Green Lanes Area Transport Study

Steering Group meeting #1

London Borough of Haringey

9 June 2016

Welcome

- Introductions

- The purpose of today's meeting is to:

  - Confirm the Terms of Reference and Proposed Membership of the Steering Group

  - Present a summary of the Existing Conditions Note & Summary Programme

  - Discuss the Round 1 Engagement Plan and Newsletter

  - Present Next Steps

  - AOB (incl. Wightman Road Closure)

Steering Group

Steering Group: 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 be a decision making body

- Meet every 4-6 weeks for the duration of the project

Steering Group: Proposed Membership

CHAIR	Cllr Ahmet Cabinet Member for Environment	Garden Residents Association
Harringay	Cllr Gina Adamou	Ladder Community Safety Partnership
	Cllr Ermine Ibrahim	Hermitage Road Residents Association
Seven Sisters	Cllr Claire Kober	Woodlands Park Residents Association
St Ann's	Cllr Barbara Blake	Harringay Traders Association
LB Hackney	Cllr Caroline Selman	Haringey Cycling Campaign
LB Islington	TBC	Harringay Online
		South Harringay Schools
		Wightman Road Mosque
		St John the Baptist Greek Orthodox Church

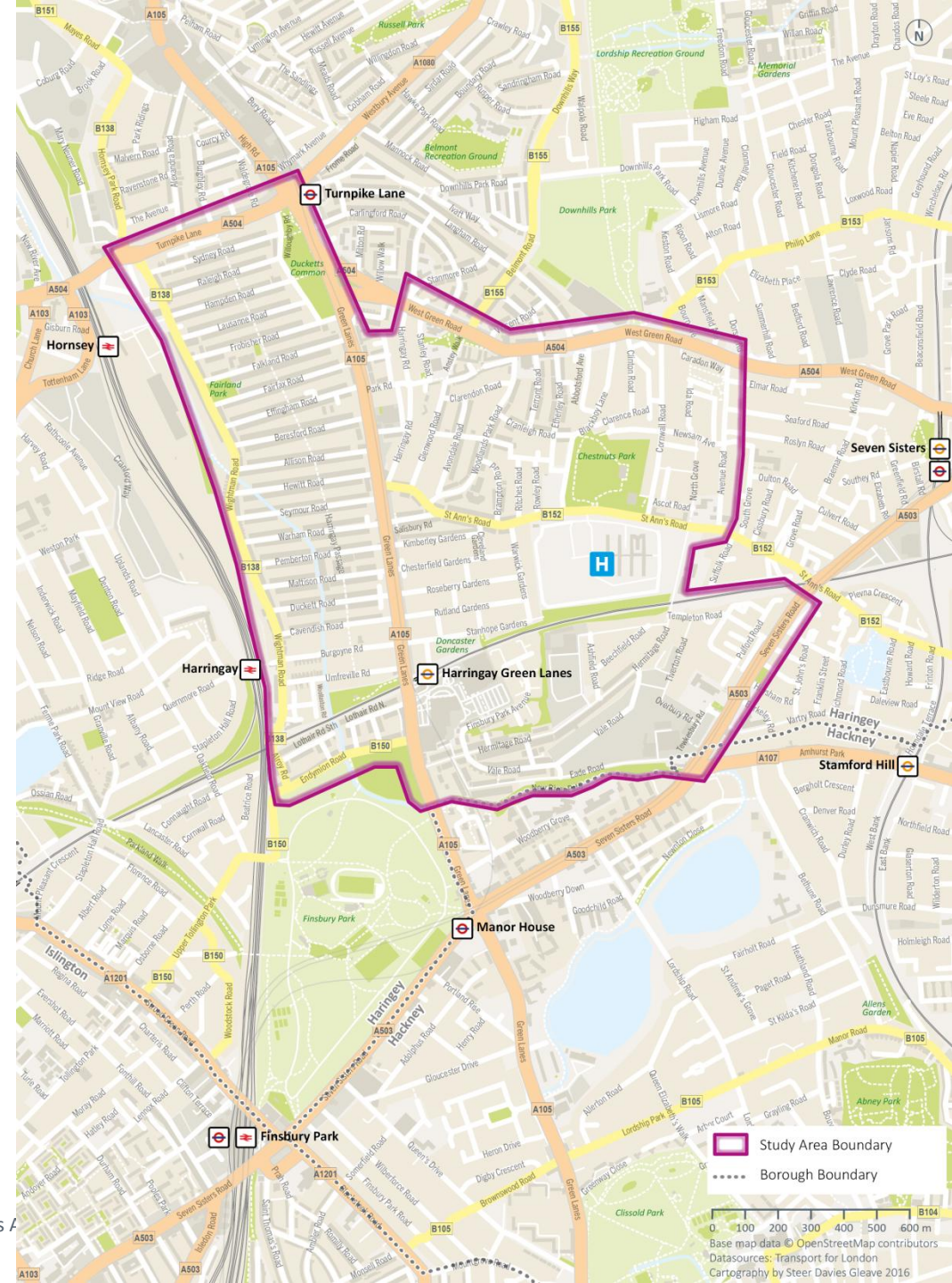# Our approach to the study

Our approach to the study

- **Holistic approach**, considering the entire study area in an integrated manner

- A **robust evidence base**, both to identify issues and inform the development of options:
  - Extensive traffic surveys already completed
  - 'Before' Origin-destination surveys completed
  - 'During' surveys due to be undertaken shortly
  - Traffic modelling
  - Supplemented by other available data

- Effective **engagement and consultation**, drawing on the views and knowledge of the local community and stakeholders
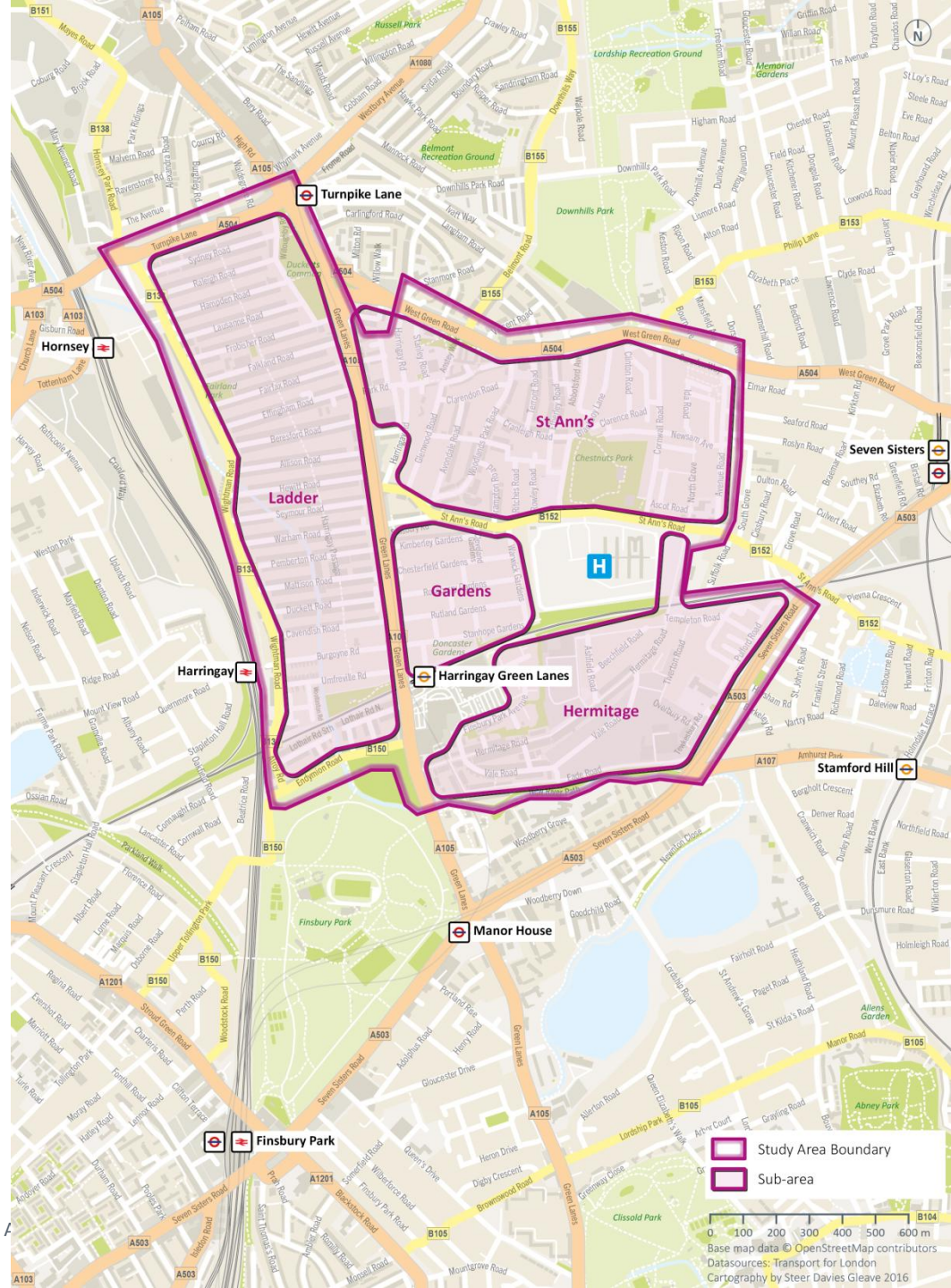
Existing Conditions

Context of study area

- 34,500 residents (2011)

