

Palmers Green Environmental Improvements

Design Concepts Workshop – Summary Report

VN50107 | July 2012

Palmers Green Environmental Improvements

Document Title: Design Workshop – Summary Report
Version: Report
Date: 03 August 2012
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Document history and status

Revision	Date issued	Reviewed by	Approved by	Date approved	Revision type
0	03/08/2012	Steve Robinson	Steve Robinson	03/08/2012	Draft

Distribution of copies

Revision	Copy no	Quantity	Issued to
0	1 (electronic)	1 (electronic)	Liam Mulrooney
1	1 (electronic)	1 (electronic)	Stakeholder list

Printed:	3 August 2012
Last saved:	3 August 2012 02:32 PM
File name:	VN50020-06 Palmers Green Workshop 2 Summary Report 2012-08-03.docx
Author:	Richard Crappsley
Project manager:	Steve Robinson
Name of organisation:	SKM Colin Buchanan
Name of project:	Palmers Green Environmental Improvements
Name of document:	Design Workshop – Summary Report
Document version:	Draft Report
Project number:	VN500107

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1. Introduction

1.1 Background

Enfield Council has appointed SKM Colin Buchanan (SKM CB) to undertake the Palmers Green Environmental Improvements Study.

The extent of the study area is Green Lanes, between Trade Close and Fox Lane, and Alderman's Hill up to Lakeside Road. The purpose of the study is to develop a number of options for improving all aspects of the street scene in Palmers Green. Two key elements of the study are:

- a) Reviewing traffic movements, parking & loading and bus stops to ensure they meet the needs of all users, residents and shopkeepers in the area
- b) Investigating ways to improve the public realm to make Palmers Green an attractive place to visit and move around, particularly on foot, and to support the town centre as a vibrant and vital place.

Stakeholder engagement is integral to developing measures and design options for the study area. SKM CB has developed and agreed with Enfield Council a programme to engage with key stakeholders during the course of the study. This report summarises the results of the second stakeholder event; a presentation and discussion of draft design concepts for the study area.

1.2 Approach

Key stakeholders as individuals or representing a group of individuals affected by the study were identified by Enfield Council and invited to attend a stakeholder workshop. The workshop was held at the Inn on the Green on Wednesday 18th July 2012 between 14:00 and 17:00. The list of stakeholders invited and those that attended is provided in Appendix A.

The workshop was aimed at meeting the following objectives:

- Updating stakeholders on study progress.
- Presenting draft design concepts for the Triangle, Green Lanes, and Alderman's Hill.
- Seeking feedback from stakeholders on the design concepts.

The event was run by SKM CB staff who presented the design concepts and principles to the stakeholders and facilitated feedback. Design concepts were displayed on presentation boards, and sticky cards were used to record the views of the participants. At the close of the session, a photographic record was taken of all the stakeholder comments. These photographs are in effect the notes of the consultation. This allows clear onward communication of the information noted.

1.3 Session Outline

The afternoon was divided up into different sessions to cover a number of topics and achieve workshop objectives. This included:

- Introduction and update on study progress since the last workshop.
- Presentation of design concepts for the Triangle.
- Workshop session to discuss and seek feedback on design concepts for the Triangle
- Presentation of design concepts for Green Lanes and Alderman's Hill.
- Workshop session to discuss and seek feedback on design concepts for Green Lanes and Alderman's Hill.
- Next steps and close.

2. Session Introduction

2.1 Introduction

The workshop commenced with a welcome by Liam Mulrooney from Enfield Council. Liam explained the purpose of the study and introduced members of the SKM CB consultant project team, Keith Firth and Richard Crappsley.

Richard Crappsley then introduced the session, explaining the agenda and objectives for the workshop.

2.2 Update on study progress

An overview of results of key analysis undertaken since the last workshop was presented by Richard and Keith. Key points made are summarised below.

A parking spot check was undertaken which showed:

- Pay and display parking on Green Lanes very well used throughout day, especially in evening.
- Alderman's Hill pay and display parking is busy particularly in evening, but there is generally some spare capacity (particularly further west).
- Lodge Drive car park has spare capacity and could be better used at certain periods.

