

Harringay Green Lanes

Green Lanes Transport for London (TfL) Corridor Scheme

Green Lanes Outer London Fund (OLF) Town Centre Improvements



Introduction



Dear Resident / Business

I want to let you know about an exciting new project that will transform the area around Harringay Green Lanes, and also invite you to get involved.

After much effort, the Green Lanes Strategy Group - through which local residents, traders, council, police and ward councillors meet regularly - has managed to secure funding from the Mayor's Outer London Fund (OLF) that will make a real difference to the appearance of the area.

Haringey Council is also working on a Transport for London (TfL) scheme along Green Lanes that will provide improvements to the pavements and junctions whilst also bringing a new signalled crossing at the junction with Falkland Road.

The combination of these two schemes means we can complement the vibrant qualities of Harringay Green Lanes, which are full of economic and cultural energy, with modern and sustainable physical improvements. The area makes a significant contribution towards London's rich character and is a fantastic place to live and shop; these improvements will further reinforce these facts.

We look forward to hearing your views and opinions on these exciting proposals.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'N Canver'.

Councillor Nilgun Canver
Cabinet Member for the Environment
Chair of Green Lanes Strategy Group



The Green Lanes Strategy Group during the Food Festival 2011

Green Lanes proposals overview

Haringey Council is delivering two schemes in the Green Lanes area. The Green Lanes Town Centre Improvements scheme, funded by the Mayor's Outer London Fund (OLF) and the Green Lanes Corridor scheme, funded by Transport for London (TfL). Both schemes aim to make various improvements along the Green Lanes Corridor.

A summary of the project aspirations and proposals are shown below and on the opposite page:

★ Green Lanes TfL Corridor Scheme

The section of Green Lanes from Endymion Road to Falkland Road is being considered for the improvements listed below (where feasible):

