



**RECORD OF DECISION TAKEN UNDER DELEGATED AUTHORITY**

**All requests for action to be taken in accordance with established delegated authority must be accompanied by an appropriate report setting out all relevant considerations, in particular legal and financial considerations, and with a clear recommendations for action, in order for an appropriate decision to be taken in accordance with the provisions of current legislation.**

**Log No.**

**Title of Report: Turnpike Lane/West Green Area DIY Streets Project**

**Reason for relevant paragraph for authority under scheme of delegation**

**1.0 Purpose of the report**

- 1.1 This report presents a summary of feedback from the community engagement exercise carried out between July 2010 and September 2011 for a neighbourhood improvement scheme in Turnpike Lane/West Green area culminated in a 43 day statutory notification that closed on the 2<sup>nd</sup> September.
- 1.2 To seek approval to inform residents and traders of the outcome of the statutory notification.
- 1.3 To seek approval to implement neighbourhood improvement proposals as detailed in Appendix A of this report.

**2.0 Background**

- 2.1 'DIY Streets' is a neighbourhood improvement concept pioneered by Sustrans<sup>1</sup> that helps communities redesign their on streets, making them safer and more attractive places to live. This type of project also aims at bringing the community together while also providing residents with a sense of ownership in their area.
- 2.2 Sustrans have been commissioned by Haringey Council to undertake a DIY Streets neighbourhood project in the Turnpike Lane area. Sustrans services have been retained for a 2 year period in order to undertake consultation, design and analysis for the project. The project's detailed design and delivery is to be undertaken by Haringey Council.

<sup>1</sup> Sustrans – UK's leading sustainable transport charity

- 2.3 The Turnpike Lane/West Green Road DIY Streets Project forms part of Haringey Council's Local Implementation Plan. The project area was chosen by Haringey Council on the basis of it being a residential neighbourhood with high traffic volume and speeds.
- 2.4 The proposed project area initially consisted of Langham Road, Carlingford Road, Stanmore Road, Waldeck Road, Crescent Road, Langham Parade and Langham Place. However, Mannock Road and Downhills Park Road were also included at the beginning of our consultation process.
- 2.5 The scheme boundary encompasses an area which has high pedestrian usage with accesses to schools, the recreation ground, Turnpike Lane underground station, bus station and residential properties. A London Cycle Network Route (Link 54) runs through the project area on Mannock Road and Downhills Park Road.
- 2.6 Speed Surveys indicate 85<sup>th</sup> percentile speeds of 32mph on Langham Road and 33mph on Stanmore Road. High volumes have been recorded on all surveyed roads within the neighbourhood.
- 2.7 The area does not have any London Bus routes travelling through it. A busy taxi rank is located on Langham Road close to Turnpike Lane station and another on Carlingford Road at its junction with West Green Road.
- 2.8 The neighbourhood falls within the outer Wood Green Controlled Parking Zone (CPZ), which operates Monday to Saturday during 8:00am and 18:30pm. A parking occupancy survey was undertaken by Haringey Council to determine the level of CPZ usage. The results of this survey indicated that the area affected by the propose project was at 60% parking capacity.
- 2.9 A total of 14 personal injury accidents have occurred within the latest 3 year period. Four of these accidents have been serious and the majority have taken place at junctions.
- 2.10 Our proposal aims to reduce vehicle speeds but also ensure pedestrians have clear and safe locations at which to cross the road safely. Vehicle speed is the single most important factor in the severity of road accidents. By introducing traffic calming features it will help reduce the risk of fatal or serious injuries.
- 2.11 This scheme aims to reduce personal injury accidents, concerns about speed of traffic and will also encourage more walking and cycling trips within the neighbourhood.
- 2.12 Tracking exercises have been undertaken to ensure the placement of all features and modifications do not restrict access or cause conflict. We aim to de-clutter the area as part of the scheme, a review of the existing signage and guardrail has been undertaken with the view of removing redundant or unnecessary street furniture.