Traffic analysis shows that:

- Traffic moving through the Triangle area is generally relatively free flowing but some queuing does occur, intermittently, during the peaks.
- Traffic occasionally queues back across Lodge Drive.
- Queuing sometimes occurs for right turn from Alderman's Hill to Green Lanes

Pedestrian counts show that:

- The largest movements are moving north-south and vice versa across the Triangle itself.
- Significant flows were also recorded across Green Lanes, especially at the crossing just north of the Triangle and north of the junction with Lodge Drive.
- There are large flows recorded in the wider area around the Triangle at formal and informal (courtesy) crossing locations, and also at locations outside of crossing provisions.
- Away from the Triangle, flows across Alderman's Hill tend to be concentrated in the stretch between Old Park Road and the railway bridge.

Keith Firth explained modelling work undertaken to specifically examine the potential for traffic signal removal at the Green Lanes/Alderman's Hill (Triangle) in order to create a shared space. The tests undertaken to assess the impact of a shared space arrangement with courtesy crossings have concluded that the junction cannot operate within capacity under such an arrangement. The junction has also been tested operating using a roundabout arrangement. The initial tests indicated some potential for the removal of signal control and replacement with a roundabout, however further, more detailed analysis shows that roundabout operation of the Triangle junction could not be supported at certain periods of peak traffic flow.

2.3 Outcomes of first workshop

Richard summarised the purpose and outcomes of the first workshop, including the key areas of priority for the design work, and possible design measures.

The key themes that emerged from the first workshop were, in order of priority:

- 1) Triangle area – Enhancements to make better use of space, more attractive, improved atmosphere, better crossings, more integrated with wider area etc.
- 2) Appearance – Improvements to town centre streetscene, planting, appearance of buildings etc.
- 3) Pedestrians – Improvements to the pedestrian environment e.g. pavements, crossings, reduction of traffic dominance.
- 4) Parking - Maintaining quantity of parking, charging regime.
- 5) Safety / crime - CCTV, policing.
- 6) Street and shop clutter – Decluttering of signage and other obstructions.

After prioritisation further discussion indicated that no. 6) clutter, should actually form part of no. 2) appearance, so the number of priorities was consolidated to five in total.

