

BRIEFING NOTE

FOR THE ATTENTION OF:
Cllr Daniel Anderson - Cabinet Member
for Environment

Subject / Title:
**Wolves Lane Quieter
Neighbourhood Area**

For comment

Ward(s):Bowes

Date: 12 May 2016

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Background

In autumn 2009 the Council consulted residents of the Tottenham Road area on proposed traffic management measures. The proposals were put forward after working in partnership with London Borough of Haringey and Transport for London to address traffic problems and improve the environment in the residential areas around the A406 North Circular Road.

In recognition of the many concerns of residents in the Tottenham Road area, a one way system was implemented together with a Transport for London delivered banned left turn from the A406 into Melville Gardens. The majority of respondents to our consultation supported these measures but many residents in Grenoble Gardens are unhappy with the outcome.

The problems of rat running, road safety and the environmental nuisance caused by drivers avoiding congestion on the A406 North Circular Road and cutting through residential streets off the A406 continues. The previously installed measures have achieved some improvements but rat running in the area continues to be a problem.

The Council piloted new arrangements for the delivery of a range of local traffic schemes as part of our Quieter Neighbourhoods Programme (QN). Under these arrangements, the Council contacted residents to find out what they felt the traffic problems within their neighbourhood were.

The Wolves Lane area (including Grenoble Gardens) was the first of the QN's as the council knew that residential streets in the Wolves Lane neighbourhood carries a lot of through traffic. Our surveys show that in busy periods 34% of traffic is "rat running" through the area.

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The Wolves Lane QN is made up of approximately 3,500 properties. We received 181 responses to the opinion survey, which equals a 5% response rate. We were unsure what the response rate would be as we were asking for opinions and not presenting any proposals to residents' concerns.

The Council then developed plans based on these comments at a number of stakeholder workshops with residents, businesses, elected members and other interested stakeholders.

The Council ran trials of three measures broadly agreed with residents during the design workshops in January / February 2016 to try to reduce the level of through traffic.

Trial Results – Grenoble Gardens and Berkshire Gardens

The loops used for recording the traffic data on occasions did not record any vehicle information which has lead us to use the weekly average rather than the daily totals. The total number of hours lost where no data was recorded is listed below.

Total number of hours where data not recorded (7 day period = 168hrs)

Phasing	Grenoble Gardens (% loss per week)	Berkshire Gardens (% loss per week)	Tile Kiln Lane (% loss two weeks)
Base Line	5 (3%)	72 (49%)*	3 (1%)**
Phase 1	23 (14%)	60 (36%)	
Phase 2	26 (15%)	31 (18%)	17 (5%)**
Phase 3	20 (12%)	35 (21%)	

NOTE: * No data was received from the survey company between 21/01 and 26/01 (inclusive)

** Tile Kiln Lane is a no through route. To ensure correct recording of errors at least 3 consecutive hours with no data has been used.

There was only one trial layout for Tile Kiln Lane; this was then maintained for two weeks.

The majority of the lost hours where in large “clusters”, from midnight until 6/7am. There where however occasions where no data was recorded in one hour segments with data being recorded in the hour before and after. Looking at the vehicle pattern over the week it is more likely a recording error by the unit rather than no vehicles travelling in the above roads for a single hour.

The Following table shows the results of the trials against a baseline traffic reading carried out the week before the trials began.

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Grenoble Gardens		Berkshire Gardens	
Week Day Average Vehicles (M – F)		Week Day Average Vehicles (M – F)	
Base Line	2015	Base line	1807*
Phase 1	1803	Phase 1	1613*
Phase 2	1868	Phase 2	1443
Phase 3	1728	Phase 3	1533

Note: * Intermittent data recorded from device

The average reduction across all three trial phases gives a reduction of 215 (1%) through traffic per week. This equates to an average daily reduction of 43 vehicles for Grenoble Gardens. For Berkshire Gardens the average weekly reduction of through traffic is 277 (15%) which equates to an average daily reduction of 55 vehicles.

A concern of residents was at peak time's traffic was at its heaviest, the tables below show the am and pm peak flow of vehicles turning into both Grenoble Gardens and Berkshire Gardens.