### **3.0 Consultation Process**

- 3.1 Our consultation process began in July 2010 by introducing the scheme to local ward councillors and neighbourhood manager. Following this introduction the project concept was presented to the West Green residents association.

- 3.2 Sustrans held their first community event in the park area of Graham Road. This event offered residents an insight into the scheme while also allowing Sustrans to begin gathering known neighbourhood issues at an early stage.
- 3.3 Following this event Sustrans began creating communication avenues that would be effective and quick to display information regarding the scheme but also allow residents and traders to comment at all times during the consultation process. To help with the consultation we introduced a public notice board in Langham Parade that allowed residents in the area to view when passing to and from Turnpike Lane underground, bus station and the High Road.
- 3.4 Over the past fourteen months Sustrans have held eighteen community design meetings and events. These events included design sessions held in the church hall on Waldeck Road and outdoor trial events in Waldeck Road and Stanmore Road. As a result, we have produced and refined a series of improvements and features based on community feedback. A list of communications can be seen in Appendix F.
- 3.5 The community events averaged 50 attendees including a visit from Jenny Jones AM, Cllr Canver and local ward Councillors. One event consisted of a cycle trip to Tottenham Hotspur Football Club which included a stadium tour. Many events had a bicycle mechanic on hand to help residents with repairs and general maintenance.
- 3.6 Sustrans have hand delivered nine project newsletters with six detailed in Appendix E to every household in the neighbourhood and put up over two hundred posters. They have developed a comprehensive resident email database and have sent over forty community emails. During the course of the project Sustrans have spent an accumulative total of ten days door knocking. Throughout the process the community blog has built up over 9000 hits and 160 comments about the project. In addition, we have also utilised the community notice board with regular project updates.
- 3.7 At different stages during the project development we have displayed 4 versions of 3D designs on the blog site. The programme used to display these images generates unique reader history which indicates we have had 456 interested parties view these images.
- 3.8 The final stage of the consultation involved engaging local residents, traders and stakeholders in a statutory notification exercise. Prior to this exercise West Green ward councillors were sent copies of the leaflets for their comments. Following this, 1800 notification documents were hand delivered to all properties within the consultation area on Thursday 21<sup>st</sup> July 2011. It was available on Haringey Council's website and the project's blog page. The closing date for responses was 2<sup>nd</sup> September 2011. See Appendix B and Appendix C for a copy of the consultation document and extent of consultation respectively.
- 3.9 As part of our statutory notification public notices were advertised in the London Gazette & local press on lamp columns in the area and on the Council's website.

- 3.10 Throughout the consultation process the public have had the opportunity to express their opinions regarding scheme development. During the statutory notification the public had the opportunity to make comments or object to the proposals in writing by letter or email.
- 3.11 The Police, Emergency Services, London Buses and Transport for London were all consulted as key stakeholders during the statutory notification period.
- 3.12 Straw polls were conducted in the community to help choose tree guards & grilles, block work laying patterns and tree species. This involved street surveys located at Langham Parade during evening peak times when residents travel back home from the underground and bus stations. The blog page also took polls for these details.

#### **4.0 Consultation Summary**

- 4.1 We received representations from households situated on each of the affected streets within the scheme boundary. We also received representation from London Fire Service.
- 4.2 During our notification period we received 16 responses in writing. Of the 16, 2 objected. However we did receive 2 petitions both relating to localised traffic calming features on Langham Road and Mannock Road. Both issues relating to the petitions have been resolved.
- 4.3 Petition no. 1 included 8 households that objected to a proposed feature on Langham Road. The original proposal consisted of a horizontal traffic calming feature which would require parking restrictions in order to maintain access along Langham Road. The petition included directly affected residents that did not want to lose parking outside their homes. They also make reference to air and noise pollution. As a response to residents' concerns, we were able to reduce parking loss from 8 spaces to 6 spaces by increasing the width restriction from 2.85m to 3.0m, however residents were still not satisfied with this adjustment. An agreement with the residents was achieved, by agreeing to install a speed reduction feature at this location in the shape of a raised block work speed table, at a meeting on 8<sup>th</sup> September at 183 Langham Road.
- 4.4 Petition no. 2 included 60 residents from Mannock Road that objected to the proposed road improvements on Mannock Road. It is understood that a resident in the street misinterpreted the public notices, assuming that the entire road was subject to parking restrictions and road humps, and a petition was submitted on this basis. We undertook a door to door survey of the properties on Mannock Road to ensure residents were fully aware of the proposals. As a result, 14 residents retracted their signatures and 4 residents elected to remain on the petition. No response was received from a number of the properties due to occupants being out at the time of the survey but a letter and plan was delivered instead through their letter box. In light of the petition, we have amended the proposals to remove all parking restrictions proposed for the road and include a raised block work speed table as detailed in Appendix A
- 4.5 Of the two individual objections received one was from a resident requesting not to implement the scheme as proposed but instead to implement a one-way system. The second objection was received from London Fire Service