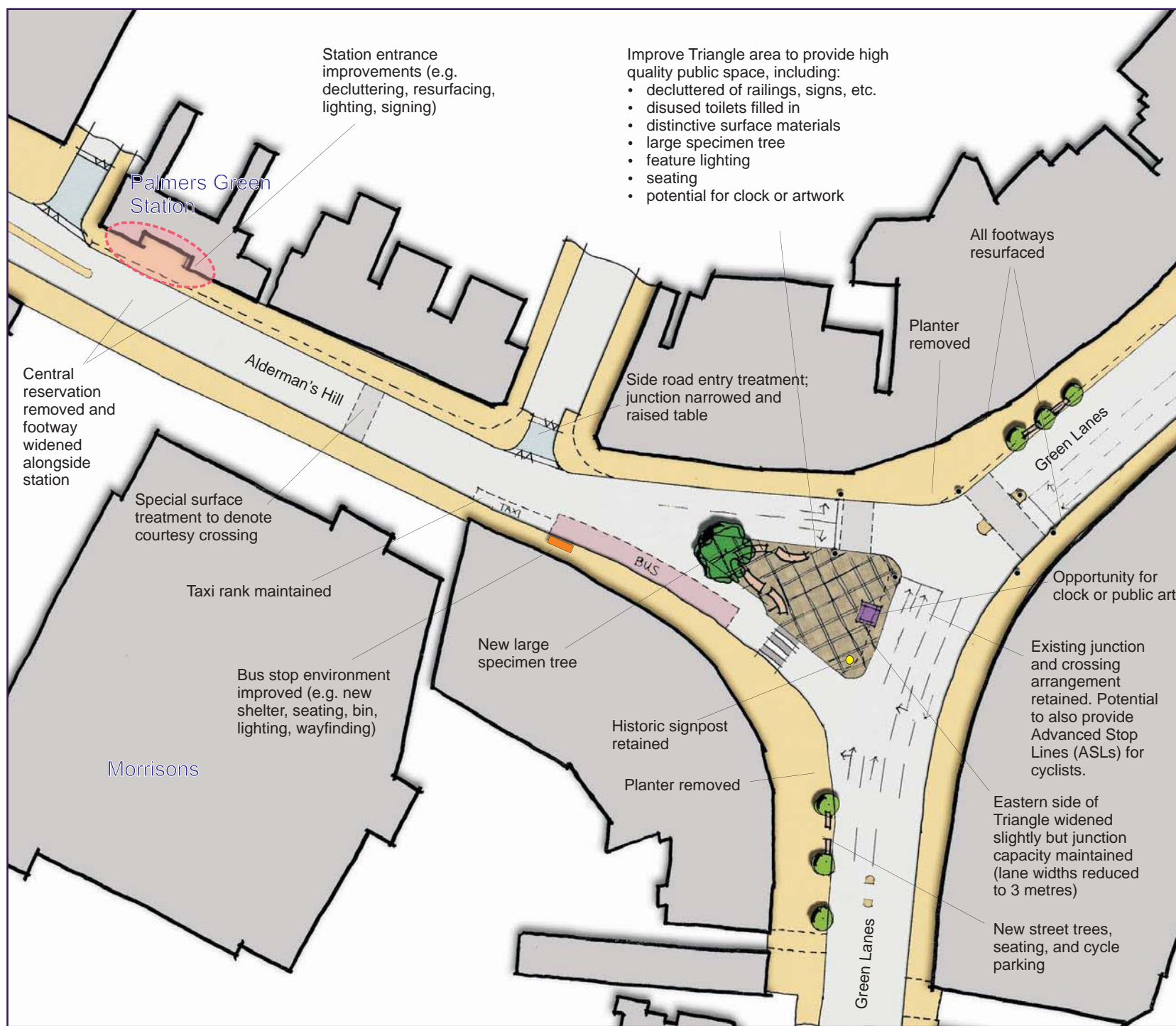
The first workshop also included a discussion and vote on potential design interventions for consideration. The following measures were all proposed and voted for:

- Comprehensive review of Triangle, increase priority to pedestrians, social area (seating) (6 votes)
- Triangle: Single lane Green Lanes, left filter up Alderman's Hill, change of road surfacing up to and over railway (4 votes)
- Greenery on Green Lanes (1 vote)
- Integrate Alderman's Hill with Triangle/ shared space options for Triangle (1 vote)

3. Presentation and Discussion of Triangle

The next part of the workshop was focused on the Triangle area. Richard explained the two draft design concepts that SKM CB had prepared for the Triangle area. The designs as they were presented at the workshop are illustrated overleaf. It should be noted that these designs are concepts only and are intended to illustrate the design principles and broad approach; all design elements will need to be checked and refined at the next stage of design work. Potential locations of street trees and items requiring excavation to provide foundations (e.g. a clock or piece of public art) will need to be thoroughly checked against surveys of underground services and structures; this has not been undertaken as part of this study.

