

Palmers Green Environmental Improvements

FINAL REPORT

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Palmers Green Environmental Improvements

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Executive Summary

Palmers Green is a key district centre in the London Borough of Enfield with good public transport accessibility, a traditional high street form and Broomfield Park. The Council is working with local community groups to transform the town centre's public spaces and streetscene and commissioned SKM Colin Buchanan (SKM CB) in February 2012 to identify such improvements. This report sets out the results of this study.

The study was carried out in a number of phases:

- Document Review and site visits
- Issues and opportunities workshop
- Option Development
- Design Workshop
- Safety Audit
- Option Evaluation
- Conclusions and Next Steps

SKM CB undertook a detailed assessment of existing conditions through a series of site visits and a review of previous reports and documentation. A number of these reports were prepared by local residents and business group representatives who showed a very active interest in the study. A Placecheck review was also carried out to understand the nature of Palmers Green as a place and its strengths and weaknesses.

An Issues and Opportunities workshop was held on 5 April 2012 with a number of representatives from local traders and residents groups, the local police and Council Officers. This proved very successful and the key themes which emerged from this session were:

- **Street and shops:** Reduction in street and shop-related clutter.
- **The Triangle:** Improvements to the Triangle area. This covered a range of elements such as better use of space, more attractive, improved atmosphere, better crossings, more integrated with surrounding area etc.
- **Appearance:** Improvements to the appearance of Palmers Green overall. This related to aspects around streetscene, planting, and appearance of buildings.
- **Pedestrians:** More pedestrian priority, traffic calming, improved crossings and general pedestrian amenity.
- **Parking:** Maintenance of level of parking provision (i.e. no loss of spaces) and changing charging regimes (i.e. reducing charges/ introducing free short stay).
- **Safety and crime reduction:** Increased use of CCTV and more policing.

Following prioritisation the results were:

- The equal top priorities for design options were improvements to the Triangle area, and improvements to the appearance of the rest of the Palmers Green area.
- Improvements that benefit pedestrian movement were the second most important priority.

Following this workshop it was decided to split the study area into three main regions. These were:

- The Triangle,
- Alderman's Hill and
- Green Lanes.

Several options were developed for the Triangle which included shared space options, modified traffic signal arrangements and Basic Enhancement options. All of these options included a range of streetscape and transport improvements that addressed the key concerns raised at the Issues and Opportunities workshop. Traffic modelling was also used to test the impact of the options on the surrounding network.

However the shared space options are not considered appropriate because of the additional delay these would cause to traffic (including buses) so only two main options were taken forward to the costing and option appraisal stage. These were:

- Improved Triangle – retaining existing Triangle layout with improvements to streetscape.
- Northern Square – revised traffic signal layout increasing public space on the northern side of the Triangle and streetscape improvements.

The results of the option appraisal exercise showed that the revised traffic signal Northern Square option scored the highest and that it is estimated to cost £1.2m. This preferred option is shown in Figure 5.5 below.

Single options for both Alderman's Hill and Green Lanes were developed which consisted of a range of traffic and streetscape measures.

The Alderman's Hill measures include the provision of a new pedestrian and cycle crossing near the junction with Old Park Road. This provides safe crossing points for both pedestrians and cyclists and traffic calming measures on Alderman's Hill in response to the recognised speeding concerns raised by local groups. The full range of measures (including the crossing mentioned above) that make up the recommended option for Alderman's Hill is estimated to cost £450,000 and is shown in Figure 5.6 below.

Proposals on Green Lanes consist of streetscape improvements, tree planting, side road entry treatments and use of special materials both on carriageway and footway. This recommended option is estimated to cost £400,000 and is also shown in Figure 5.6 below.

All recommended Options have been safety audited by SKM CB's independent Safety Auditors and local groups were very supportive of the recommendations at the Design Workshop held on 18 July 2012.