regarding the point closure on Langham Place. This was an objection on based on Langham Road being permanently closed, however this was not our proposal. The proposal is a point no entry on Langham Place to help ensure pedestrian safety and help promote north to south cycling and walking routes. Following our response the Fire Service agreed that this would not affect their ability to respond operationally and have withdrawn their objection.

- 4.6 Additional advertising will be undertaken for amendments to traffic calming features on Langham Road, Mannock Road and Waldeck Road. It will also include changing Langham Parade to a shared surface while also proposing to change the pay & display outside the church on Waldeck Road to shared use. This consultation outcome will be presented in a future report once the notification period finishes.
- 4.7 During our consultation process we had several requests from residents to make the pay & display located on Waldeck Road into a shared bay. We have undertaken preliminary investigations and a proposal will now advertised which will also include the other amendments on Langham Road, Mannock Road and Langham Parade.
- 4.8 A copy of the supportive responses, objections, petitions and our responses can be found in Appendix D.
- 4.9 The majority of correspondence received during our year long consultation exercise was fully supportive of the scheme whether from our community sessions, online blog or statutory notification. All objections have been responded to with necessary changes undertaken in the scheme design to allow all residents to be happy following its implementation.
- 4.10 As the scheme is supported by the local residents, local Police and other Emergency Services, it is proposed to proceed with the implementation of this neighbourhood improvement scheme.

## **5.0 Comments from Chief Financial Officer**

- 5.1 The cost of this scheme can be fully met from LIP funding received from Transport for London

## **6.0 Comments of the Head of Legal Services**

- 6.1 The DIY Streets Project for Turnpike Lane/West Green Area involves installation of traffic calming measures, raised speed reduction tables and improvements to pedestrian crossings.
- 6.2 The Council has the power under the Highways Act 1980 to carry out works for the improvement of highways and for promoting safety on and around highways. Traffic calming measures such as build-outs, chicanes, gateways, islands, overrun areas, pinch-points, or rumble devices are authorised by sections 90G - 90I of the Highways Act 1980 and must comply with the Highways (Traffic Calming) Regulations 1999. The Regulations also cover associated works which make the traffic calming work conspicuous, enhance the effect of the traffic calming work, promote the safety of persons using the

highway, or preserve/improve the environment through which the highway passes.

- 6.3 Raised speed tables are authorised by section 90A of the Highways Act 1980 and must comply with the Highways (Road Humps) Regulations 1999, and pedestrian crossings are authorised by section 23 of the Road Traffic Regulation Act 1984.
- 6.4 The procedure in relation to statutory consultation and notification for these measures is set out in Road Traffic Regulation Act 1984 and the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996. That procedure must be followed, and proper consideration given to all duly made representations. The consultation, as reported, complies with the requirements in the relevant legislation. There were some alterations to the scheme as a result of responses to the statutory consultation. If the resulting amended scheme does not differ significantly from the scheme consulted upon, it is not necessary to undertake further consultation.