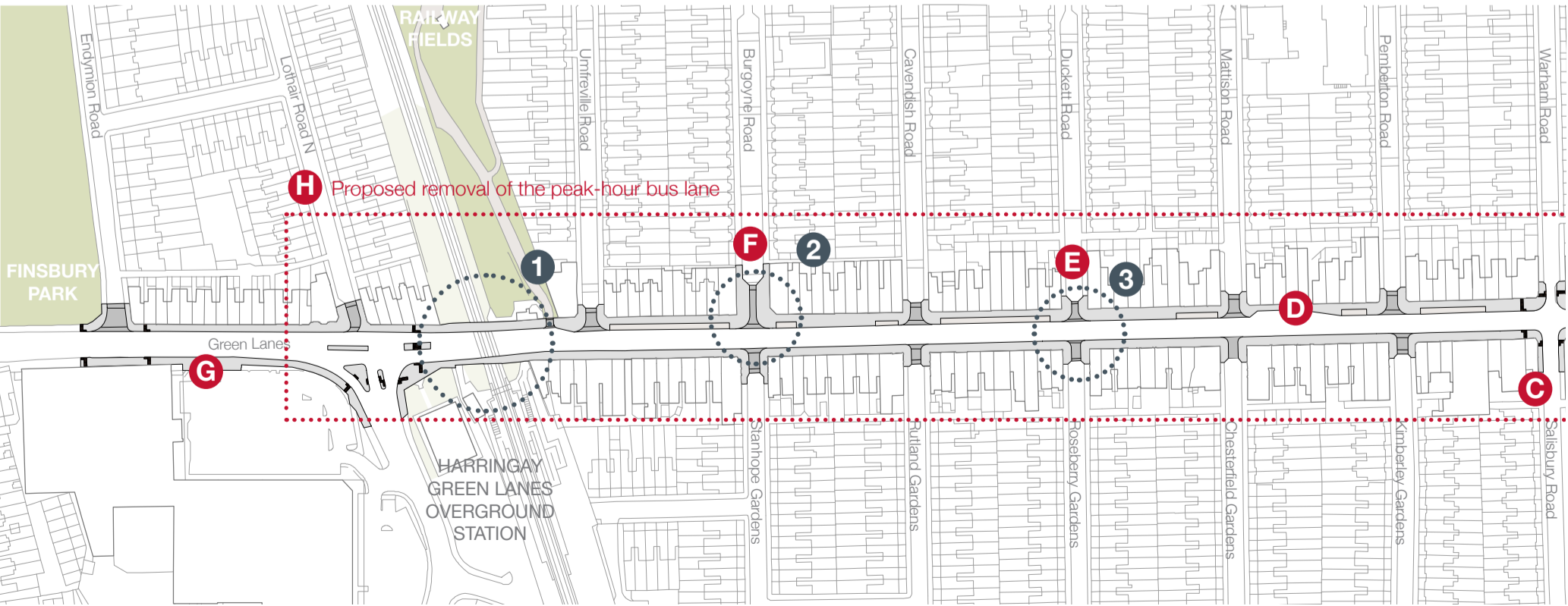
General upgrade and renewal

- Widen and renew footways (where affordable)
- Improve and relocate formal and informal crossings
- Renew footways outside shops and businesses
- Parking / loading bays raised to footway level - to maximise footway widths when unoccupied and protect vehicles when occupied
- Raised level road surfaces and junction entry treatments may be installed on the highway at various locations throughout the scheme. This will reduce vehicle speed and prioritise pedestrians, contributing to a safer environment for all users
- Rationalise and improve cycle facilities where possible
- Relocate bus stops to more logical and accessible locations
- New trees and landscape areas
- Decluttering of signage
- New bins, cycle stands and benches throughout.
- Contraflow cycling may be introduced where possible on the one-way streets off Green Lanes to allow cyclists to travel in both directions

Site-specific improvements (located on the map below)

- A** Proposed puffin crossing north of Falkland Road
- B** Kerb build-out and raised road surface at junction with St. Ann's Road
- C** Proposed removal of bus stop on Salisbury Road (Subject to TfL approval)
- D** Relocation of bus stop south of Mattison Road to north of Mattison Road
- E** Proposed narrowing of road entry at Ducketts Road (Subject to traffic flow analysis)
- F** Proposed narrowing of road entry and removal of two parking bays at Burgoyne Road (Subject to traffic flow analysis)
- G** Relocate bus stop from outside the Arena centre to a point just north of Hermitage Road (Subject to TfL approval)
- H** Proposed removal of the peak-hour bus lane from St. Ann's Road to the overground railway bridge (Subject to TfL approval)

Note: Please see overleaf for more details on the proposed bus lane removal.



* Green Lanes OLF Town Centre Improvements

The TfL Corridor scheme improvements listed on the opposite page will be complemented by a series of more place-specific treatments funded by the OLF scheme within Harringay Green Lanes Town Centre, which may include the improvements listed below:

Town Centre Improvements

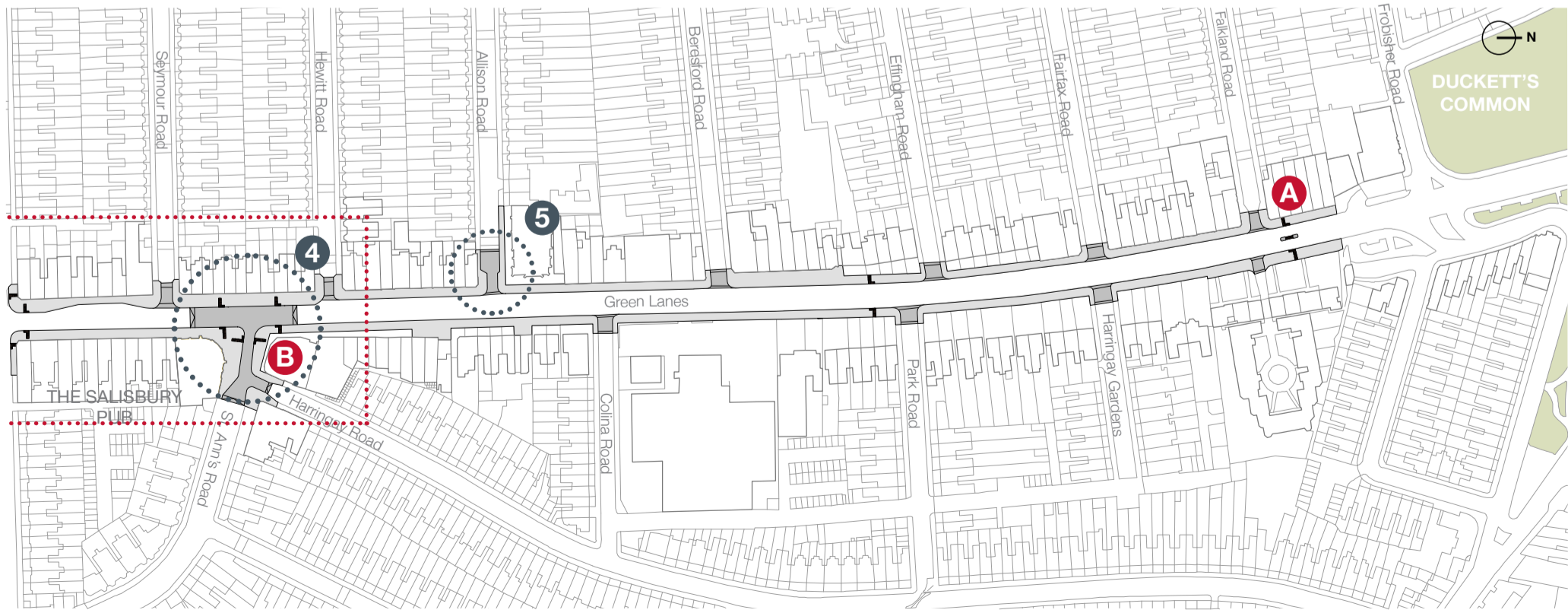
- Feature lighting; to include tree lights, suspended street lighting and up-lighting of key building facades
- Bespoke seats / resting points
- Special signage highlighting local attractions in the vicinity of Green Lanes to include: Painted flank walls, illuminated signs, hanging signs, and engraved granite pieces
- Event infrastructure (power sockets)
- Tree planting and landscaped planters
- High-quality granite kerb pieces

Key areas (located on the map below)

- 1 Harringay Overground bridge
- 2 Burgoyne Road Junction
- 3 Duckett Road and Roseberry Gardens
- 4 St. Ann's Road junction
- 5 Allison Road junction

Shop Front improvements

The OLF scheme will also be delivering a series of Shop Front Improvements throughout the Town Centre area from St. Ann's Road south to the Overground bridge. These will require a 20% buy-in from participating traders to provide improvements such as new awnings, fascia signs, timber shopfronts and the restoration of upper building facades. Improvements will be delivered in close conjunction with the Green Lanes Traders Association.



Note: All drawings sketches and photomontages show what some of the areas within the scheme may look like after the proposed changes are implemented. These proposals are currently at an early stage and are dependant on the comments we receive from you. The extents of works are to be confirmed through detailed design and will be subject to costing.