Study Area Boundary

Borough Boundary

0 100 200 300 400 500 600 m

Base map data © OpenStreetMap contributors
Datasources: Transport for London
Cartography by Steer Davies Gleave 2016

Sub-areas

Legend:
- Study Area Boundary
- Sub-area

Sub-areas labelled on map: Ladder, St Ann's, Gardens, Hermitage

# Population and car ownership: historic trends

- 1981–2001: number of cars increasing regardless of population changes

- 2001–2011: population increased by almost 7,000 people, but number of cars declined slightly
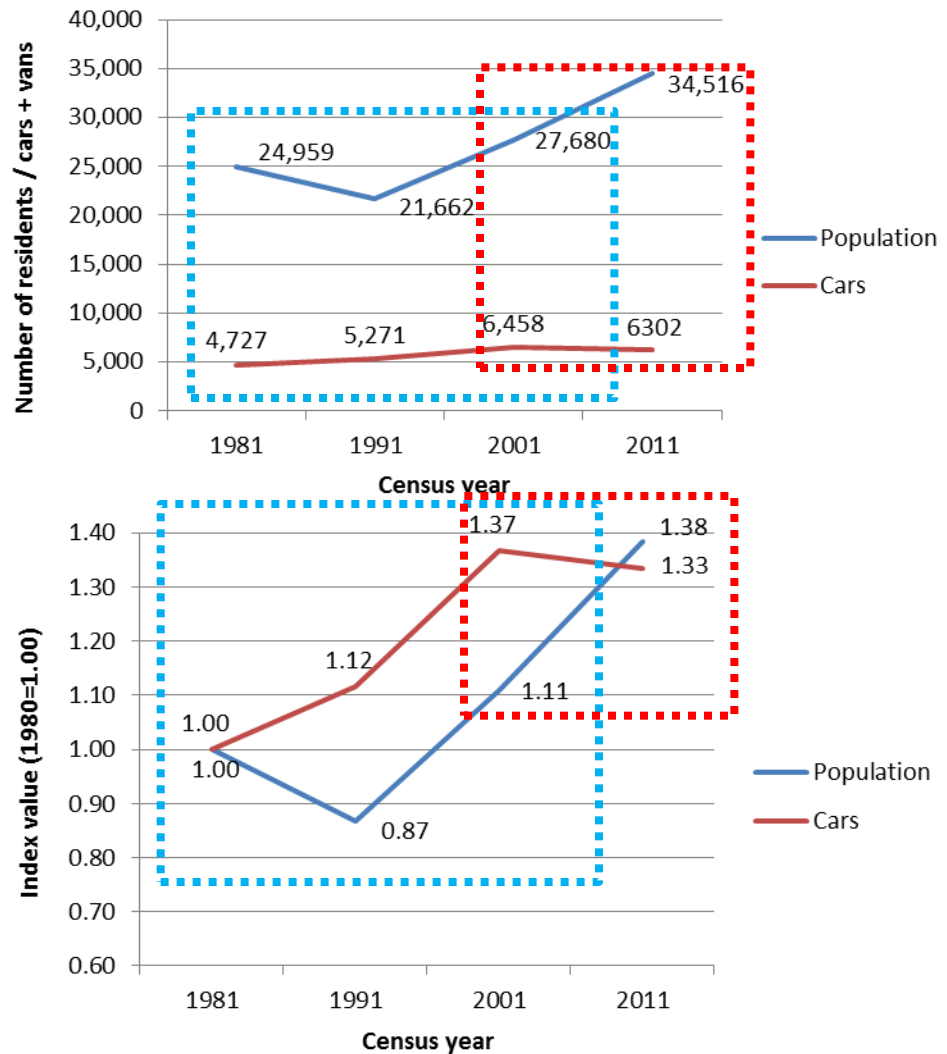
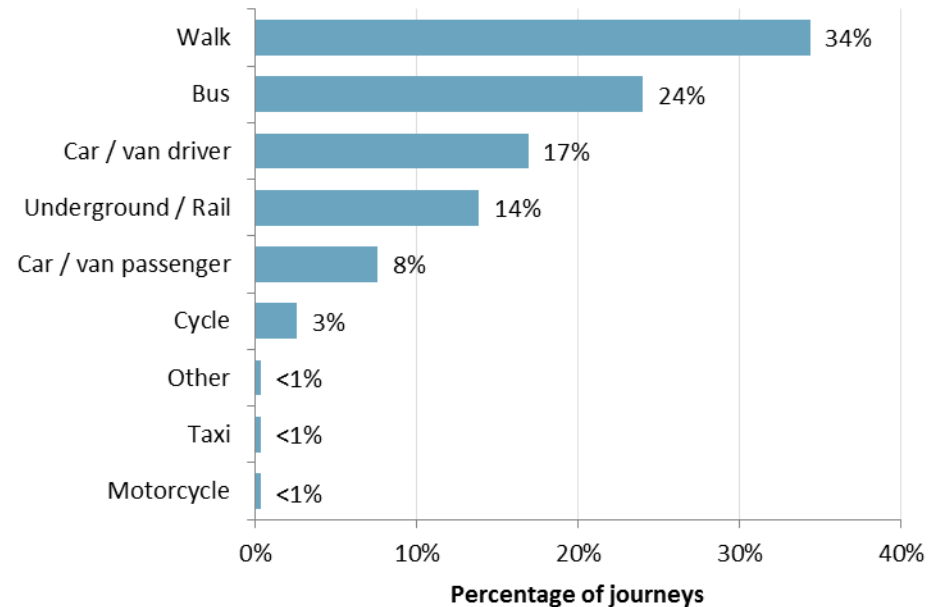Source: Census 1981–2011

Car ownership: current

- Majority (six out of ten) of households do not own a car

- This proportion has increased sharply between 2001 and 2011
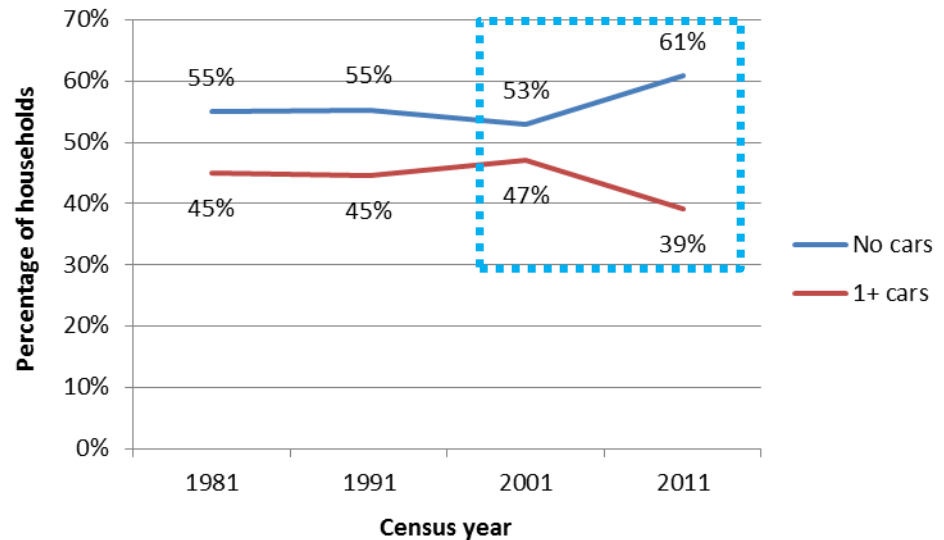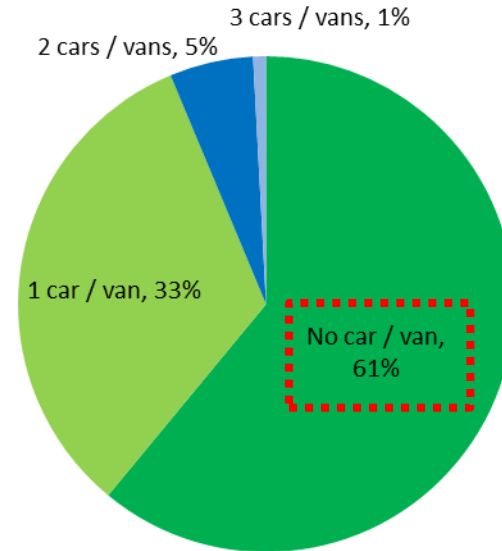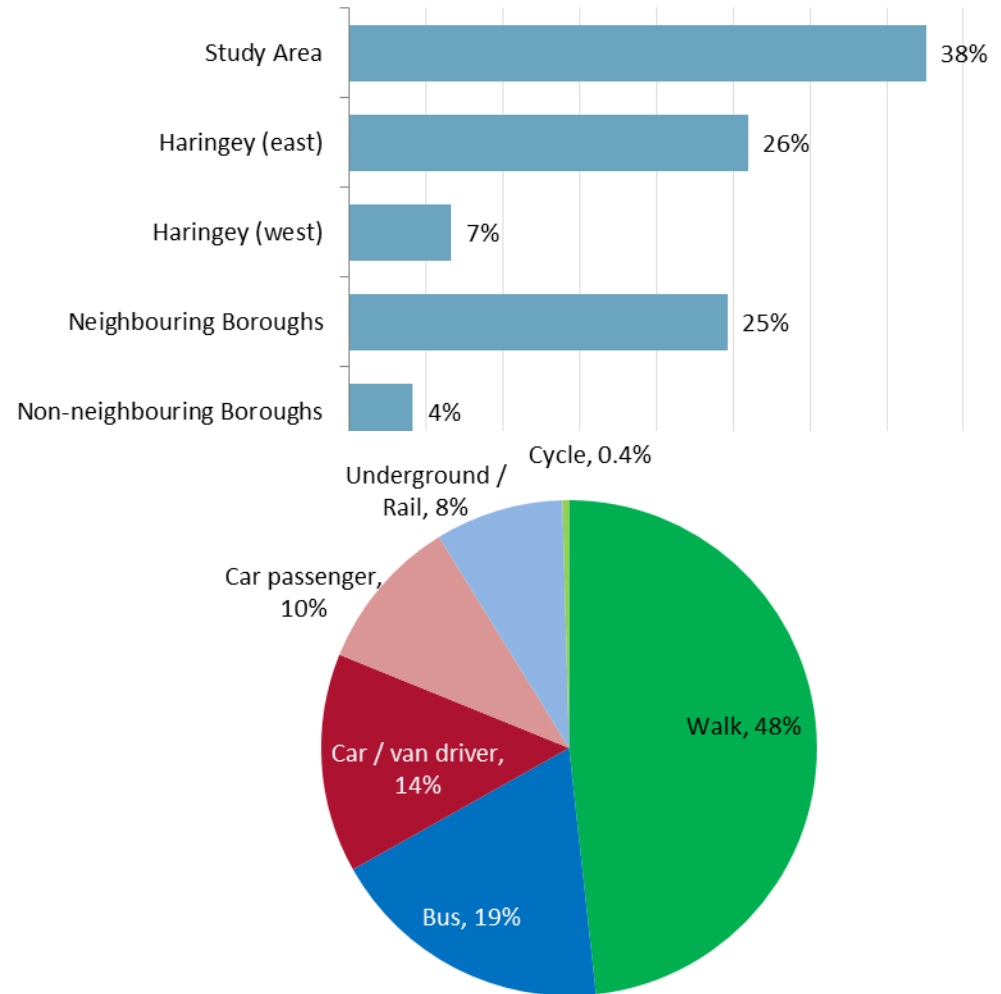

