Green Lanes Area Transport Study
Steering Group meeting #6

London Borough of Haringey
25 July 2017
Welcome

- Introductions
  - Please complete sign-in sheet

- Agenda
  - Round 2 engagement
  - Options and way forward
  - Next steps
  - AOB
Steering Group: agreed Terms of Reference (ToR)

The steering group will:

- Provide an additional channel of communication with the wider community and help to disseminate information and outline other engagement channels which will be open to all
- Consist of members with a broad representation within the community
- Be chaired by the Cabinet Member for Environment
- Act in an advisory role rather than as a decision making body
- Meet every 4-6 weeks for the duration of the project
Steering Group meeting #6
Round 2 engagement

London Borough of Haringey
25 July 2017
Recap of Round 2 engagement plan

<table>
<thead>
<tr>
<th>Steering Group</th>
<th>Newsletter</th>
<th>Engagement meetings (x4)</th>
<th>Online materials</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Meetings at four to six week intervals throughout study</strong>&lt;br&gt;<strong>Remit:</strong>&lt;br&gt;- Additional channel of communication&lt;br&gt;- Broad representation&lt;br&gt;- Chaired by Cabinet Member for Environment&lt;br&gt;- Advisory panel role only; not a decision making body&lt;br&gt;<strong>Summary minutes to be posted on webpage</strong></td>
<td><strong>Letter-drop + email</strong>&lt;br&gt;<em>Purpose is to inform the community about the Round 2 engagement.</em>&lt;br&gt;<strong>Contains:</strong>&lt;br&gt;- High level summary of the packages and options&lt;br&gt;- Details of community drop-in sessions&lt;br&gt;- Link to website and online questionnaire</td>
<td><strong>Technical meeting (x1)</strong>&lt;br&gt;<em>Purpose is to obtain input from technical stakeholders on packages and options.</em>&lt;br&gt;<strong>Attendees:</strong>&lt;br&gt;- Haringey officers&lt;br&gt;- TfL officers</td>
<td><strong>Haringey page</strong>&lt;br&gt;<em>Purpose is to present information and answer questions from the community on the packages and options.</em>&lt;br&gt;<strong>Information will be added, including:</strong>&lt;br&gt;- More detailed information about the packages and options&lt;br&gt;- Link to the online questionnaire&lt;br&gt;- Will mention that doing nothing is an option</td>
</tr>
</tbody>
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Green Lanes Area Transport Study: Steering Group meeting #6

25 July 2017
Round 2 engagement

- Full details in draft ‘Community engagement report’ (circulated prior to meeting)
- Not a voting or referendum process
- Engagement publicised via newsletter distributed to all properties in the study area
- All information made available on Haringey website
Engagement meetings

- Community drop-in sessions (x3)
  - 53 attendees
- Technical meetings (x2)
  - Haringey officers
  - Transport for London officers
Survey: overview

- **Not** voting process; options (if any) to be taken forward is a decision that also needs to consider other criteria in the assessment framework
- 854 responses (two via hard copy)
Views on Package AW options (all respondents)

Proportion of respondents to each question

- AW-01: Improve streetscape
- AW-02: Greater provision of car clubs
- AW-03: More effective traffic calming
- AW-04: Minimise impacts of school run
- AW-05: Improve efficiency and reduce impacts of deliveries
- AW-06: Introduce ASLs at junctions throughout area
- AW-07: Provide more on-street Bikehangars
- AW-08: Make the study area more green
- AW-09: Minimise noise and vibration through the use of...
- AW-10: Emissions based parking charges

- Strongly oppose
- Oppose
- Neither support nor oppose
- Support
- Strongly support
Views on Package PC options (all respondents)

Proportion of respondents to each question

|-------------------------|-------------------------|-------------------------|--------------------------|-----------------------|----------------------------|-------------------------|

- **Strongly oppose**
- **Oppose**
- **Neither support nor oppose**
- **Support**
- **Strongly support**
Views on Package GL alternatives (all respondents)

