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| Meeting date | 1 November 2016 |
| Time | 19:00 |
| Issue date | November 2016 |
| Venue | Haringey Civic Centre |
| Attendees | CLlr Peray Ahmet (Cabinet Member for Environment) CLlr Gina Adamou (Harringay ward) CLlr Zena Brabazon (Harringay ward) CLlr Noah Tucker (St Ann's ward) Gardens RA Harringay Cycling Campaign Harringay Online Harringay Traders Association Hermitage Road RA Ladder Community Safety Partnership Living Wightman Wightman Road Residents Ann Cunningham (LB Haringey) Peter Boddy (LB Haringey) Razak Mahama (LB Haringey) Lee Deacon (Steer Davies Gleave) David Sutanto (Steer Davies Gleave) |
| Apologies | CLlr Barbara Blake (St Ann's ward) |
| Circulation | To be posted on website |
| Project | Green Lanes Area Transport Study |

Steering Group meeting #3

1. The delay to the study due to two recent by-elections was noted. As there were a number of new attendees, the meeting began with a recap of the Steering Group Terms of Reference that have previously been discussed and agreed.
2. An analysis of the Round 1 engagement analysis has been completed by SDG (incorporating responses received from the interactive website, written postcards and emails), and copies of this analysis were provided to attendees. A summary of this analysis was presented, and it was reiterated that all of the comments will be treated on their merits and that the engagement is not a voting process. These responses will be used to inform the options development process.
3. The assessment framework, which was discussed at the previous meeting, was presented. It was reiterated that the framework is important to provide a clear and transparent system for assessing potential options. Whilst the assessment framework will be a tool to make the advantages and disadvantages of each option clear, it is not intended to apply weightings to each criteria in the assessment framework to calculate an

overall score for each option.

SDG noted that comments received at the previous meeting, and those which had been passed on after the meeting, had been taken into account. A query was raised regarding whether a comment regarding equity had been addressed; SDG outlined how the comment that was minuted at the previous meeting had been incorporated into the framework. Living Wightman had submitted some comments to LB Haringey, but these had not been passed on to SDG. Living Wightman provided a hard copy to SDG, who will consider them after the meeting.

4. SDG explained the necessity of undertaking a filtering process, in order to reduce the hundreds of ideas to a more manageable shortlist that could be used as the basis for the Round 2 community engagement. A possible process, that involves multiple steps and application of the assessment framework, was described. Steering Group members generally agreed with both the necessity of the filtering process, and the proposed process for undertaking it.

It was suggested that some workshops would be useful to discuss the options. It was agreed that these should be held at multiple times at different venues. There was a desire to invite further participants to these workshops, but this needs to be balanced against ensuring that the number of attendees is workable, and that these workshops do not duplicate the Round 2 community engagement (which will be the opportunity for the public at large to be involved). It was suggested that this could be achieved by inviting people that represent specific groups (over and above those who are members of the Steering Group), and/or by using an RSVP process to manage attendee numbers. Haringey will identify appropriate times and venues for these workshops, and will inform Steering Group members once this is done.

A request was made for a filtered longlist to be circulated to Steering Group members. SDG explained that this is not available, as the options identification process had not yet been discussed and agreed. However, this will be done following the meeting, and circulated to Steering Group members once available.

It was suggested that it is important to present an overarching long term vision / set of goals, that the options will contribute to (with the options being a mix of short, medium and long term options). It was suggested that organising options in a thematic manner would be useful. These comments align with how SDG anticipated the options would be presented.

5. A question was raised regarding the designation of Green Lanes as part of the Strategic Road Network (SRN), and whether this could be changed. The view of LB Haringey officers is that this is something that TfL are unlikely to agree to. It was noted that a Transport Forum exists, which could be the more appropriate forum to discuss this.

A question was asked regarding the scope of the study, and whether it would be seeking to develop a more wide-ranging plan for the area. The focus of this study is clearly on movement; however, it will link with and feed in to other strategies and plans, including those at the borough-wide level.

6. SDG provided a summary of some of the impacts of the Wightman Road closure, based on the evidence that had been collected. This included changes in traffic patterns, based on origin-destination surveys and automatic traffic counters (ATCs).

Interest was expressed in the ATC results for individual vehicle types; these are available and will be circulated to Steering Group members. A question was asked regarding whether any ATC surveys were undertaken after Wightman Road re-opened. Haringey said that surveys on Wightman Road had been

undertaken which showed a 14.7% reduction in the average daily vehicle flows on Wightman Road. It is intended to repeat the ATC survey on Wightman Road in January-February 2017. A request was made for additional surveys (examining east-west traffic) to be undertaken; this will be considered by Haringey, but will need to take into account budgetary constraints. A question was asked regarding whether the circa 90% decrease in traffic observed on Wightman Road during the closure meant that about 90% of pre-closure traffic using Wightman Road was non-local traffic. SDG noted that this is not necessarily the case. This is because when Wightman Road is open, some local traffic (for example heading to one of the Ladder rungs) may travel a significant distance along Wightman Road to reach their destination. During the closure, this traffic would use Wightman Road for only a short distance (due to the presence of the intermittent closure points), and would therefore be observed at fewer of the count points along Wightman Road.

Impacts on vehicle journey times, based on both the origin destination surveys and iBus data, were presented. It was noted that the data presented suggests that impacts differed significantly for buses coming from Muswell and Crouch End, this could be investigated further if necessary. In response to a query on whether the iBus data took account of curtailments, SDG to ask TfL if additional data is available.

Impacts on air quality (NO₂) concentrations were presented. It was noted that air quality is a complex issue, and Haringey will therefore seek to ensure that an air quality officer attends the next Steering Group meeting.

The impacts on local businesses were also outlined, including the fact that some businesses have applied and been granted business rate relief. It was noted that some of these applications are still in progress, and so updated information on the number and location of businesses receiving business rate relief will be obtained once it is available (if it is not deemed commercially sensitive).

7. Based on the discussions at the meeting, the aim will be to schedule the options workshops during November, with the next Steering Group meeting before Christmas. The Round 2 community engagement will be early next year, with the study currently programmed for completion by the end of the financial year.