## **7.0 Environmental Implications**

- 7.1 The proposed scheme will help encourage walking and cycling in the area. It is hoped it will also discourage unnecessary car journeys. A reduction in the number of car borne trips helps to contribute to reducing air pollution in the environment and raises the levels of health and fitness of individuals.
- 7.2 As part of the scheme 40 trees are to be planted. The two main species of trees will be Cherry (Prunus Umineko) and Rowan (Sorbus 'Sheerwater Seedling). Five fruit trees will be planted in public green spaces and will offer residents apples, pears and plums. The tree's that will be introduced into the area will be planted in tree pits with quality grilles and guards where necessary. A one year maintenance programme will be included within the scheme.
- 7.3 Introducing more trees will help improve air quality and could potentially harbour wildlife. As part of the project we expect to introduce bird boxes into established London planes, this is to help attract native birds to the neighbourhood.
- 7.4 We are opening up a piece of Haringey's green space which is currently blocked from public use by a low fence. We aim to introduce an informal play area for children to enjoy. This space has been designed carefully to be in keeping with its surrounding area and it will benefit from an adjacent busy footpath and nearby allotments.
- 7.5 The proposed measures in this report and its appendices will improve road safety and the environment for the residents and traders in the area. Amongst its physical measures, we have also included a number of improved pedestrian crossing points.

## **8.0 Equal Opportunities**

- 8.1 The consultation gave all residents and traders within the agreed consultation area the opportunity to make representation regarding the proposed scheme.
- 8.2 Our scheme blog offered the community web user's scheme information in 4 main languages, English, Polish, Somali and Turkish.
- 8.3 The statutory notification document included a section offering translation into minority languages including different formats such as Braille, large text and audio tape.
- 8.4 The statutory notification period was extended due to the time at which it was undertaken. This consultation period was extended from 21 days to 43 days and this allowed residents that may have been away on summer holidays to have a chance to make comments.
- 8.5 The scheme has been developed in conjunction with residents and traders that expressed views and aspirations representative of the area. The scheme has therefore enabled the local community to find workable solutions to their perceived problems.

## **9.0 Summary**

- 9.1 We are committed to creating a 'cleaner, safer and greener' environment on residential streets through road safety measures. These measures encourage motorists to reduce their speed, improve pedestrian safety and encourage walking, cycling and playing.
- 9.2 A 14 month consultation exercise has been undertaken in the neighbourhood including an extended statutory notification exercise offering residents and statutory parties a chance to develop a neighbourhood improvement scheme. This extended consultation and notification has enabled all to comment or object during the process, with a majority of representations received being very supportive of the scheme.
- 9.3 We propose to start implementation of the DIY Streets Project on 19<sup>th</sup> September 2011 and we expect the works to be completed by the end of February 2012.
- 9.4 Further consultation will be undertaken for the proposed changes in the project, this will consist of a 21 day statutory notification.

## **10.0 Recommendations**

- 10.1 It is recommended that the Cabinet Member for Environment and Conservation and Director of Urban Environment:
  - a) Note the feedback of the consultation process.
  - b) Agree that residents and traders be informed of the outcome of the consultation exercise and works notification.

- c) Agree to proceed to implementation of the DIY Streets Project as advertised with the amendments set out in paragraphs 4.3, 4.4, 4.5, 4.6.

## 11.0 Use of Appendices

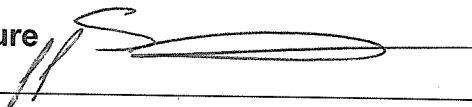
11.1 This report contains the following appendices:

- Appendix A – Turnpike Lane/West Green Area DIY Streets Project plan.
- Appendix B – Turnpike Lane/West Green Area DIY Streets Project statutory notification document.
- Appendix C – Consultation distribution area plan.
- Appendix D – List of representations together with Engineer's and Sustrans responses.
- Appendix E – Project newsletters.
- Appendix F – List of events & communications

### Decision of Chief Officer

I approve the recommendations set out in the attached report.

Signature



Date

15/9/11

### Concurrence of relevant Cabinet Lead Member

I concur with the above decision.

Signature



Date

15/9/2011