<table>
<thead>
<tr>
<th>Respondent category</th>
<th>GL1: Minor improvements</th>
<th>GL2: Continuous cycle facility</th>
</tr>
</thead>
<tbody>
<tr>
<td>I do not support either of the alternatives</td>
<td>256</td>
<td>88</td>
</tr>
<tr>
<td>Within study area: Gardens</td>
<td>10</td>
<td>17</td>
</tr>
<tr>
<td>Within study area: Hermitage</td>
<td>15</td>
<td>1</td>
</tr>
<tr>
<td>Within study area: Ladder</td>
<td>18</td>
<td>48</td>
</tr>
<tr>
<td>Within study area: St Ann's</td>
<td>8</td>
<td>22</td>
</tr>
</tbody>
</table>

Number of respondents:
- All complete surveys: 256
- Outside study area / unknown: 21
- Within study area: Gardens: 172
- Within study area: Hermitage: 14
- Within study area: Ladder: 79
- Within study area: St Ann's: 67
- Within study area: 10
- Within study area: 15
- Within study area: 18
- Within study area: 8
- Within study area: 22
- Within study area: 25

Percentage of respondents:
- I do not support either of the alternatives: 88%
- GL1: Minor improvements: 21%
- GL2: Continuous cycle facility: 17%
Views on Package GL options (all respondents)

Proportion of respondents to each question

| GL1-01: Turnpike Lane bus station / Green Lanes junction… |
| GL1-02: Alfoxton Avenue / Frobisher Road / Green Lanes… |
| GL1-03: Colina Road junction improvements |
| GL1-04: Park Road / Harringay Road traffic reduction |
| GL1-05a: Salisbury Road / Warham Road traffic reduction |
| GL1-05b: Salisbury Road / St Ann’s Road safety… |
| GL1-06: Williamson Road / Green Lanes junction… |
| GL1-07: Endymion Road / Green Lanes junction… |
| GL1-08: Hermitage Road / Green Lanes junction… |
| GL1-09: Review Green Lanes bus stop locations |
| GL1-10a: Review Green Lanes bus lane operating hours |
| GL1-10b: Greening on Green Lanes |
| GL1-10c: Footway decluttering on Green Lanes |
| GL1-10d: Ban U-turns on Green Lanes |
| GL2-01a: Continuous cycle facility along Green Lanes |
| GL2-01b: Review parking on Green Lanes |

- Strongly oppose
- Oppose
- Neither support nor oppose
- Support
- Strongly support
Views on Package WL alternatives (all respondents)

<table>
<thead>
<tr>
<th>Respondent category (by location)</th>
<th>I do not support any of the alternatives</th>
<th>WL1: Minor improvements</th>
<th>WL2: Wightman Road one-way (northbound)</th>
<th>WL3: Wightman Road one-way (southbound)</th>
<th>WL4: Wightman Road closed (filtered)</th>
</tr>
</thead>
<tbody>
<tr>
<td>All complete surveys</td>
<td>136</td>
<td>35</td>
<td>101</td>
<td>9</td>
<td>57</td>
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<tr>
<td>Outside study area / unknown</td>
<td>27</td>
<td>41</td>
<td>92</td>
<td>22</td>
<td>30</td>
</tr>
<tr>
<td>Within study area: Gardens</td>
<td>11</td>
<td>23</td>
<td>4</td>
<td>3</td>
<td>8</td>
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<tr>
<td>Within study area: Hermitage</td>
<td>1</td>
<td>3</td>
<td>0</td>
<td>3</td>
<td>4</td>
</tr>
<tr>
<td>Within study area: Ladder</td>
<td>99</td>
<td>13</td>
<td>8</td>
<td>8</td>
<td>1</td>
</tr>
<tr>
<td>Within study area: St Ann's</td>
<td>279</td>
<td>30</td>
<td>22</td>
<td>4</td>
<td>1</td>
</tr>
</tbody>
</table>
Views on Package WL options (all respondents)

Proportion of respondents to each question

- Strongly oppose
- Oppose
- Neither support nor oppose
- Support
- Strongly support

WL1-01a: Move pavement parking onto the carriageway
WL1-02: Improve Wightman Road / Turnpike Lane junction
WL1-03: Discourage through traffic from Willoughby Road
WL1-04: Discourage through traffic from Warham Road
WL1-05: Install traffic calming measures on Endymion Road