H Bus lane removal

Presently there is a proposal to remove the north-south bus lane from St. Ann's Road down to the Bridge. The benefits of this proposal would include;

- ★ Increased inward investment - through the creation of an improved public realm
- ★ Increased pedestrian safety - through shorter crossing distance across the street at uncontrolled crossing points
- ★ Potential cycling benefits - further space for cycle parking, and improvements to road layout

Footway widening can incorporate parking bays (if

- ★ sufficient width is available, the depth of bay can mitigate car doors opening onto cycle traffic)

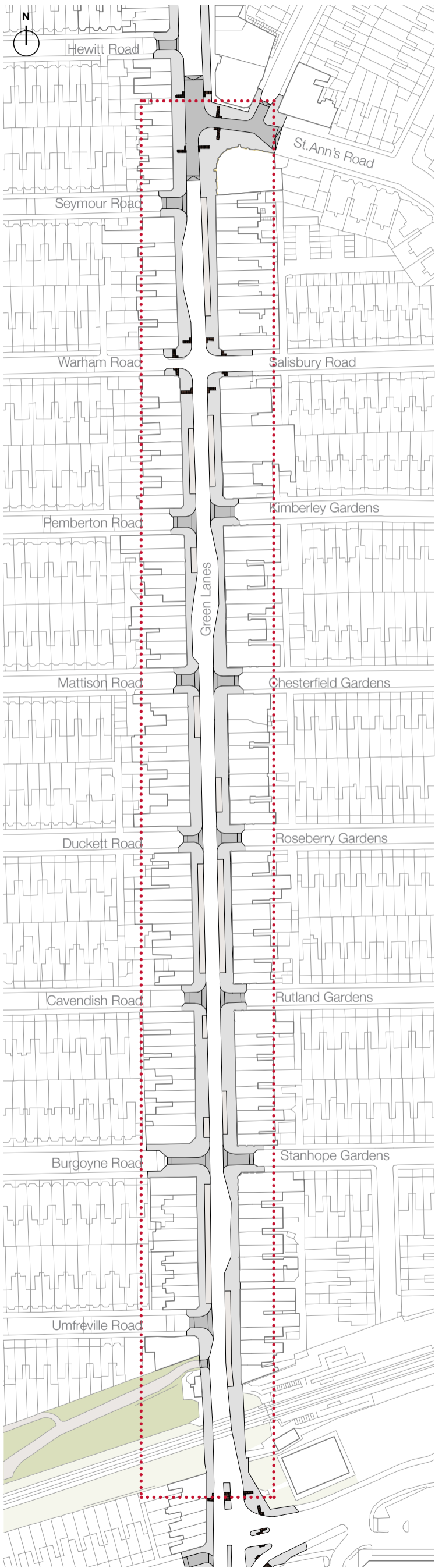
Improved economy through the increased health

- ★ benefits via encouragement of sustainable modes of transport

Reduced vehicle dominance

- ★ Safer streets, through the creation of more social spaces during the daytime and evening

The feasibility of this proposal is dependant upon current modelling and TfL's approval, and as such there is a need to simultaneously develop costed designs for an alternative option, where the bus lane remains. This will in turn have an impact on the scope of the OLF Public Realm proposals, as the potential narrowing of the Green Lanes carriageway width will affect the size and alignment of the raised tables at the entrance to the 'Ladder' side roads.



1 Harringay Overground Bridge Environs

The railway bridge and station entrance environment marks a key point of arrival onto Green Lanes, but currently offers an unattractive and underwhelming experience and fails to support access and legibility with regard to important aspects of the place, including the entrance to Railway Fields, the entrance to the Overground station, and the identity of the place marked by the bridge.

The bridge also suffers from vandalism along the railway top which presents an image of a lack of care.

These proposals, subject to agreements with the railway operator, are targeted on improving the image and quality of the bridge and its environs. The aim is to propose a range of measures, each working together to provide a visual uplift, deter anti-social behaviour, improve the quality and feeling of safety of the spaces beneath and adjacent to the bridge and to create an attractive 'gateway' through which one passes into the Green Lanes Town Centre.

Because of the need to consider legal and programming issues, a range of options for proposals have been drawn up. They all seek to deliver the same objectives, which are:

- ★ To improve the quality of the bridge environment providing a high impact gateway that names the place and celebrates it's identity.
- ★ To improve legibility and sense of safety, using clear signs and lighting improvements.
- ★ To enhance local identity; and reflect local pride and ownership.
- ★ To make use of local physical and social assets, adding to railside planting, de-cluttering to make better use of available space, improving the perception of Railway Fields, improving access to the station entrance and improving key pedestrian routes into Green Lanes.