Number of Vehicles Turning in Between 7am and 10am			
Grenoble Gardens		Berkshire Gardens	
Week Day Average Vehicles (M – F)		Week Day Average Vehicles (M – F)	
Base line	497	Base line	478*
Phase 1	498*	Phase 1	505*
Phase 2	458	Phase 2	349
Phase 3	434	Phase 3	459

Note: * Intermittent data recorded from device

During the peak times the average weekly reduction of vehicles turning into Grenoble Gardens was 33 (6.6%) vehicles. This equates to a daily reduction of 7 vehicles travelling through Grenoble Gardens.

The figures for Berkshire Gardens show that the average weekly number of through traffic turning into Berkshire Gardens was 121 (25%), or a reduction of 24 vehicles per day.

However there is a clear anomaly in the number of vehicles using Berkshire Gardens during Phase 2. It should also be noted that in the first two weeks of data recording in a total of 132 hours were lost due to broken survey loops.

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Number of Vehicles Turning in Between 2pm and 5pm			
Grenoble Gardens		Berkshire Gardens	
Week Day Average Vehicles (M – F)		Week Day Average Vehicles (M – F)	
Base line	432	Base Line	307*
Phase 1	441	Phase 1	347*
Phase 2	425	Phase 2	273
Phase 3	381	Phase 3	301*

Note: * Intermittent data recorded from device

During the afternoon school peak times for Grenoble Gardens the trial produced an average weekly reduction of 49 (11%), this equates to an average daily reduction of 10 vehicles travelling along Grenoble Gardens. There was no change in the level of vehicles travelling along Berkshire Gardens, given the recorded data.

During the trials residents kept officers informed of their concerns and issue that were occurring. The major concern was, when residents addressed drivers about the traffic signs they found that drivers were ignoring the signs.

While this is a great concern, it has increased resident's requests for signs that are easily understood by drivers, such as the no entry sign. When compared with the signs used for the trials this certainly reduces the ambiguity of who has access to Grenoble Gardens. However implementing such a sign would mean that the one way system in Grenoble Gardens and Berkshire Gardens would either need to be reversed (to head eastwards) or remove and the roads become two way.

Trial Results – Tile Kiln Lane

The base line readings and trial readings for Tile Kiln Lane ran for two weeks. The trial for Tile Kiln Lane was to create a 'school street' through the use of a no vehicles traffic sign during specific hours, those being the school am and pm pick up / drop off times.

The table below shows the results of the trial over the two week period against the base line over a two week period.

Number of Vehicles Turning into Tile Kiln Lane	
Week Day Average Vehicles (M – F)	
Base line – week 1	314
Base line – week 2	340
Trial – week 1	297
Trial – week 2	292

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If we add the total of each base line and trial week together we see that the trial measures produced an average reduction of 65 (10%) vehicles over two weeks which equals an average daily reduction of 6.5 vehicles.

Number of Vehicles Turning into Tile Kiln Lane (Between 7am and 10am)

	Total Vehicles (M – F)
Base line – week 1	538
Base line – week 2	558
Trial – week 1	408
Trial – week 2	455

During the two week trial period the am peak time traffic reduced by 233 (21%) vehicles which equates to an average of 23 vehicles per day (Mon – Fri only).

Number of Vehicles Turning into Tile Kiln Lane (Between 2pm and 5pm)

	Total Vehicles (M – F)
Base line – week 1	381
Base line – week 2	460
Trial – week 1	418
Trial – week 2	376

During the two week trial period the pm peak time traffic reduced by 47 (6%) vehicles which equates to an average of 4.7 vehicles per day (Mon – Fri only).

The low reduction in the afternoon peak may have been down to the start time of the trial afternoon prohibition. The start time was 2.30 and it may have been that parents entered Tile Kiln Lane prior to this.

Next steps

Officers are now in the process of sending residents of Grenoble Gardens and Berkshire Gardens and update leaflet that shows them the results of the trials and provides them with a perception survey so that we can determine how they felt the trials went.

The perception survey includes a section for other comments / suggestions that residents feel will address the through traffic issue. It is expected that a number of suggestions will be for the reversing of the one way system (to the same directions as Tottenham Road) or installing a no entry sign at the junction of Wolves Lane and removing the one-way system.

It is likely that these two suggestions will have a greater effect on the reduction of through traffic in Grenoble Gardens and Berkshire Gardens than the measures

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trialled. However it is unlikely that these suggestions will have widespread support through the area.

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