London Borough of Haringey

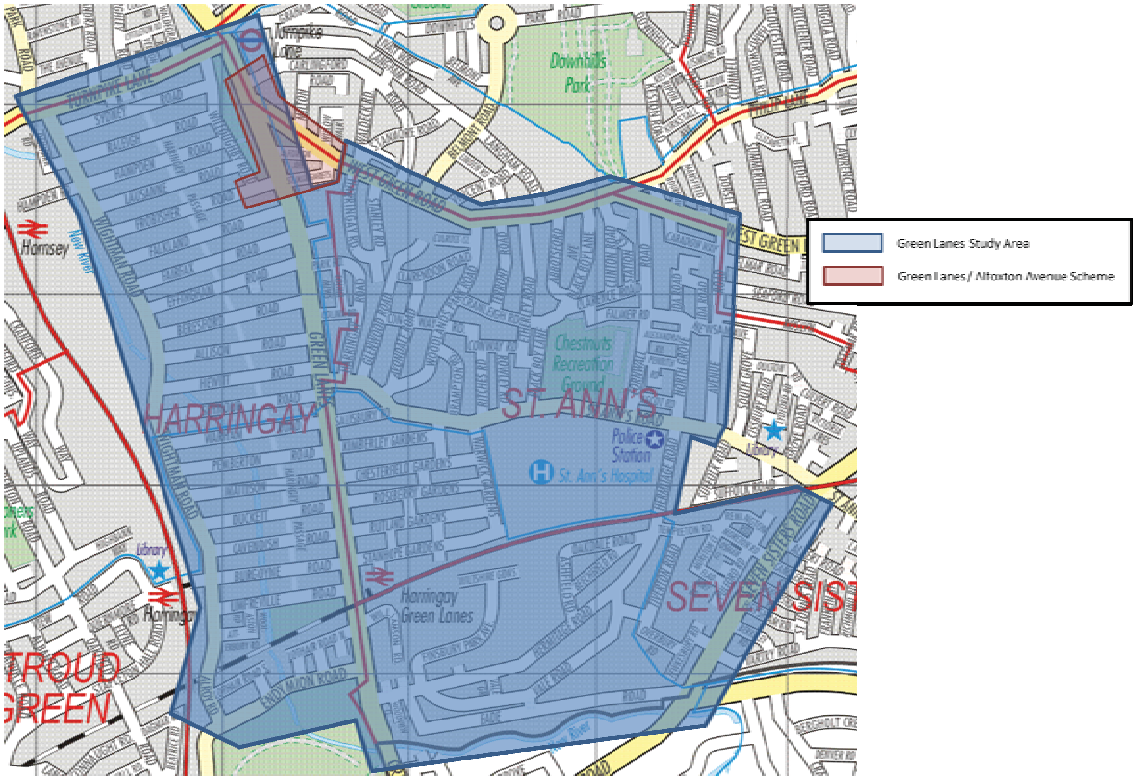
Study Brief

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*
  - 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.
  - 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.
  - Road traffic collision data (provided by LBH);
  - Public Transport issues (provided by TfL);
  - Condition survey

- *Stage Two – Community Engagement (throughout study period)*
  - Establish and Chair a stakeholder group made up of Officers, Councillors and key stakeholder representatives to meet throughout the project;
  - 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.
  - Attendance at resident groups throughout the process. It is envisaged that two meetings for each group would be attended;
  - Updates to the community and Councillors via website, email and letter drop.
  - 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*
  - Develop localised traffic model based on the North London Sub Regional Transport Model; and
  - Validate the traffic model.

- *Stage Four – Option Development & Testing*
  - Undertake a traffic movement study; and
  - 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.

Appendix A

Comments from Stakeholders Engagement (October 2015)

Stakeholders Engagement - October 2015

Comments
We are the Trader representatives for Green Lanes Harringay. 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 it 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 Harringey 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