Note: All options shown here are subject to agreement with the railway operator. Some of the various measures proposed in each option can be used in various combinations, subject to available



Option A: Steel mesh screening fixed to the bridge with 'cats-eyes' reflectors spelling the place name. Mesh would be spaced away from the bridge to deter graffiti. Sign indicating Railway Fields. Steel mesh also used at sides of bridge, with plants growing up from long hanging baskets. New footway surfaces and lighting. Station access is indicated as unchanged

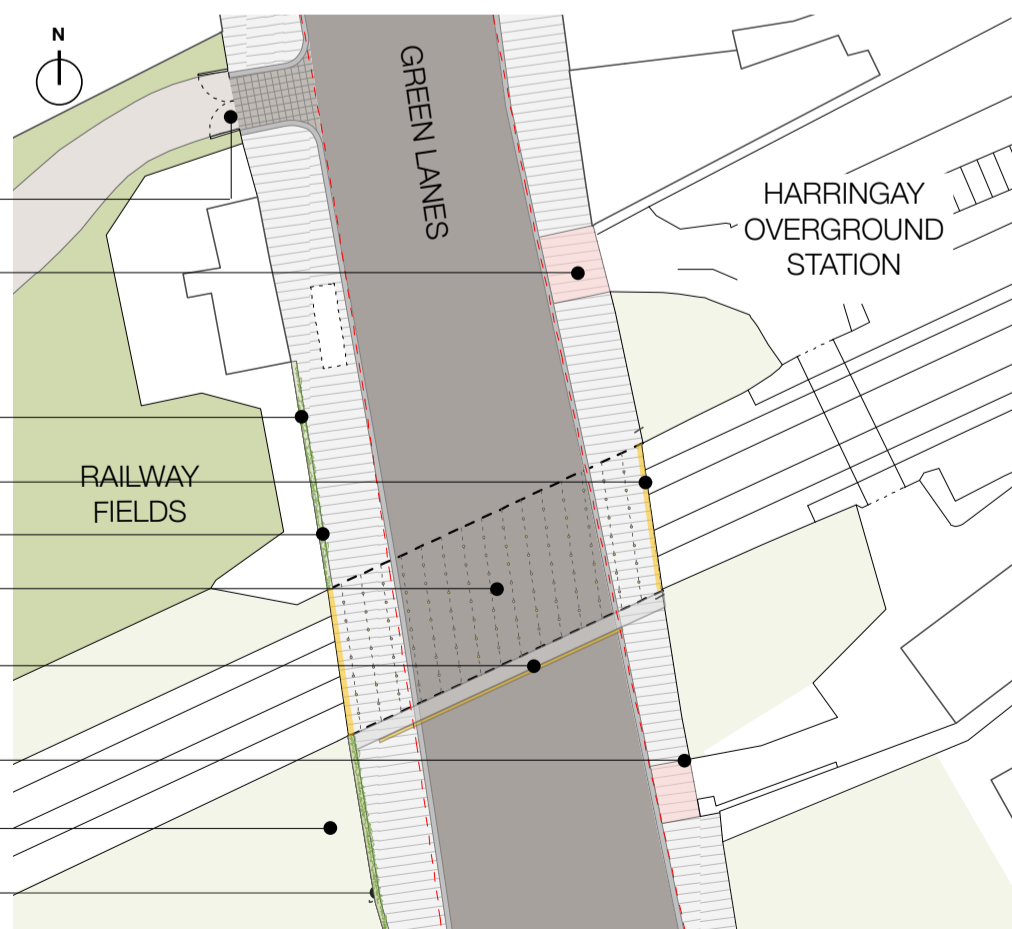


Option B: New banner, with 'cats eyes' reflectors spelling place name. These could be placed at one or both sides of the bridge face. Steel mesh also used at sides, with plants growing up from long hanging baskets. New footway surfaces and lighting. Station access is indicated unchanged