Source: Census 1981–2011

Movement patterns: all trips

- Walking is by far the most important mode for trips starting and/or ending in the study area

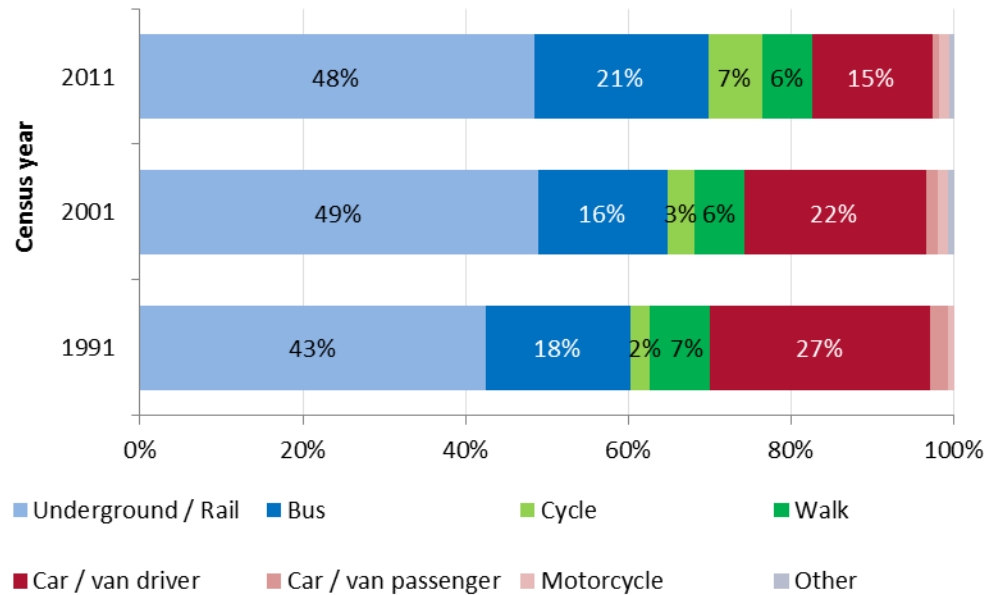Source: LTDS (average of 2010/11 to 2014/15 data)

Movement patterns: shopping and personal business trips (to the study area)

Bar chart:
- Study Area: 38%
- Haringey (east): 26%
- Haringey (west): 7%
- Neighbouring Boroughs: 25%
- Non-neighbouring Boroughs: 4%

Pie chart:
- Cycle, 0.4%
- Underground / Rail, 8%
- Car passenger, 10%
- Car / van driver, 14%
- Walk, 48%
- Bus, 19%

Source: LTDS (average of 2010/11 to 2014/15 data)
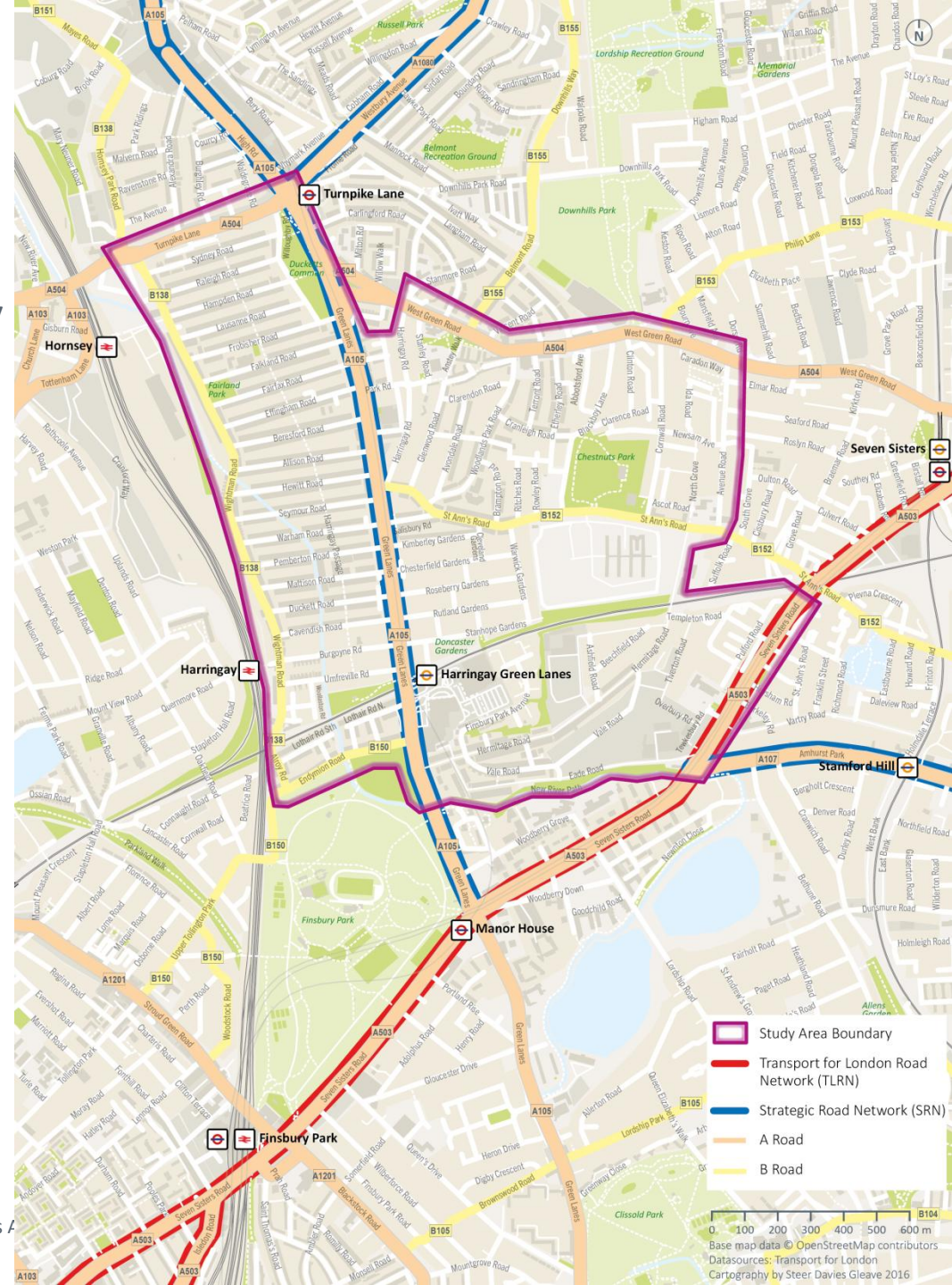
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Movement patterns: journey to work

- Large increase in bus

- Large increase in cycle

- Walk constant

- Large decline in use of private vehicles

Census year	Underground / Rail	Bus	Cycle	Walk	Car / van driver
2011	48%	21%	7%	6%	15%
2001	49%	16%	3%	6%	22%
1991	43%	18%	2%	7%	27%

Legend: Underground / Rail, Bus, Cycle, Walk, Car / van driver, Car / van passenger, Motorcycle, Other

Source: Census 1991–2011

Vehicle movement: road network

- Mostly borough roads within study area

- Strategic Road Network (SRN): marked in blue on map

- Also Transport for London Road Network (TLRN) roads: marked in red on map

Legend:
- Study Area Boundary
- Transport for London Road Network (TLRN)
- Strategic Road Network (SRN)
- A Road
- B Road

