

Meeting date	1 August 2016
Time	19:00
Issue date	August 2016
Venue	Haringey Civic Centre
Attendees	<p>Cllr Peray Ahmet (Cabinet Member for Environment)</p> <p>Cllr Gina Adamou (Harringay ward)</p> <p>Cllr Zena Brabazon (Harringay ward)</p> <p>Cllr Emine Ibrahim (Harringay ward)</p> <p>Gardens RA</p> <p>Harringay Cycling Campaign</p> <p>Harringay Online</p> <p>Harringay Traders Association</p> <p>Hermitage Road RA</p> <p>Ladder Community Safety Partnership</p> <p>Living Wightman</p> <p>Wightman Road N4 Residents</p> <p>Woodlands Park RA</p> <p>Ann Cunningham (LB Haringey)</p> <p>Peter Boddy (LB Haringey)</p> <p>Razak Mahama (LB Haringey)</p> <p>Lee Deacon (Steer Davies Gleave)</p> <p>David Sutanto (Steer Davies Gleave)</p>
Apologies	Cllr Barbara Blake
Circulation	To be posted on the Project Webpage and forwarded to steering group members
Project	Green Lanes Area Transport Study

Steering Group meeting #2

1. The meeting began with a recap of the extent of the study area, and the Steering Group Terms of Reference that were discussed and confirmed at the previous meeting.
2. SDG explained the purpose of the assessment framework that will be used for the purposes of the study. The key reason for using an assessment framework is to provide a clear and transparent system for assessing potential options. It will be used initially to undertake a high level assessment in order to sift options down to a more manageable shortlist of options that can then be developed in more detail. The assessment framework will then be applied in more detail to this shortlist.

The assessment framework will include a broad range of assessment criteria, intended to capture the range of factors both directly and indirectly related to transport in the study area. 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. This is because an appropriate balance needs to be struck between the different criteria, which require some judgement to be applied, rather than a mechanistic approach to scoring.

3. SDG presented the draft assessment framework that had been prepared and invited comments on it. The comments made on the framework were:
 - Specifically including school trips in the framework, given the transport issues associated with the 'school run'
 - Explicitly mentioning quality of life / community cohesion in the framework
 - Adding enforceability of measures to the framework
 - Explicitly mentioning equity (both in a spatial sense and with regards to disadvantaged groups)SDG will consider the comments raised at the meeting, and amend the draft assessment framework accordingly. It will be circulated electronically amongst the group before the end of the week, and group members will be invited to consider it and respond with any comments within a fortnight.
4. SDG provided a summary of the activities undertaken as part of the Round 1 engagement (which concluded on 24 July):
 - A newsletter was distributed to all households in the study area by the 24 June, to inform them about the study, the drop-in sessions and the interactive website
 - Three drop-in sessions were held in July at three different venues (one in each ward within the study area), which attracted approximately 70 attendees in total.
 - A technical meeting was held in July with officers from various LB Haringey teams, as well as a Transport for London representative.
 - An email was sent to all schools and faith groups inviting them to provide comments or feedback; the only response received was from the Wightman Road Mosque.
 - An excellent response was received to the interactive website; 526 primary comments were made, plus a further 775 further comments made in response to primary comments
 - Also received responses via email and written responses on postcardsIt was commented that the study team should also engage more widely with other relevant teams at the council, for example public health.
5. SDG outlined that the process for analysing the engagement responses received would take some time given the volume of feedback received and the need to ensure that it would be analysed in a systematic and structured manner. It is expected that this will be completed by the end of August. The comments received will all be treated on their merits (using the assessment framework). SDG provided a preliminary feedback of some of the key topics and themes that the comments received relate to, but it was emphasised that a fuller picture will only be available once the analysis is complete.
6. The issue of whether the Alfoxton Avenue junction is included in the study area was discussed. It was explained that a separate project had examined this junction and developed proposals, which the council are hoping to progress once funding can be secured from Transport for London. As such, it is the intention that the present study does not duplicate the previous work done. Nevertheless, the study team will take into account the proposals that have been developed for this junction as they consider the study area as a whole.

7. Living Wightman introduced their organisation, which was established in March 2016, and consists of a core group of about ten people with a wider group of supporters. They introduced their 'Living Wightman' document, which they had prepared and sent to the council.

The Haringay Traders Association expressed their disappointment at not receiving the document, although it was pointed out that the document is now available publically on Haringay Online.

The need for balance was discussed. Cllr Ahmet noted that any groups and individuals with an interest in the study area are entitled to make representations, but that it is ultimately the role of the council to consider these and balance the views of different groups.

More generally, the point was raised that it would be desirable to 'build bridges' between the different groups in the area. This is in the context of a historic perception of a rivalry between different groups, for example 'traders vs residents', or 'residents west of Green Lanes vs residents east of Green Lanes'.

8. Various other issues were raised:

- The possibility of drawing on Section 106 funding from developers was discussed. This is something that the council will be pursuing, but this will only be possible as sites come forward for development.
- The number of recorded casualties and collisions was discussed. SDG explained that this was based on data from Transport for London, and included fatal, serious injury and slight injury collisions. An analysis of this data is included in the Existing Conditions Note.
- Concerns were raised about the ability of emergency vehicles to access Green Lanes quickly if there was a collision.
- The Gardens RA noted their disappointment that no councillors from outside Haringay ward were in attendance. However, councillors from Seven Sisters, St. Ann's, Noel Park and West Green wards were invited to the meeting.
- The study is funded by Transport for London through the Local Implementation Plan (LIP) allocation that is made available to the council each year.
- The traffic surveys undertaken during the Wightman Road closure have been completed, and the study team are awaiting the results of these. It is expected that analysis of these will be complete by the end of August or early September. The raw survey data will be made available to those who request them.
- A question was raised regarding the availability of air quality data, and LB Haringey officers will liaise with their air quality colleagues about this.

9. In a spirit of transparency, the presentation from this meeting, as well as summary notes of what was discussed, will be posted on the study webpage. The next meeting will be in mid-September, and an invitation will be sent about a month in advance. A link to the study webpage will be circulated (which contains the Existing Conditions Note), and group members will also be alerted when the meeting notes are posted online.