WL2-01a: Wightman Road one-way northbound
WL2-01b: Continuous cycle facility along Wightman Road
WL2-01c: Move pavement parking onto the carriageway
WL2-01d: Mitigation measures across a wider area
WL2-02: Improve Wightman Road / Turnpike Lane junction
WL2-03: Discourage through traffic from Willoughby Road
WL2-04: Discourage through traffic from Warham Road
WL2-05: Install traffic calming measures on Endymion Road

WL3-01a: Wightman Road one-way southbound
WL3-01b: Continuous cycle facility along Wightman Road
WL3-01c: Move pavement parking onto the carriageway
WL3-01d: Mitigation measures across a wider area
WL3-02: Improve Wightman Road / Turnpike Lane junction
WL3-03: Discourage through traffic from Willoughby Road
WL3-04: Discourage through traffic from Warham Road
WL3-05: Install traffic calming measures on Endymion Road

WL4-01a: Wightman Road closed (filtering)
WL4-01b: Improve cycle conditions along Wightman Road
WL4-01c: Move pavement parking onto the carriageway
WL4-01d: Mitigation measures across a wider area
WL4-02: Improve Wightman Road / Turnpike Lane junction
WL4-03: Discourage through traffic from Willoughby Road
WL4-04: Install traffic calming measures on Endymion Road

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Views on Package HE options (all respondents)

Proportion of respondents to each question

- HE-01: Move pavement parking onto the carriageway
- HE-02: Area-wide junction improvements
- HE-03: Widen footways at Hermitage Road rail bridge

<table>
<thead>
<tr>
<th>Strongly oppose</th>
<th>Oppose</th>
<th>Neither support nor oppose</th>
<th>Support</th>
<th>Strongly support</th>
</tr>
</thead>
<tbody>
<tr>
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<td>✖</td>
</tr>
</tbody>
</table>
Views on Package SA options (all respondents)

Proportion of respondents to each question

- **Strongly oppose**
- **Oppose**
- **Neither support nor oppose**
- **Support**
- **Strongly support**

**SA-01: West Green Road improvements**

**SA-02: St Ann’s Road improvements**

**SA-03: Improve zebra crossings on St Ann’s Road**

**SA-04: Improve access arrangements around Chestnuts…**

**SA-05: Improve St Ann’s / Hermitage Road / North Grove…**

**SA-06: Discourage through traffic from Woodlands Park…**

**SA-07: Provide passing places on Gardens roads**

**SA-08: Convert Warwick Gardens rising bollards to a...**
Other responses received

- Others
  - Cllr Tim Gallagher & Cllr Kirsten Hearn, Stroud Green ward
  - Cypriot Community Centre (CCC)
  - Gospel Centre Church
  - Harringay Traders Association
  - Haringey Cycling Campaign (HCC)
  - Harringay Online
  - Ladder Community Safety Partnership (LCSP)
  - Living Wightman
  - St John the Baptist Greek Orthodox Church
  - Sustrans
  - Wightman Road Mosque

- Other responses from members of public (10), many focussing on Wightman Road
Petitions: Living Wightman

- Calls for the extension of the Wightman Road closure (that was in place in 2016), and to find a long-term solution that reduces traffic on Wightman Road
- Total of 1,017 signatures
Petitions: against changes

- Petition organised by places of worship and traders, calls for Wightman Road to be left as it is
- Total of 3,478 signatures

![Pie chart showing signatures by area and location]
Unfiltered list of options
- 100s of options
- Round 1 engagement responses
- Ideas from technical stakeholders
- Other feedback received

Long list of options

Medium list of options

Short list of options

Community workshops (x2)

Initial sift
- Filter out completely unfeasible options / out of scope options

Initial evaluation
- High level evaluation against agreed assessment framework
- Filter out options that perform poorly

Further development and evaluation
- Develop options in more detail
- More detailed evaluation against agreed assessment framework

Round 2 community engagement
- Obtain community views on options
Assessment framework and link to higher level vision

Walking
Cycling
Public transport
Traffic
Road safety
Parking
Streetscape and urban realm
Air quality
Noise
Planned future growth
Local economy
Key destinations
Servicing and deliveries
Feasibility and deliverability