Base map data © OpenStreetMap contributors
Datasources: Transport for London
Cartography by Steer Davies Gleave 2016

Green Lanes A

Vehicle movement: traffic management

- Ladder:
  - Southern end
  - Hewitt Road right-turn ban
- St Ann's
  - Localised measures in two areas
- Gardens
  - Rising bollard
- Hermitage
  - Road closures prevent east-west through traffic
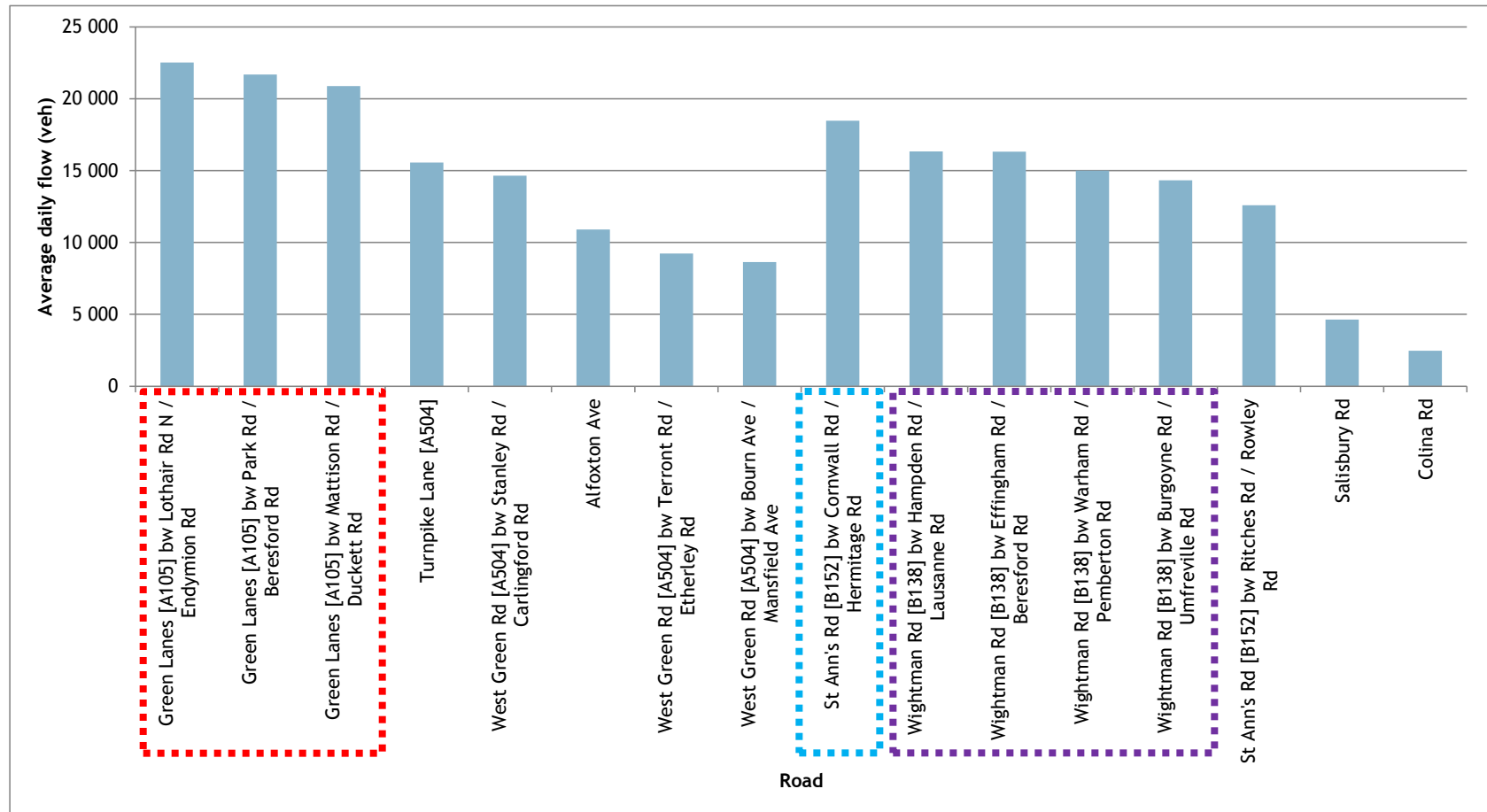- Various other schemes around the study area (both in Haringey and neighbouring boroughs)

Vehicle movement: average daily traffic flows
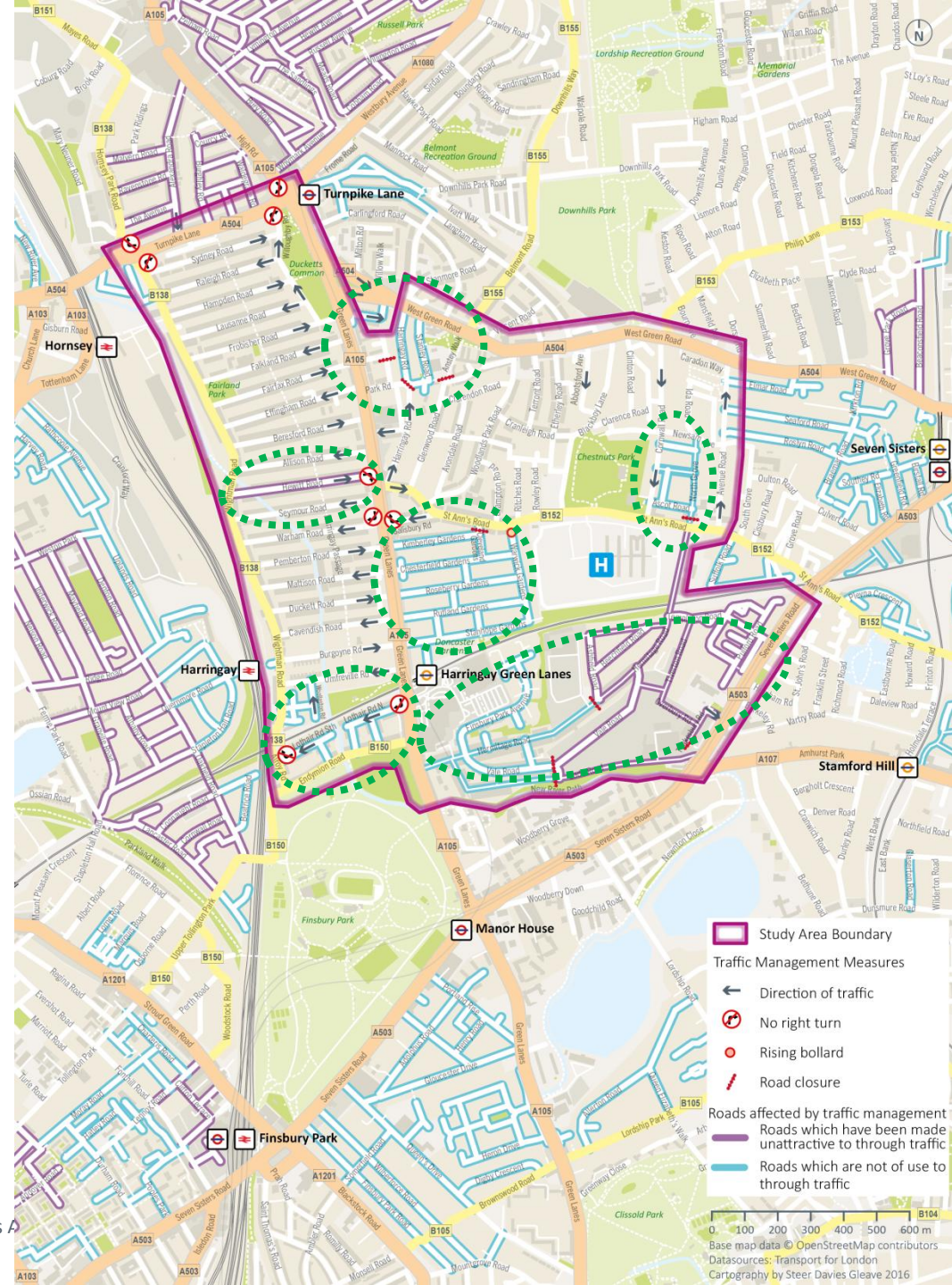
- Traffic flows vary across the study area