**Figure 1:
Triangle Option 1 -
Improved Triangle**



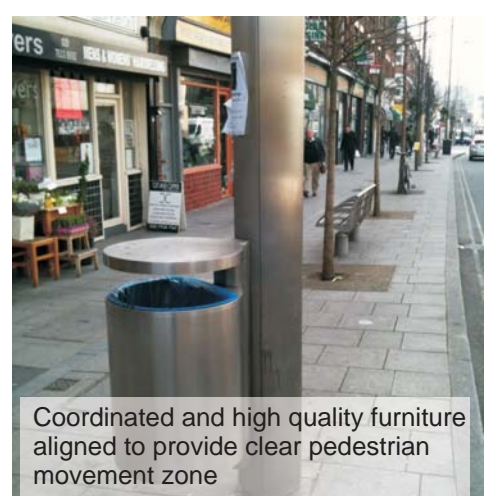
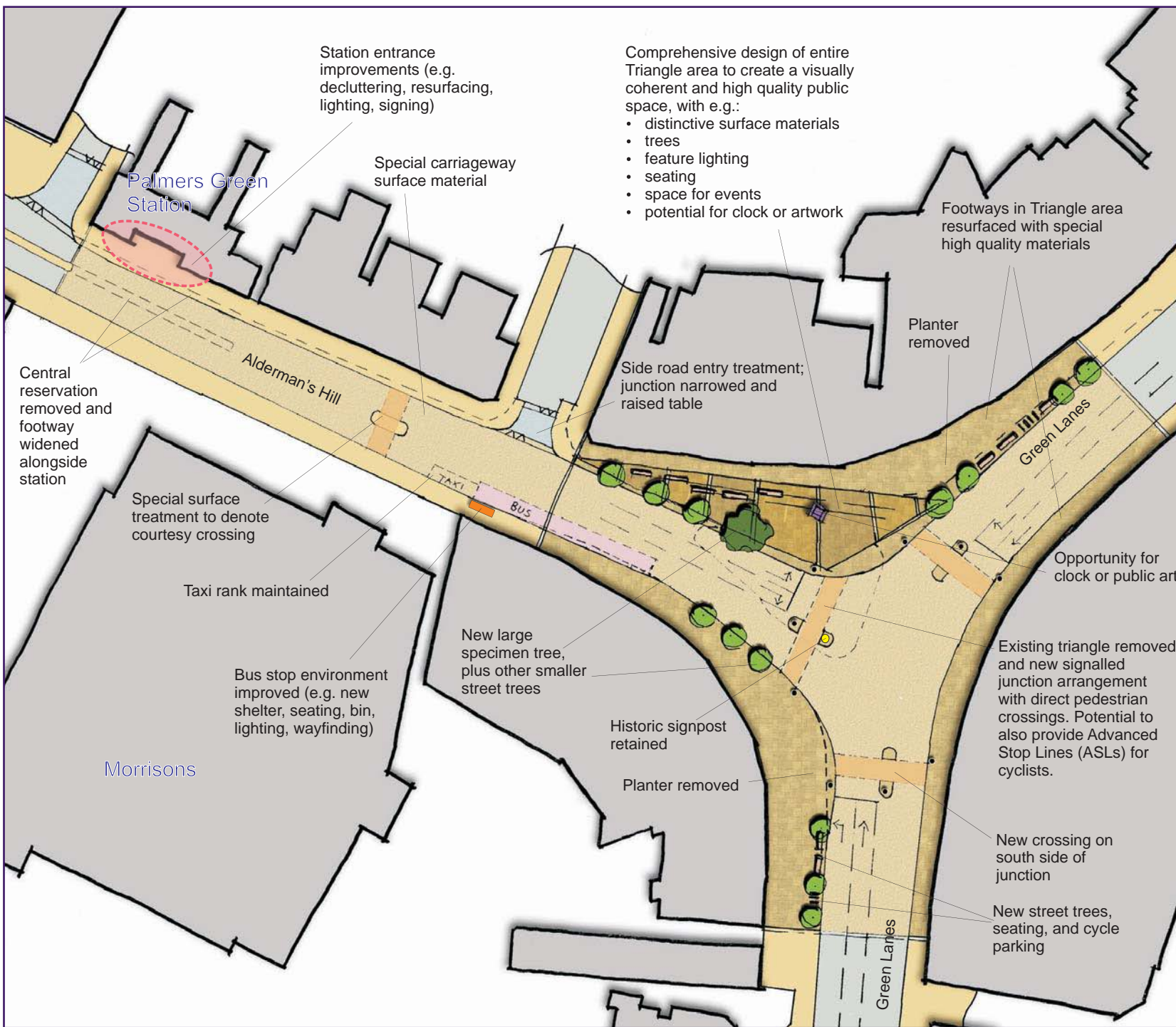
- Bus stop
- Footway
- Raised table entry treatment
- Footway - special surfacing
- Existing kerb line
- Street tree
- Traffic signal
- Bus stop