Haringey Council Corporate Plan 2015-18

OUTSTANDING FOR ALL
Children, young people and adults are healthy, thrive and achieve their potential

Enable every child and young person to have the best start in life, with high quality education

Enable all adults to live healthy, long and fulfilling lives

CLEAN AND SAFE
A place which is clean, well maintained and where everyone feels safe and is proud to live and work

Create a clean and safe borough where people are proud to live, with stronger communities and partnerships

SUSTAINABLE HOUSING, GROWTH AND EMPLOYMENT
Building a basis for communities to thrive

Drive growth and employment from which everyone can benefit

Create homes and communities where people choose to live and are able to thrive
Key issues: existing travel patterns

Figure 2.6: Modes of transport used for trips starting or ending in the study area (distance based main mode)

- Walk: 34%
- Bus: 24%
- Car / van driver: 17%
- Underground / Rail: 14%
- Car / van passenger: 8%
- Cycle: 3%
- Other: <1%
- Taxi: <1%
- Motorcycle: <1%

Source: LTDS (average of 2010/11 to 2014/15 data)
Key issues: road safety

Source: GLATS Existing conditions note
Key issues: air quality

Figure 7.1: Modelled annual mean NO₂ air pollution in 2013 (µg/m³)

Passes annual mean objective  Fails annual mean objective

Source: GLATS Existing conditions note
Key issues: air quality

Figure 7.2: Sources of NOx emissions in the study area, 2013

Source: London Atmospheric Emissions Inventory 2013
Note: Data is based on grid squares 691, 1381, 2030 and 2749, which generally (but not exactly) correspond to the boundaries of the study area

Source: GLATS Existing conditions note
Key issues: traffic trends

Source: GLATS Existing conditions note
Key issues: traffic trends

![Graph showing car ownership trends from 1981 to 2011](source: Census 1981 – 2011)
Key issues: planned future growth

Figure 3.50: Vehicle trips in the study area, weekday PM peak hour

- **Existing situation (2012):**
  - Trip starts and/or ends in study area: 5,807
  - Trip does not start or end in study area (through trips): 4,944

- **Future baseline (2031):**
  - Trip starts and/or ends in study area: 5,898
  - Trip does not start or end in study area (through trips): 4,925

Source: Til NoLHAM traffic model

Source: GLATS Existing conditions note
Key issues: planned future growth

- Population growth from 8.6 million people to 10.5 million people
- Employment growth from 5.5 million jobs to 6.7 million jobs

Source: Mayor’s Transport Strategy: Supporting Evidence, Outcomes Summary Report, July 2017
Key issues: local economy

Figure 2.10: Mode of transport used to reach study area, for shopping, personal business and leisure trips (distance based main mode)

- Walk, 49%
- Car driver, 13%
- Car passenger, 10%
- Bus, 17%
- Underground / DLR, 8%
- National Rail / Overground, 2%
- Cycle, 1%
- Other, 0.3%

Source: LTDS (average of 2010/11 to 2014/15 data)

Source: GLATS Existing conditions note
Other factors

- Feasibility and deliverability
- Acceptability
- Equity
- Costs and funding
  - £350k from TfL Local Implementation Plan (LIP) funding for next three financial years
  - Section 106 funding from developers
  - Other funding sources
- Timescales

- Cost categories (indicate)
  - Low: Up to £100k
  - Medium: £100k–£500k
  - High: £500k–£1m
  - Very high: >£1m
- Timescales (indicative)
  - Short term: Up to 3 years
  - Medium term: 3–5 years
  - Long term: 6+ years
Way forward therefore needs to balance various factors...

- Criteria in assessment framework
- Take into account both current conditions and future growth
- Want to be ambitious and aspirational: making the area a better place to live and spend time in
  - However not starting with a blank slate
  - Therefore mix of short, medium and long term measures
- Funding availability
- Taking community views into account
- Also links to wider strategies and actions
**AW: Area-wide improvements**