- Discussed by sub-area on following slides

Green Lanes Area Transport Study
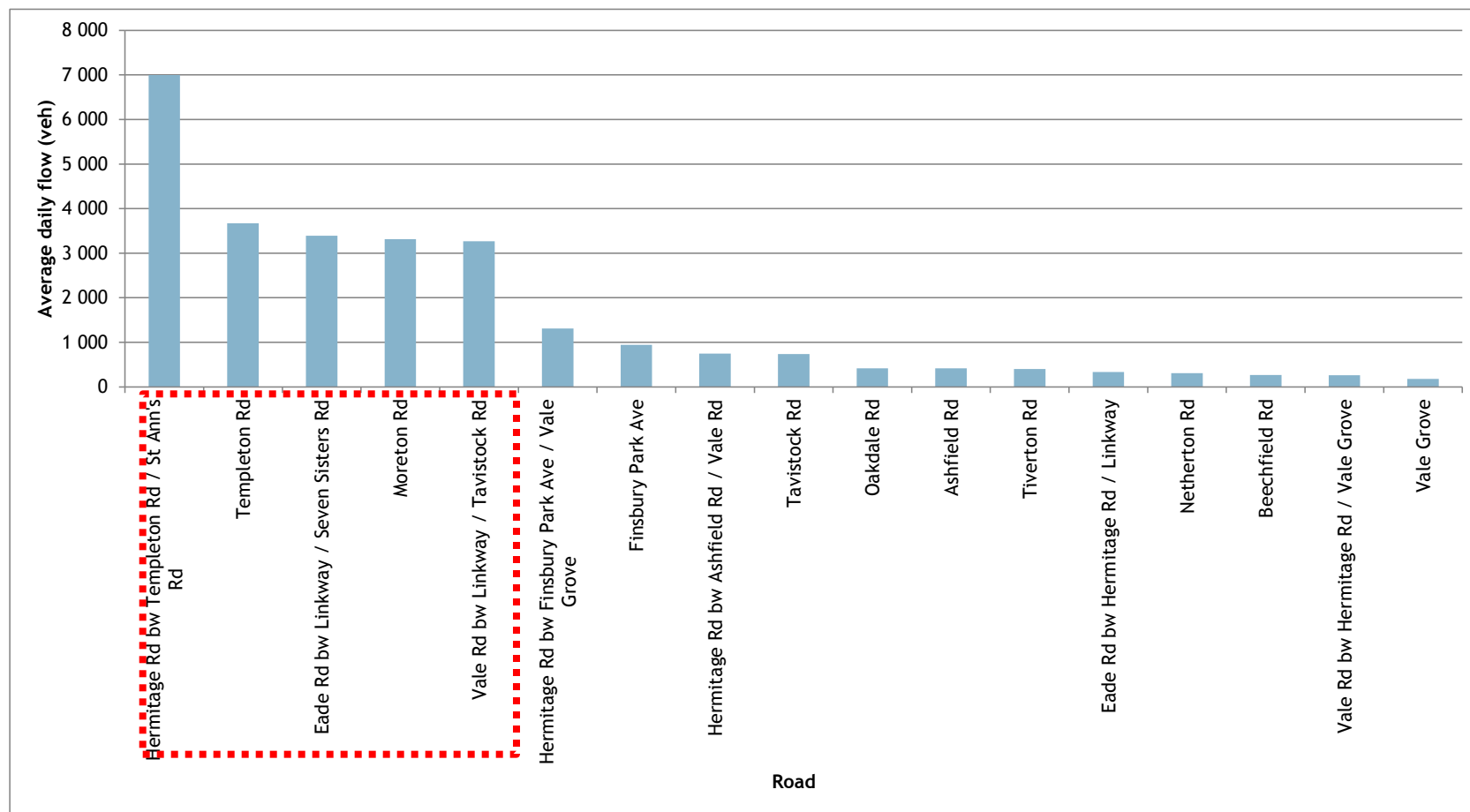Average daily traffic flows, all vehicles

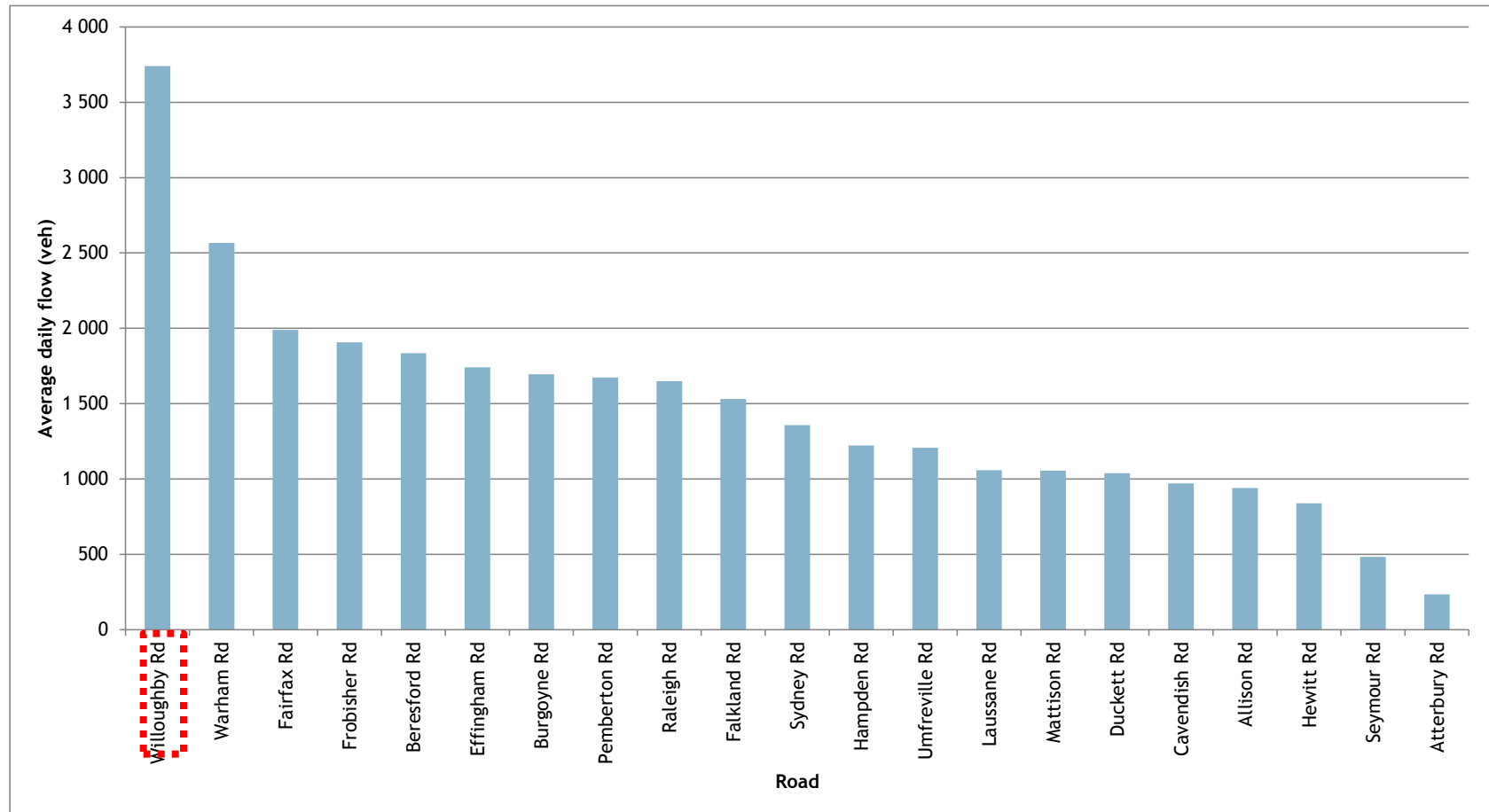# Vehicle movement: average daily traffic flows (A/B roads)