- Area-wide design measures:**
- 'Declutter' and rationalise street furniture, signage, guardrailing 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

Date: 16 July 2012
 Client: Enfield Council
 VN50020.06
 Designed by: RC/DB



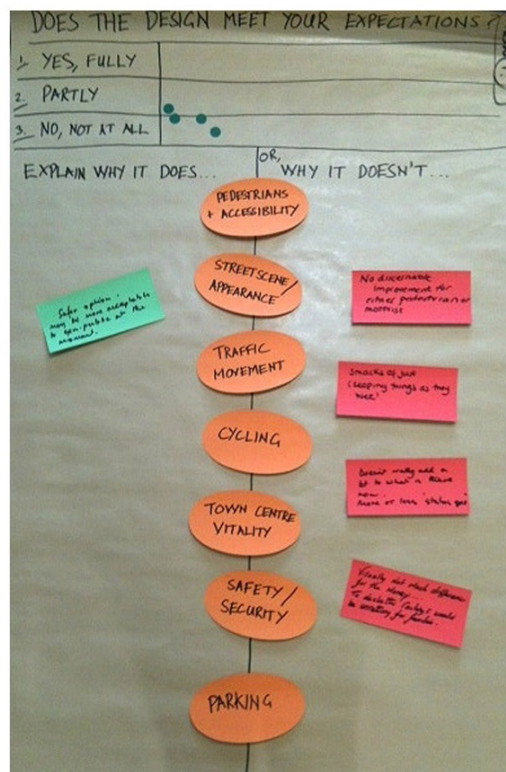
Figure 2:
Triangle Option 2 -
Northern Square



Following the presentation the group discussed the two designs. Participants were asked to vote with a sticker to say whether the design: fully met their expectations; partly met their expectations; did not meet their expectations at all. Participants were also asked to provide written comments on why the design does/ does not meet their expectations. A number of themes were used to prompt thought and discussion about the designs (pedestrians and accessibility; streetscape/ appearance; traffic movement; cycling; town centre vitality; safety/ security; parking). Votes and comments were recorded on boards, the photos of which are presented below. Written comments have been re-typed and are presented adjacent to the photo for clarity.

Figure 3: Feedback on Triangle Option 1 – Improved Existing

Safer option - may be more acceptable to gen. public at the moment



No discernible improvement for either pedestrian or motorist

Smacks of just 'keeping things as they were'

Doesn't really add a lot to what is there now. More or less 'status quo'

Visually not much difference for the money. To declutter railings would be unsettling for families.

Generally this option was not perceived to be a great improvement on the existing area. It was noted that it may possibly be perceived by the generally public as safer and more acceptable. However overall it was felt that it would not be a significant change on what is there already and would not offer substantive improvements for either pedestrians or drivers.

Figure 4: Feedback on Triangle Option 2 – Northern Square

A much more visionary and sustainable approach - would better serve users in future

Safer and more user-friendly for pedestrians with children on foot/ in buggies

Provides an overall focal point for the area and a useable space for families. This is more like a Town Centre

Improves street scene and makes it more of a 'living space'. Looks safer

Much better for vision
Up to date design but keeping it in keeping with the buildings



May attract more business and visitors requiring a review of parking facilities

The impact on Alderman's Hill traffic needs to be assessed due to longer traffic times