<table>
<thead>
<tr>
<th>Option</th>
<th>Indicative timescale</th>
</tr>
</thead>
<tbody>
<tr>
<td>AW-01: Improve streetscape</td>
<td>Short / long</td>
</tr>
<tr>
<td>AW-02: Greater provision of car clubs</td>
<td>Short</td>
</tr>
<tr>
<td>AW-03: More effective traffic calming</td>
<td>Short</td>
</tr>
<tr>
<td>AW-04: Minimise impacts of school run</td>
<td>Short</td>
</tr>
<tr>
<td>AW-05: Improve efficiency and reduce impacts of deliveries</td>
<td>Short</td>
</tr>
<tr>
<td>AW-06: Introduce ASLs at junctions throughout area</td>
<td>Medium</td>
</tr>
<tr>
<td>AW-07: Provide more on-street Bikehangars</td>
<td>Short</td>
</tr>
<tr>
<td>AW-08: Make the study area more green</td>
<td>Short</td>
</tr>
<tr>
<td>AW-09: Minimise noise and vibration through the use of improved road design</td>
<td>Ongoing</td>
</tr>
<tr>
<td>AW-10: Emissions based parking charges</td>
<td>Short</td>
</tr>
</tbody>
</table>
PC-06
Examine in conjunction with St Ann’s Road corridor review

PC-02
Also examine if interim measures to improve safety are possible

PC: Area-wide pedestrian and cycle network

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Alternative package GL1:
Minor Improvements

GL1-01: Turnpike Lane bus station / Green Lanes junction improvements
GL1-02: Alfoxton Avenue / Froebisher Road / Green Lanes junction improvements
GL1-03: Colina Road / Green Lanes junction improvements
GL1-04: Park Road / Harringay Road traffic reduction
GL1-05a: Salisbury Road / Warham Road traffic reduction
GL1-05b: Salisbury Road / St Ann’s Road safety improvements
GL1-06: Williamson Road / Green Lanes junction improvements
GL1-07: Endymion Road / Green Lanes junction improvements
GL1-08: Hermitage Road / Green Lanes junction improvements
GL1-09: Review Green Lanes bus stop locations
GL1-10a: Review Green Lanes bus lane operating hours
GL1-10b: Greening on Green Lanes
GL1-10c: Footway decluttering on Green Lanes

GL1-05a/05b
In conjunction with option WI1-04

GL1-06
Also more comprehensive improvements in long-term
Alternative package GL2: Continuous cycle facility

Complete parking review that also considers side streets to inform feasibility of these options.
Alternative package WL4: Wightman Road closed (filtered)

- Data collected during 2016 closure showed that it caused widespread impacts:
  - Journey times for general traffic
  - Journey times for buses
  - Also across wider area

- Feedback noted various difficulties caused by the closure:
  - For example, comments were received from the places of worship on Wightman Road regarding how the closure had impacted on their activities in the community

- Response extremely polarised
  - Almost evenly split views (strongly held)
  - Complete lack of broad community support

- Package therefore not taken forward
Alternative packages WL2 / WL3 (one-way)

- Whilst the wider implications of these packages on the road network would not be as great as for Alternative WL4, would still have some significant impacts.
- These packages received an extremely low level of support.
- Packages therefore not taken forward.
Alternative package WL1: Minor Improvements

- **WL1-01a**: Complete parking review that also considers ladder rungs to inform feasibility of this option.

- **WL1-04**: In conjunction with option GL1-05a.

**Scheme**
- **WL1-01a**: Move pavement parking onto the carriageway.
- **WL1-02**: Improve Wightman Road / Turnpike Lane junction.
- **WL1-03**: Discourage through traffic from Willoughby Road.
- **WL1-04**: Discourage through traffic from Warham Road.
- **WL1-05**: Install traffic calming measures on Endymion Road.

Other relevant actions and schemes

- Speed enforcement, HGV restriction enforcement
- Air quality measures (ULEZ, cleaner taxis, Low Emission Bus Zone)
- Other projects (electrification of the Gospel Oak to Barking line)
- Smarter Travel initiatives (schools, etc)
Steering Group meeting #6
Next steps

London Borough of Haringey
25 July 2017
Next steps

- Finalise community engagement report
- Final study report
- Way forward considered by Cllr Ahmet / councillors together with advice from officers

Implementation
- Consultation
- Detailed design / traffic modelling etc
- Engagement with and approvals from other parties where necessary (TfL etc)
- Other activities (Equalities Impact Assessments etc)