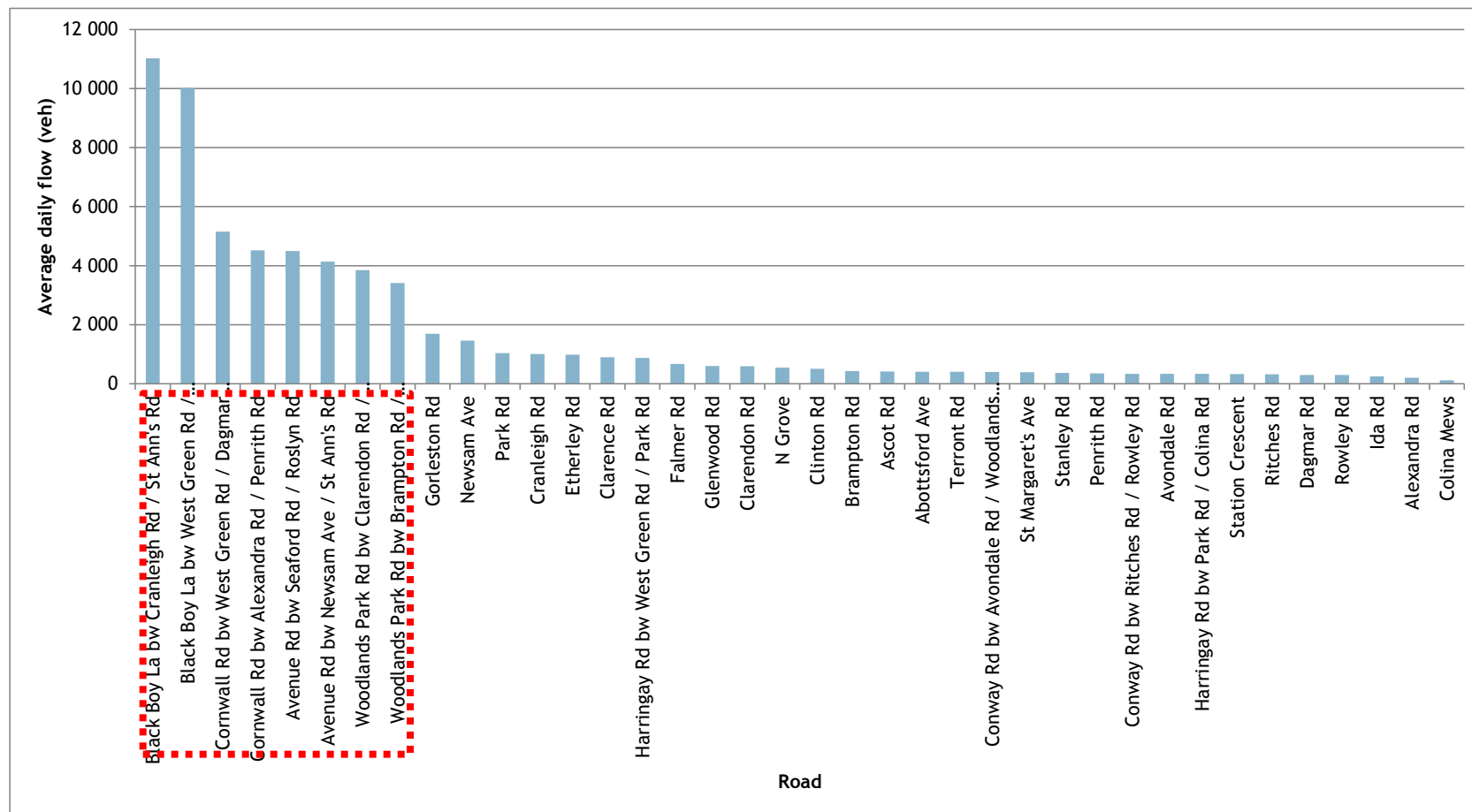# Vehicle movement: average daily traffic flows (Gardens)
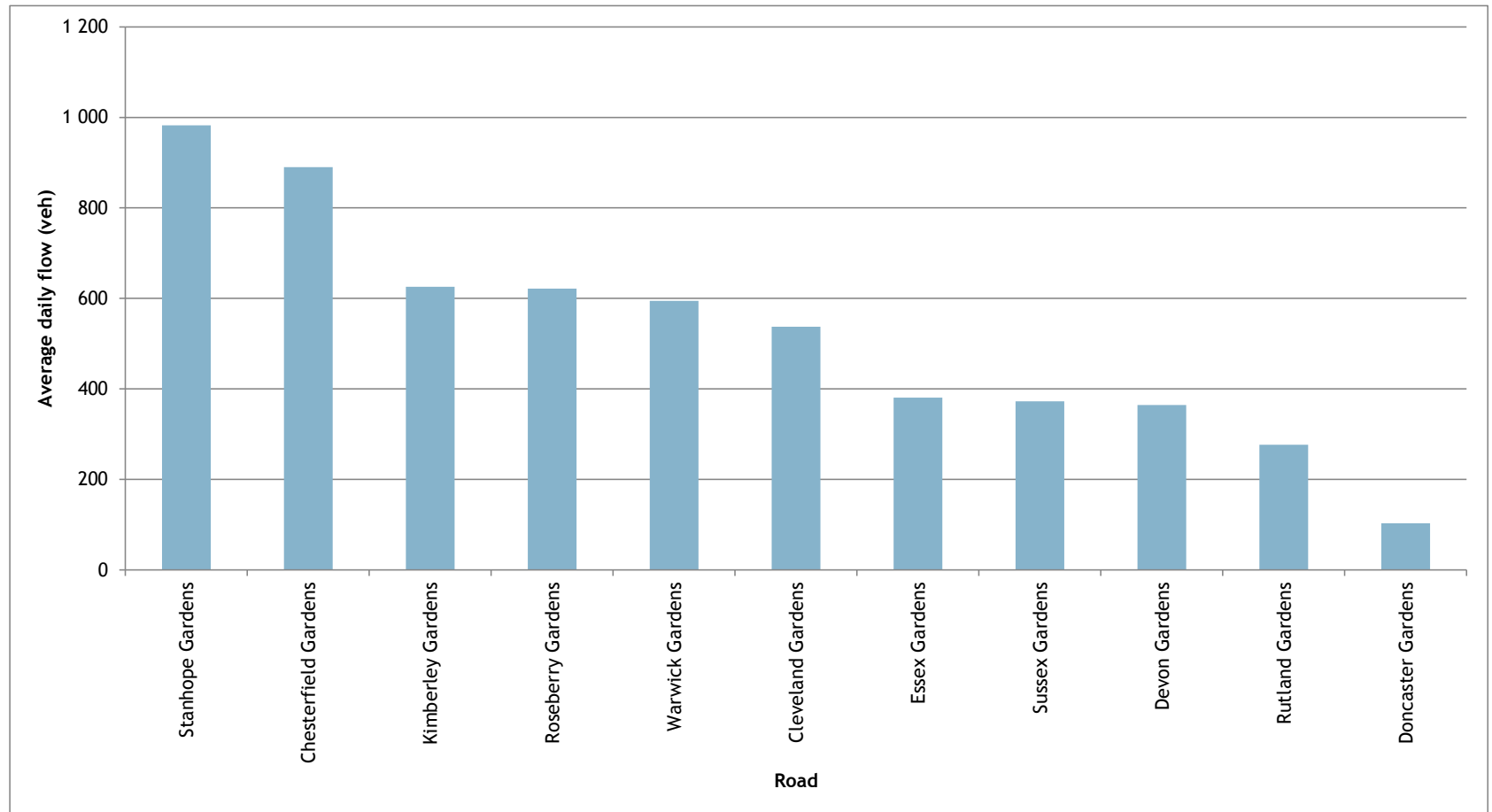
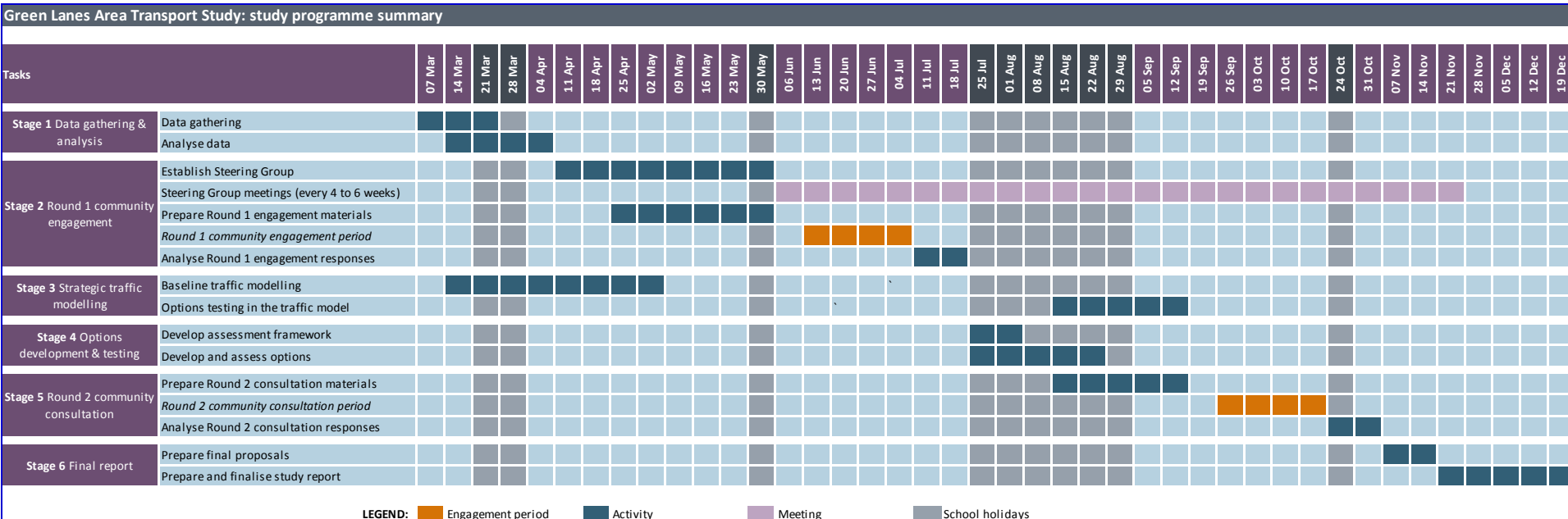# Vehicle movement: average daily traffic flows (Hermitage)

Vehicle movement: average daily traffic flows (Ladder)

Vehicle movement: average daily traffic flows (St Ann's)

Delivery Programme

Green Lanes Area Transport Study: study programme summary

Tasks		07 Mar	14 Mar	21 Mar	28 Mar	04 Apr	11 Apr	18 Apr	25 Apr	02 May	09 May	16 May	23 May	30 May	06 Jun	13 Jun	20 Jun	27 Jun	04 Jul	11 Jul	18 Jul	25 Jul	01 Aug	08 Aug	15 Aug	22 Aug	29 Aug	05 Sep	12 Sep	19 Sep	26 Sep	03 Oct	10 Oct	17 Oct	24 Oct	31 Oct	07 Nov	14 Nov	21 Nov	28 Nov	05 Dec	12 Dec	19 Dec
Stage 1 Data gathering & analysis	Data gathering																																											
	Analyse data																																											
Stage 2 Round 1 community engagement	Establish Steering Group																																										
	Steering Group meetings (every 4 to 6 weeks)																																										
	Prepare Round 1 engagement materials																																										
	Round 1 community engagement period																																										
	Analyse Round 1 engagement responses																																										
Stage 3 Strategic traffic modelling	Baseline traffic modelling																																										
	Options testing in the traffic model																																										
Stage 4 Options development & testing	Develop assessment framework																																										
	Develop and assess options																																										
Stage 5 Round 2 community consultation	Prepare Round 2 consultation materials																																										
	Round 2 community consultation period																																										
	Analyse Round 2 consultation responses																																										
Stage 6 Final report	Prepare final proposals																																										
	Prepare and finalise study report																																										