Could be problems 'selling' it

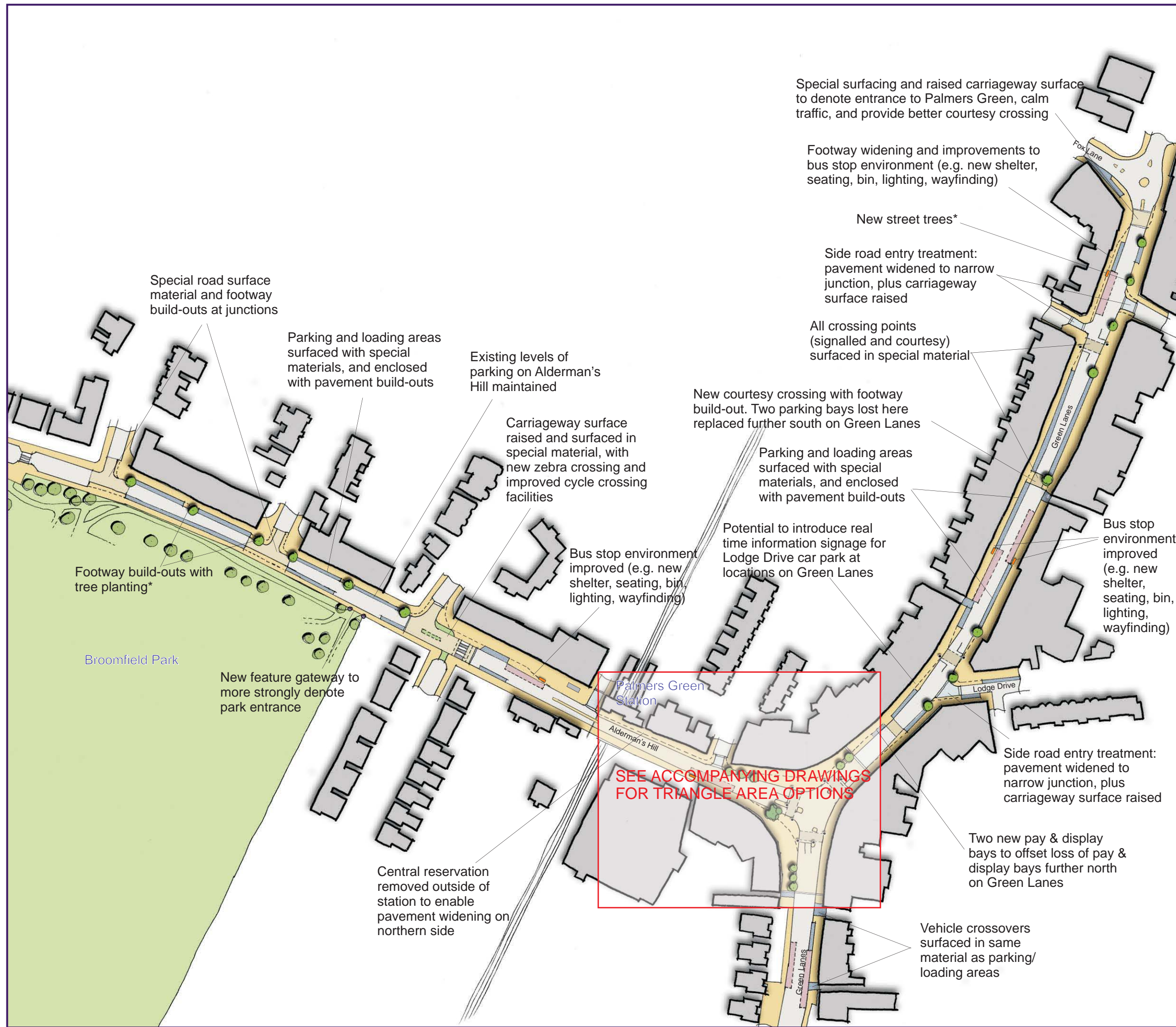
Palmers Green Triangle?

Generally this option was thought to present significant improvement to the existing area. Comments indicated strong support for the design, suggesting it is a stronger and more visionary option that presents a focal point for the town centre, provides a useful public space, improves the street scene, and provides a safer and more user-friendly environment, particularly for pedestrians with children. However there were also particular aspects which participants felt required further consideration, notably impacts on parking if the space attracted more business and visitors, and potential traffic impacts on Alderman's Hill. It was also noted that because the existing Triangle is removed in this option, the area could perhaps lose its identity as 'the Triangle'.