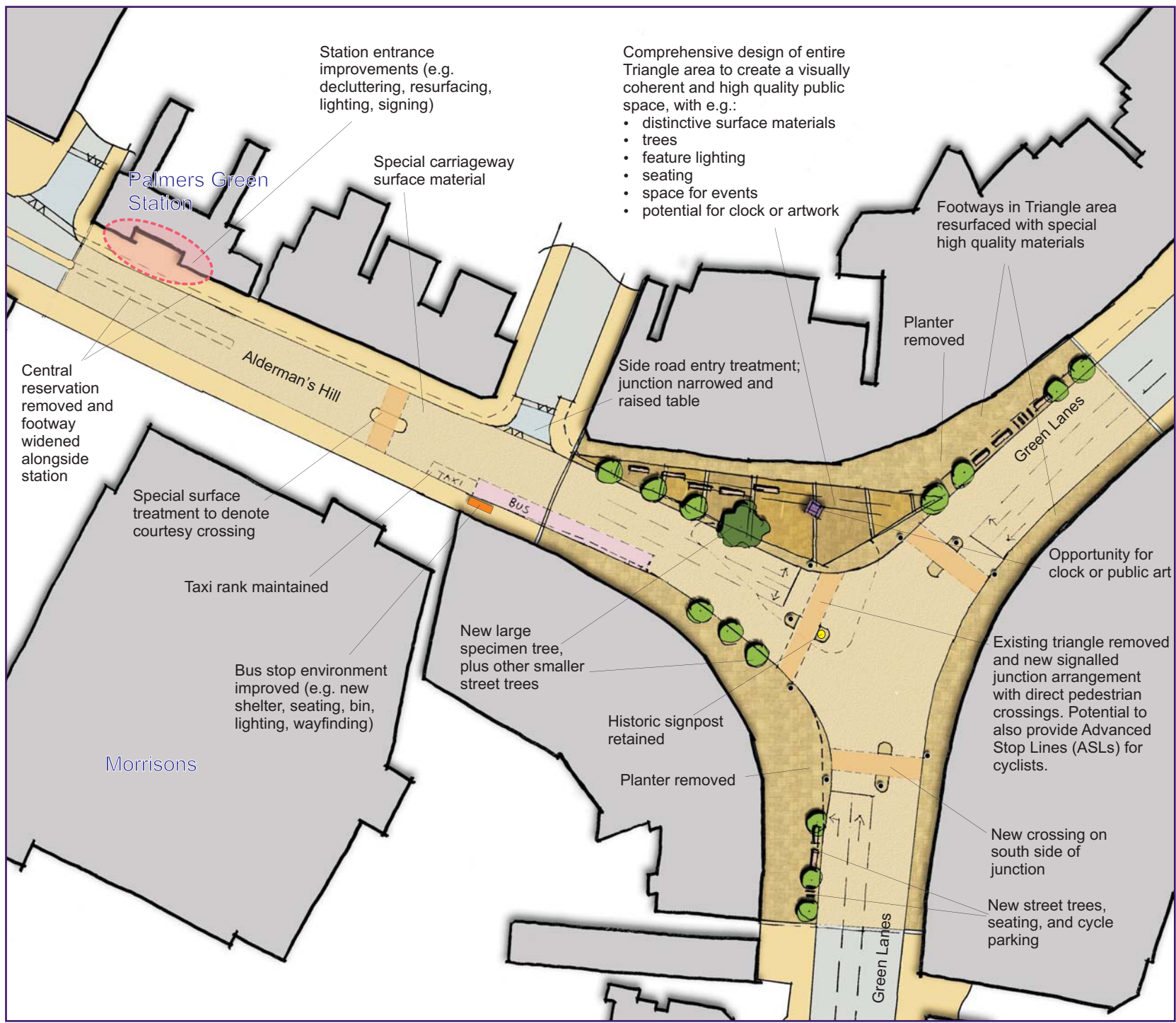


Figure 5.5:
Triangle

Option 2:
Northern Square



Area-wide design measures:

- 'Declutter' and rationalise street furniture, signage, guardrailling etc.
- Resurface all footways to provide even pavements in consistent, good quality materials
- Install attractive, matching suite of street furniture (benches, bins, cycle racks etc.)
- Replace lanterns on lamp columns with more distinctive design
- Ensure lighting adequate for all users to enhance sense of personal security
- Provide additional cycle parking
- Provide coordinated wayfinding information
- Introduce street trees where possible (subject to presence of underground services and sub-surface structures)

Supporting measures:

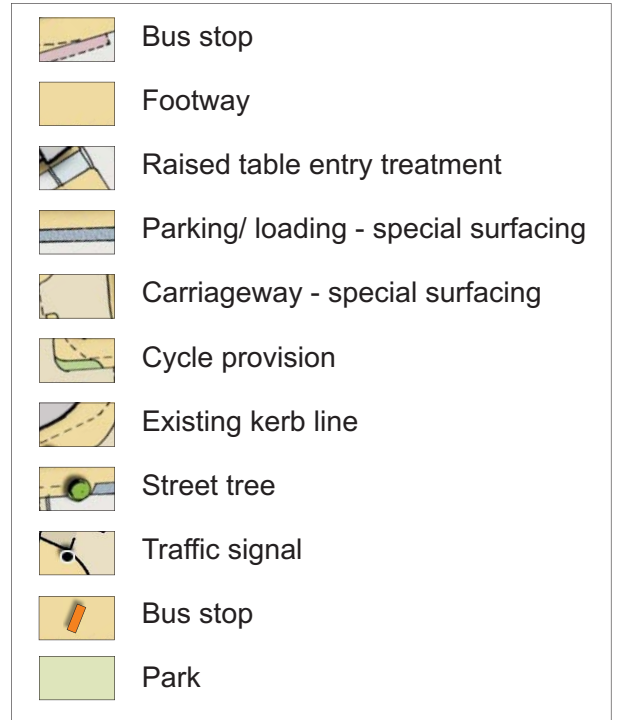
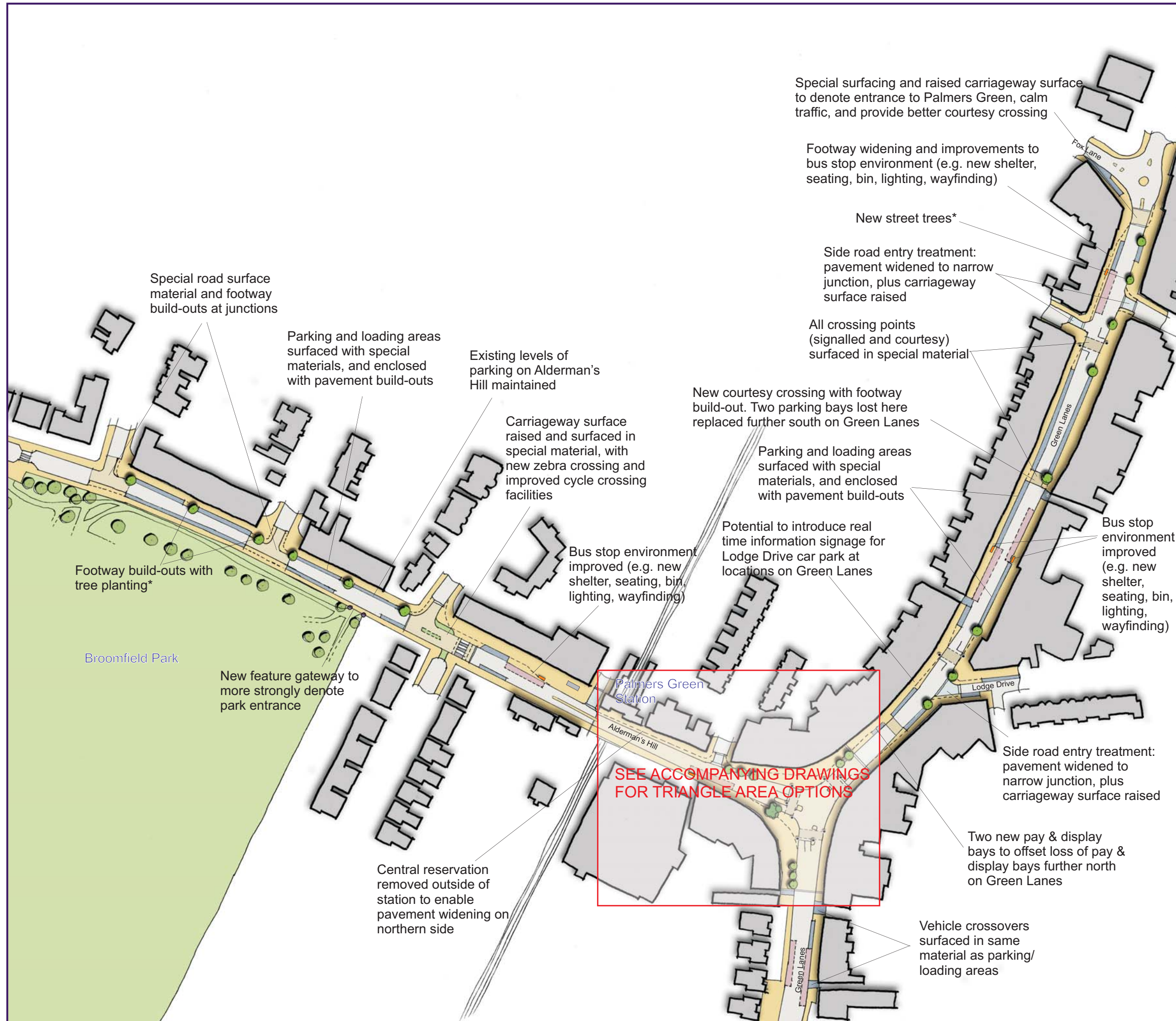
- Encourage, and pursue funding, for shopfront improvements
- Restrict use of A-boards on pavements
- Specific management and maintenance regime for street trees