Option C: Painted bridge and improved lighting. A new high visibility neon sign is located at the side of the railside embankment. This image indicates a decluttered station entrance environment which would be subject to future agreement with the railway operator and available funding

- Feature lighting to Railway Fields entrance gates
- Station terrazzo "welcome mats" to both entrances
- New mesh screens to side embankments with climbing plants
- Lighting wash to brick walls under bridge (both sides)
- Painted "Railway Fields" sign on brickwork
- LED light bulbs fixed to the underside of the bridge (Option A - see above for more details)
- "Harringay Green Lanes" sign fixed to the bridge (Options A and B - see above for details)
- Potential station entrance improvements (dependant on railway operator negotiations)
- "Harringay Green Lanes" large neon sign fixed within the embankment (Option C - see above for details)
- Extra-long hanging baskets along brick wall



Indicative proposal plan

2 Burgoyne Road junction

The Burgoyne Road junction is one of the larger spaces along Green Lanes, and offers generosity in terms of space available, side-facing windows at both sides and the ability for the junction to provide orientation for visitors and the local community alike.

This junction is one of a series of spaces along Green Lanes that suffers from being caught between main areas of ownership and public use. The designs here build upon Council and stakeholder aspirations to bring this space back into public ownership and use. The proposals address this in several key ways:

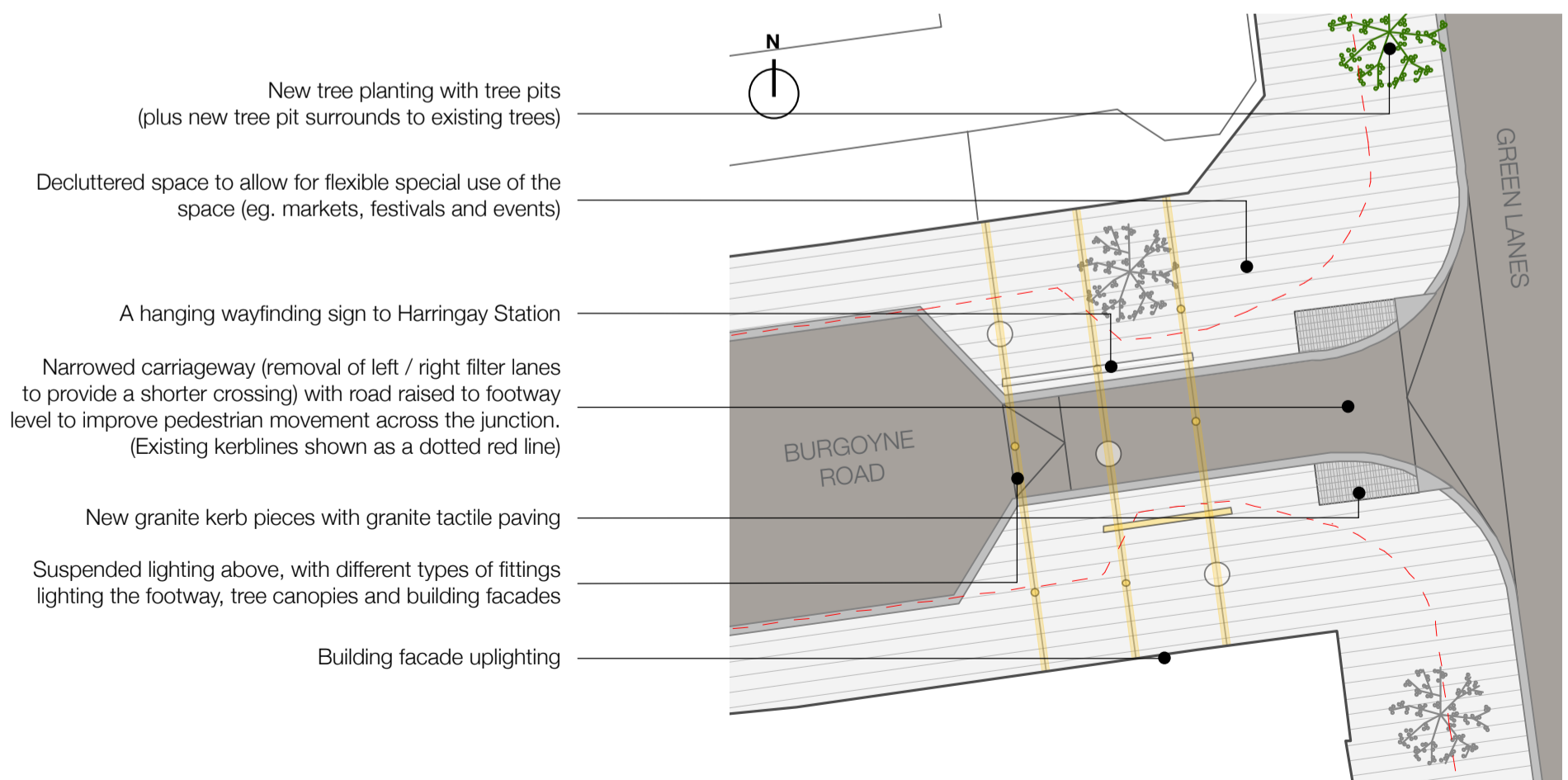
- ★ Making the most of the available space by widening footways, decluttering and carefully placing new street furniture, whilst taking into account any impact upon vehicular access
- ★ Improving the balance between cars and pedestrians by raising the carriageway.
- ★ Animating the space by anticipating social uses at active building facades and / or providing event uses, such as temporary market stalls or stages.
- ★ Improving visibility and access, using improved lighting.
- ★ Enhancing identity through special signs and adding new trees.
- ★ There is space for some incidental seating and further planting. The road access would be narrowed to a single carriageway width (this is appropriate as this is a no-entry junction from Green Lanes anyway), whilst parking further along Burgoyne Road would remain.