4. Presentation and Discussion of Green Lanes and Alderman's Hill

The next part of the workshop was focused on the designs for Green Lanes and Alderman's Hill. Richard explained the draft design concepts that SKM CB had prepared. The designs as they were presented at the workshop are illustrated overleaf. It should be noted that these designs are concepts only and are intended to illustrate the design principles and broad approach; all design elements will need to be checked and refined at the next stage of design work. Potential locations of street trees and items requiring excavation for foundations (e.g. a clock or piece of public art) will need to be thoroughly checked against surveys of underground services and structures; this has not been undertaken as part of this study.

Figure 5: Green Lanes and Alderman's Hill



	Bus stop
	Footway
	Raised table entry treatment
	Parking/ loading - special surfacing
	Carriageway - special surfacing
	Cycle provision
	Existing kerb line
	Street tree
	Traffic signal
	Bus stop
	Park

- 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



Parking surfaced in special materials and street trees in footway build-outs



Parking surfaced in special materials



Shared use parking area surfaced in special materials



Special carriageway surfacing



Robust and attractive paving materials



Coordinated and high quality furniture aligned to provide clear pedestrian movement zone



Side road entry treatments to provide for pedestrian crossing movement



Pavement build-outs for side road entries



Distinctive contemporary lighting



Street trees aligned to avoid obstructing pedestrian movement



Additional cycle parking aligned alongside kerb

Following the presentation the group discussed the designs. The intention was that participants would vote with a sticker, and provide written comments on the designs, as had been done for the Triangle options. Following the presentation however the participants feel that there was no need to undertake this exercise. The participants felt the design principles were appropriate and they voiced their support for the designs presented. The only comment of note that was made was regarding the location of the proposed zebra crossing on Alderman's Hill; there is a desire for it to be aligned with the eastern entrance to Broomfield Park.

5. Next Steps

The workshop was closed by thanking the participants for their attendance and inputs and providing an overview of next steps.

The results of this workshop will be used to:

- Finalise draft design options for the Triangle, Green Lanes and Alderman's Hill.
- Inform the production of a study report.

A report summarising the study will be completed by SKM CB and submitted to Enfield Council for their consideration and discussion with Councillors. Enfield Council plan to undertake wider public consultation at a later stage.

Liam explained that at present no funding is available to progress these proposals further. The most likely source of funding is from Transport for London's Major Schemes fund. This requires a bid from the Council and at present the Ponders End area is the Council's priority for a Major Scheme bid. Councillors will consider the findings of this study before deciding if Palmers Green should be the next bid.

Appendix A

Table A1: Invitation and attendance list

Stakeholder name	Organisation name	Attended workshop
Mr Andy Barker	Fox Lane and District Residents' Association	Yes
Ms Georgina Georgiou	Broomfield Residents Association	No
Ms Laura Davenport	Broomfield Home Owners and Residents Association	No, however Ernest Chinnick attended in Ms Davenport's place
Mr Costas Georgiou	Green Lanes Business Association	No
Mr Mark Leaver	Enfield Business & Retailers Association	Yes
Mr Karl Brown	Improving our Place	No
Mr David Hughes	Improving our Place	No
Mr John Ball	Enfield Over 50s Forum	No
Ms Andrea Bennett	Youth Engagement Panel (YEP)	No
Ms Jean Waller	Ruth Winston Centre	No
Mr Nick South	Enfield Cycling Campaign	No
	Enfield Disability Action (EDA)	No
PC Charleen Rawson	Police - Palmers Green Safer Neighbourhoods Team	No
Ms Sarah Cotton	Palmers Greenery Community Cafe, and resident	Yes
Mr Ali Hessami	Resident	Yes
Cllr Del Goddard	Enfield Council - Ward Councillor, Cabinet Member for Regeneration	Yes
Cllr Bambos Charalambous	Enfield Council - Ward Councillor	No
Cllr Christopher Cole	Enfield Council - Ward Councillor	No
Mr Liam Mulrooney	Enfield Council - Officer	Yes
Mr Keith Firth	SKM Colin Buchanan	Yes
Mr Richard Crappsley	SKM Colin Buchanan	Yes