LEGEND: Engagement period · Activity · Meeting · School holidays

Engagement

Round 1 engagement plan

Steering Group	First newsletter	Engagement meetings (x4)		Webpage	
Meetings at four to six week intervals throughout study	**Letter-drop + email**	**Technical meeting (x1)**	**Community drop-in sessions (x3)**	**Haringey page**	**Interactive website** (will be accessed via link from Haringey page)
Remit:	*Purpose is to inform the community that the study has commenced, and invite them to attend the drop-in sessions and visit the website.*	*Purpose is to obtain input from technical stakeholders on issues and potential solutions.*	*Purpose is to present information and answer questions from the community on the study, as well as to obtain input on what people would like to see the future transport network to look like.*	*Purpose is to disseminate information about the study.*	*Purpose is to obtain input on issues and solutions:*
- *Additional channel of communication* - *Broad representation* - *Chaired by Cabinet Member for Environment* - *Advisory panel role only; not a decision making body*		Attendees: - Haringey officers - TfL officers		Information including: - First newsletter - Summary findings from existing conditions analysis - Link to interactive website - Engagement Plans - Steering Group Information - Key consultation documentations - Haringey Council and SDG Contact Information	- Identify issues and solutions - Respond to and comment on other people's issues and solutions - Will be sorted by category
Summary minutes to be posted on webpage	Contains: - Some key facts to spark interest - Scope of study (including study area map) - Community drop-in sessions - Link to website		Materials: - Display board with key facts - Butchers paper / Post-it notes for capturing ideas - Cards with link to website		
First meeting on **Thursday 9th June**					

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Stakeholders' newsletter

Green Lanes Area Transport Study

Stakeholders' newsletter, June 2016

Green Lanes Area Transport Study

We've been listening to your concerns about traffic conditions in the Green Lanes area, and in response the Green Lanes Area Transport Study has now commenced. The study area covers parts of Harringay, St Ann's and Seven Sisters wards (as shown on the map overleaf).

By taking a holistic approach that is underpinned by a robust evidence base, the aim of the study is to identify measures that will:

- Improve urban realm;
- Rationalise traffic volume and routes;
- Improve road safety for all road users;
- Maintain or enhance bus service journey times and reliability;
- Enhance pedestrian and cycle accessibility into and within the study area;
- Improve quality of life and health outcomes for local residents.

The study commenced in March, and so far we've been busy building an evidence base by looking at various data sources (including traffic counts). The box at right highlights some interesting facts that we've found so far.

Did you know that…

- Between 2001 and 2011, the population of the study area has increased by 25%, but the number of cars owned by residents has decreased by 2%
- Traffic flows vary significantly between roads—Green Lanes carries over 20,000 vehicles a day, whereas many residential roads carry less than 1,000 vehicles a day
- Walking is the most common mode of transport for trips starting and/or ending in the study area, accounting for a third of trips
- The percentage of study area residents using a private vehicle to travel to work has declined from 30% in 1991 to 18% in 2011
- 61% of households in the study area do not have a car

Sources: Census, London Travel Demand Survey, 2016 traffic surveys

We want to hear from you

The most important part of the study is getting your input—at this stage, we are keen to hear your views on what the key transport issues are affecting the study area. To capture your views, we've set up an interactive map on our website, where you can mark on the issues that are important to you. The interactive map will be live until **Sunday 10th July 2016**, so make sure you visit before then.

http://www.haringey.gov.uk/transport/green-lanes-area-transport-study

We'll also be holding a series of informal drop-in sessions, where you'll be able to meet the team and find out more about the study:

- Wednesday 29th June, from 6:30-8:30pm at the St Paul's Parish Hall on Wightman Road N8
- Friday 1st July, from 6:30-8:30pm at the New River Studios, 199 Eade Road N4
- Saturday 2nd July from 12-3pm at the St Ann's Library on Cissbury Road N15

Next steps

Once we've had a chance to listen to your input, we'll develop a number of potential options to improve the study area and will be consulting on these in autumn, before finalising the study at the end of the year.

To find out more about the study, please visit the website, or contact us at
frontline.consultation@haringey.gov.uk

Website - http://greenlanes.sdg-labs.com/
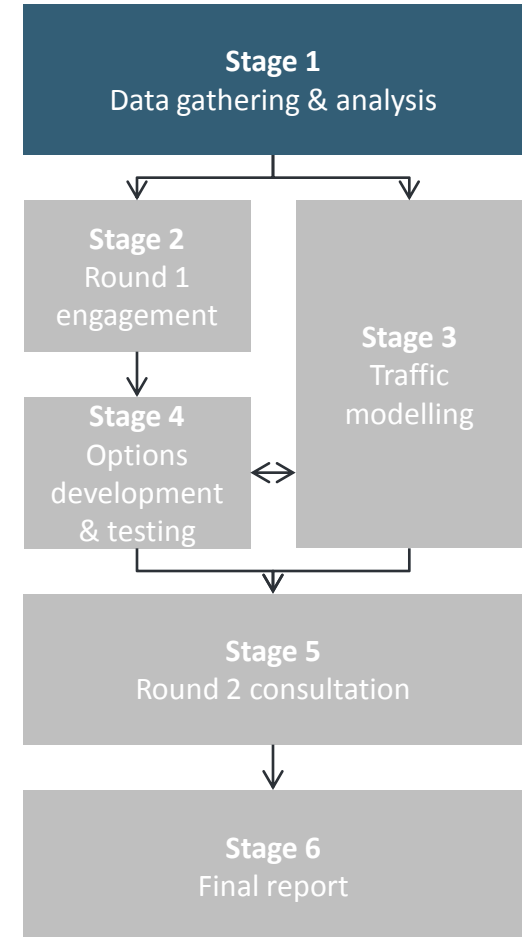
Website
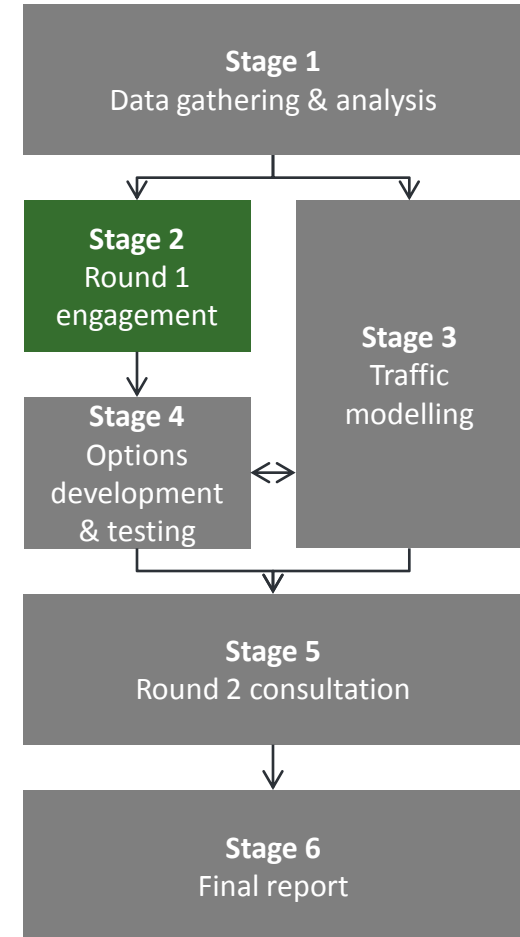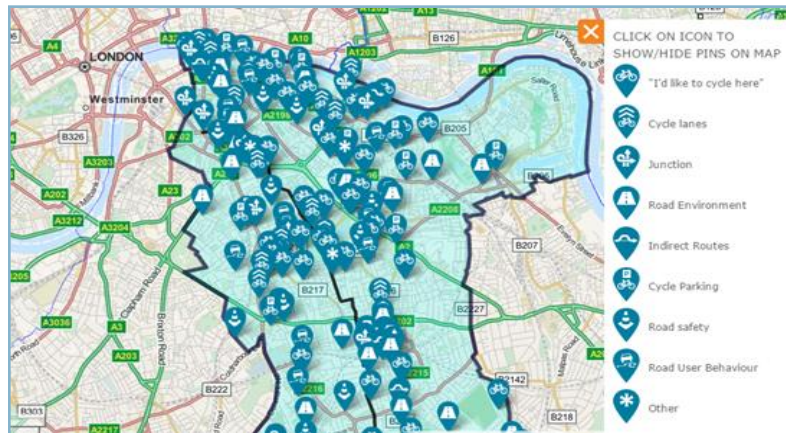
Website

Website

Next Steps

Stage 1: Data gathering and analysis *(March to May)*

- Collect evidence base:
  - Traffic surveys
  - Future development plans
  - Supplemented by other available data
- Analyse evidence to identify key issues and opportunities