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VN50020.06
Designed by: RC/DB

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Figure 5.6: Green Lanes and Alderman's Hill



- Area-wide design measures:**
- 'Declutter' and rationalise street furniture and guardrailing on Green Lanes and Alderman's Hill pavements
 - Resurface footways to provide even pavements in consistent, good quality materials
 - Install attractive, matching suite of street furniture (benches, bins etc.)
 - Replace lanterns on lamp columns with more distinctive design
 - Ensure lighting adequate for all users to enhance sense of personal security
 - Shift lamp columns that obstruct the footway
 - Provide additional cycle parking
 - Provide coordinated wayfinding information
 - Introduce street trees where possible*

- Supporting measures:**
- Encourage, and pursue funding, for shopfront improvements
 - Restrict use of A-boards on pavements
 - Specific management and maintenance regime for street trees

Notes:
* Tree planting subject to underground services and sub-surface structures; these have not been checked as part of this study

Funding is not yet available to progress this scheme further, but when it is a number of alternatives can be investigated, with early discussion with TfL being recommended. There are also a number of design issues relating to the recommended options that need to be investigated at the Preliminary Design stage – these include:

- a more detailed assessment of the Statutory Undertaker's diversions required for Option 2;
- commence discussions on the proposed modifications to the traffic signals at the Triangle with Transport for London;
- confirm there are no structural issues with proposals in the vicinity of the railway bridge near Palmers Green station and the existing disused toilets in the middle of the Triangle.

Once Preliminary Design is complete, it is recommended that a public consultation exercise should then be carried out with all local residents and businesses.