vary depending on the nature of the business as we now have a balance of both A1 and A3 usage.

Parking and traffic congestion has been a huge topic for us, and over the years, with different implementation that are not joined up to the other, have impacted on the whole area adversely, and we welcome this traffic study to reveal a solution.

I live on Seymour Road and have serious concerns about the traffic in the area. I'm woken every morning from 5am to my house shaking because of heavy vehicles and vans speeding up the street. At night I'm kept awake by the same sort of traffic as well as idling parked cars as people eat from the local restaurants, then discard their litter. Mopeds and scooters also frequently come down the street the wrong way. Its clear most of the traffic doesn't live on the street.

My concerns have increased since having a child, when crossing my own street I've had near misses with the pram. I hate to think of what will happen when my child starts walking.

Naturally I expect Green lanes to be busy, but not my residential street. I think a lot of the traffic comes from Green lanes and st Anne's road.

Seymour seems to have more traffic than many of the other roads. I bought a house on a residential street, its not a thoroughfare.

There is no police presence for speeding.

I work from home and have had meetings interrupted by heavy trucks. It just cheapens the area, no-one wants to move to a place with gross traffic.

Its not like being a thoroughfare adds any value to the area. So a truck might stop and buy £1 worth of chips - not the kind of area anyone wants to visit or live in.

We are against to remove parking spaces on Green Lanes, as this is only one way to loading /unloading goods to our business.

Living on Salisbury Road, as I do, I can tell you that, with the exception of Green Lanes itself and Wightman Road, Salisbury Road is by far the noisiest and most polluted street in the whole area.

It is, of course, my fault that I chose to live here, but nevertheless I very much hope something can be done.

My suggestion is that you re-open the two streets (at the moment shut off with pass-controlled bollards) that run through the Gardens and give access from St. Anne's Road to Green Lanes: Warwick Gardens and Cleveland Gardens, I believe they are called.

Clearly you have thought about this before and have shut them off for a purpose.

But it is really fair that we in Salisbury Road should take ALL the traffic?

A good deal of it turns left, at the top of Salisbury Road, onto Green Lanes.

It is highly probable, therefore, that these people could have turned up Warwick or Cleveland Gardens to arrive sooner at their desired destination.

I would be delighted if you could take my point on board.

If you decide that the status quo will remain and Salisbury Road will continue to be sacrificed for everybody else's health and peace, I would be very pleased to hear your reasoning.

And whilst I have your attention: could you also do something about the horrible, orange sodium street lights in Salisbury Road?

Every single other street in the area has the modern cream lights, which are both more effective and more aesthetically pleasing.

Appendix B
List of Community Groups/ Stakeholders

Green Lanes Study - List of Stakeholders	
Community Group Name	Group Type
Gardens Residents Association	Resident Association
Hewitt Road Residents Association	
Ladder Community Safety Partnership (LCSP)	Community Safety Group
Neighbourhood Watch group - Hermitage Road	
Friends of Haringey Passage	Green Spaces group
Friends of Ducketts Common	
Friends of Fairland Park	
Friends of Finsbury Park	
Friends of Railway Fields	
The Gardens' Community Garden	
Harringay Green Lanes Traders Association	Traders Association
Pemberton Road Children's centre	Children Centres
North Haringey Infant School	Schools
South Haringey Primary School	
South Haringey Junior School	
St John the Baptist Greek Orthodox	Place of Worship
Liberty Church	
The Harvest Network	
London Islamic Cultural Centre	
The Parish Church of Saint Paul Harringay	
Healthwatch	Community Health
Turkish Cypriot Community Association	
Haringey Cycling Campaign	Cycling Group
London Buses	Buses
TfL - Network Management	Network Management