Stage 1
Data gathering & analysis

Stage 2
Round 1 engagement

Stage 3
Traffic modelling

Stage 4
Options development & testing

Stage 5
Round 2 consultation

Stage 6
Final report

# Stage 2: Round 1 engagement *(June-July)*

- Purpose is gather views on:
  - Issues affecting the study area
  - What a 'successful' option should achieve
- Tools:
  - Initial letter
  - Meetings (June)
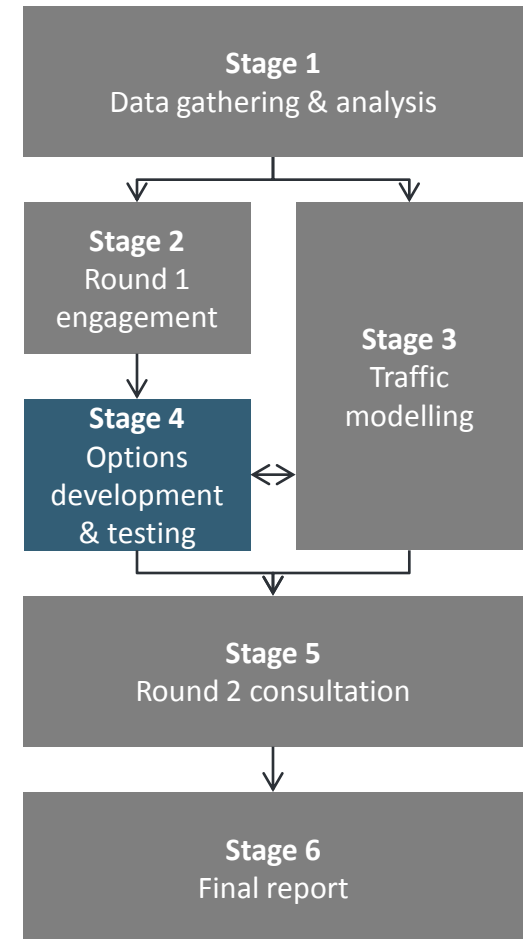 - Interactive website / questionnaire

Stage 1
Data gathering & analysis

Stage 2
Round 1
engagement

Stage 3
Traffic
modelling

Stage 4
Options
development
& testing

Stage 5
Round 2 consultation

Stage 6
Final report

Stage 3: Traffic modelling *(March to August)*

- Use the North London Highway Assignment Model (NoLHAM) developed by TfL

- Strategic traffic model, used to estimate likely route choices of road users, resulting average levels of traffic and congestion

- Both existing and future models, and will be used to test options
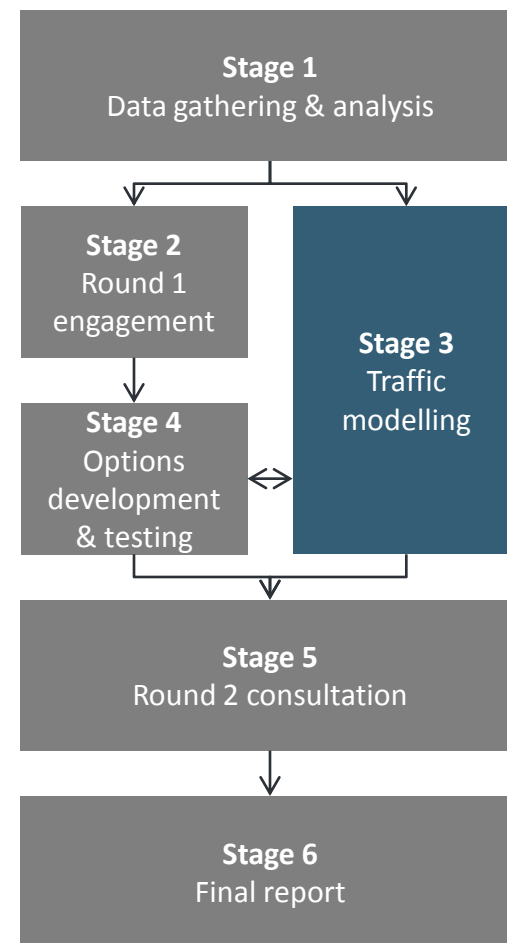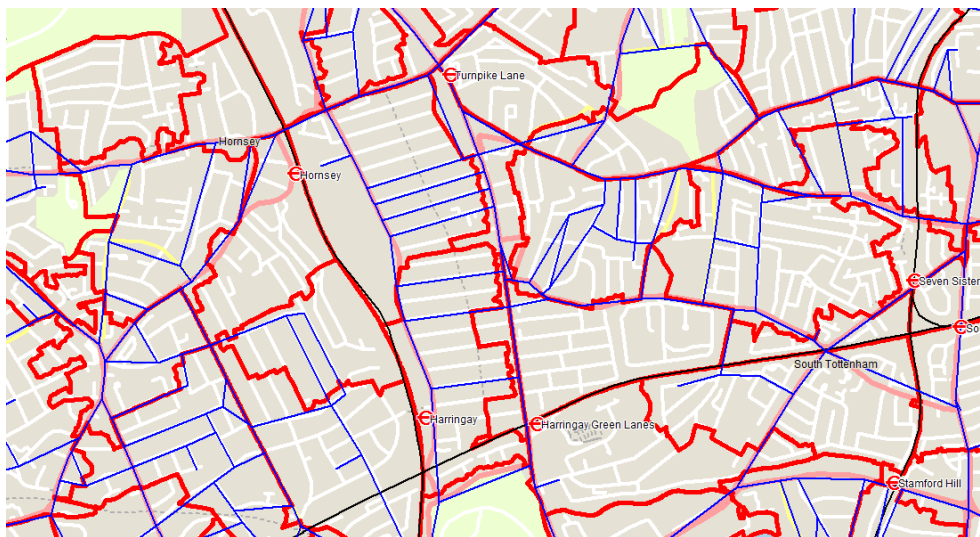
Stage 4: Options development & testing *(July to August)*

- Develop **longlist** of options, taking into account:
  - Evidence base
  - Feedback from Round 1 engagement
- Assess longlist of options against an **assessment framework**:
  - Framework to incorporate feedback from Round 1 engagement
- Further development of a **shortlist** of options
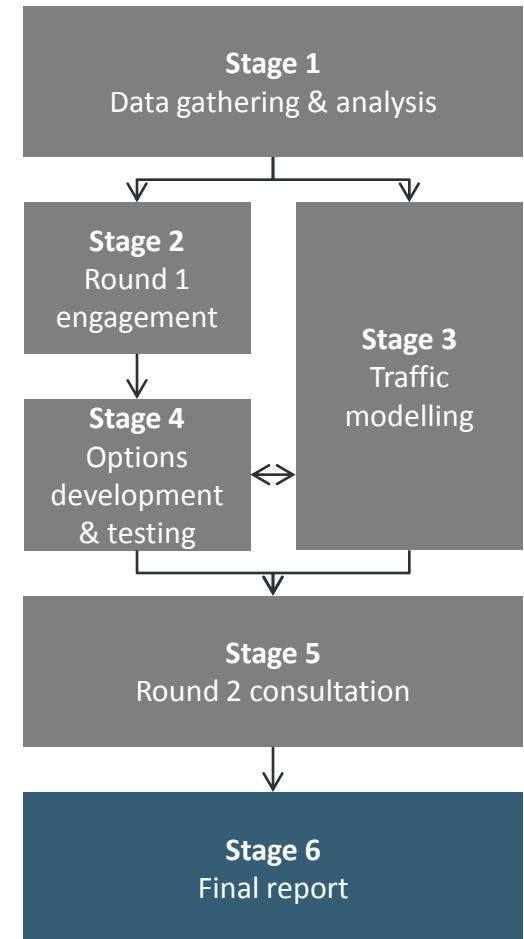- Assess shortlist against **assessment framework**

Stage 1 Data gathering & analysis	
Stage 2 Round 1 engagement	**Stage 3** Traffic modelling
Stage 4 Options development & testing	
Stage 5 Round 2 consultation	
Stage 6 Final report	

Stage 5: Round 2 consultation *(September to October)*

- Purpose is to obtain views on the shortlisted options

- Tools:
  - Newsletter
  - Meetings
  - Questionnaire
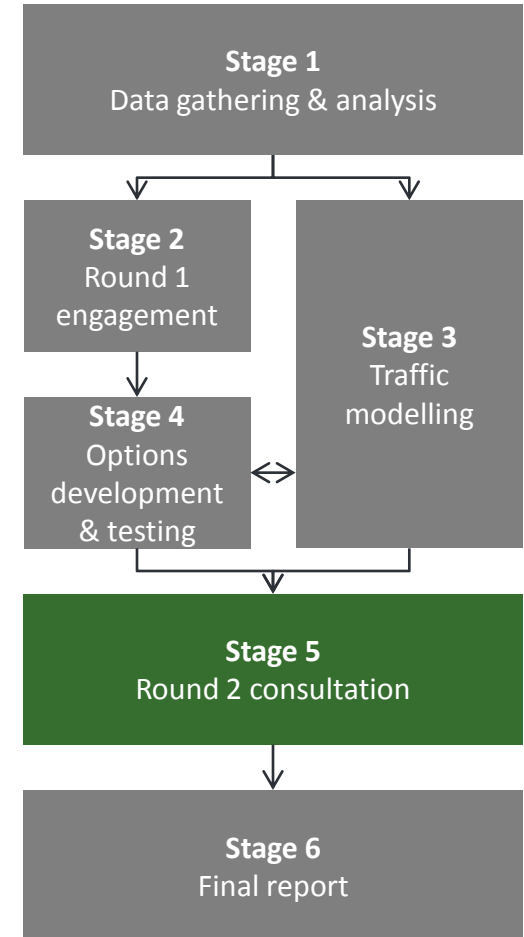
Stage 6: Final report *(November to December)*

- Set out shortlisted options
  - Their key advantages and disadvantages
  - Consultation feedback received on each option

- Responsibility of decision makers to decide which option(s) to be taken forward

- Implementation may not occur immediately:
  - Need to obtain funding
  - Further design work

Stage 1
Data gathering & analysis

Stage 2
Round 1 engagement

Stage 3
Traffic modelling

Stage 4
Options development & testing

Stage 5
Round 2 consultation

Stage 6
Final report

Any other business

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Thank you