Burgoyne Road as seen from Green Lanes, with wider footways, suspended lighting and signage. A decluttered, flexible space for community and trader events. Seating would be designed as 'perches' rather than long terms sitting areas, to deter anti-social activity



Burgoyne Road as it might appear with a temporary market inhabiting the space



Indicative proposal plan

3 Roseberry Gardens and Duckett Road

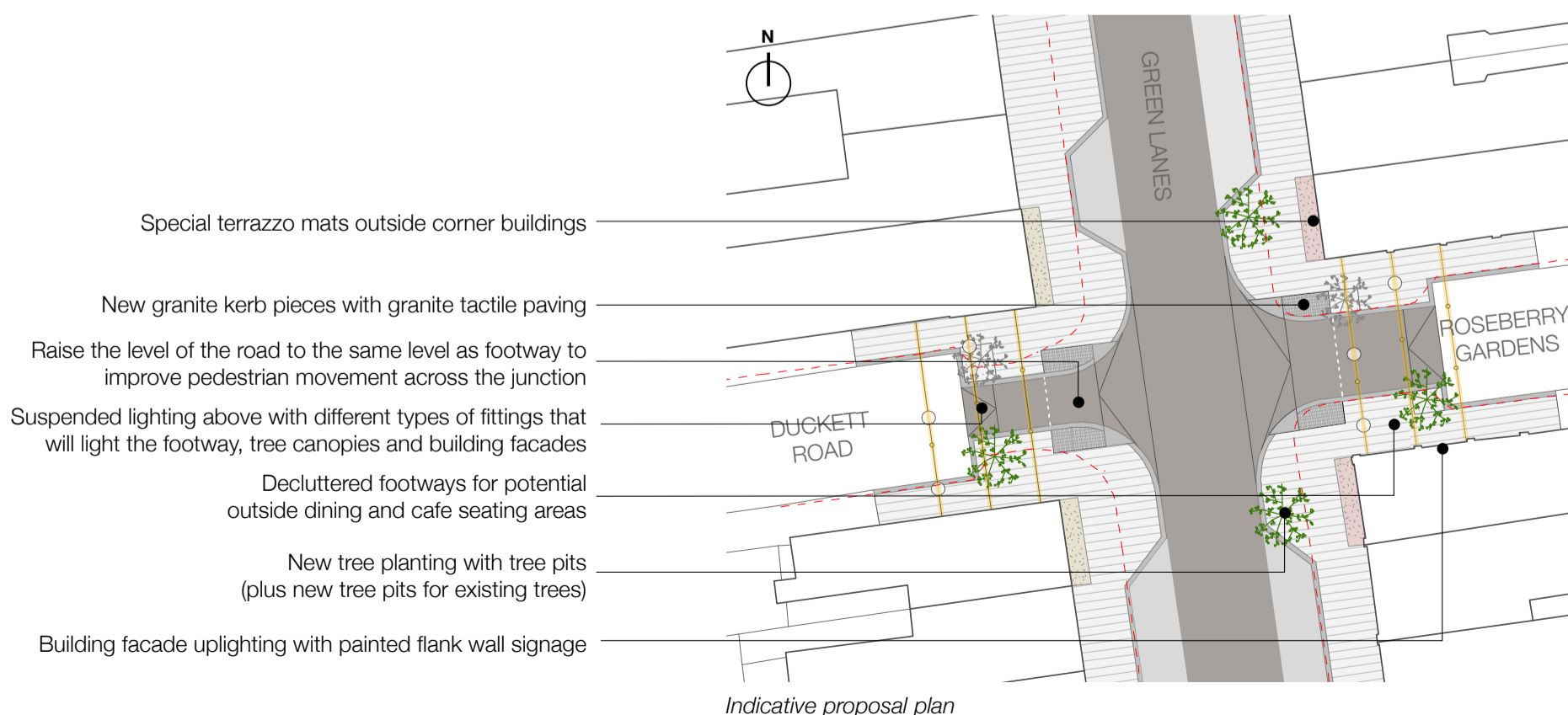
In a similar way to Burgoyne Road, these two junction spaces, set opposite one another, offer a special opportunity to help stitch Green Lanes together, providing increased public useable space and to bring this space back into public ownership and pride.

Proposals aim to tackle this opportunity in the following ways:

- ★ Making the most of the available space by widening footways, decluttering and carefully placing new street furniture, whilst taking into account any impact upon vehicular access.
- ★ Improving the balance between cars and pedestrians by raising the carriageway.
- ★ Animating the space - in this case by anticipating social uses at the active building facades at the side streets. There is space for new trees here and some incidental seating. Fold-up seats and tables could enhance visible social activity. Any permanent seating would be designed as 'perches' enabling social activity and deterring anti-social behaviour.
- ★ Improving visibility and access using improved lighting and barrier free access across the carriageway.
- ★ Enhancing local identity through special signs.



Indicative view from Roseberry Gardens across Green Lanes towards Duckett Road. Decluttered footways with increased space could potentially allow for outside dining areas with suspended lighting above the footways, tree canopies and buildings



4 St. Ann's Road junction (The Salisbury pub)

This junction is a key moment along Green Lanes that also provides a connection to the east, as well as marking the start of the Town Centre to the south.

The space is largely defined by the grand Victorian architecture of The Salisbury pub, which provides a strong and characterful contrast to the rhythm of the terraced buildings flanking Green Lanes. At present the footways are too narrow for their busy use and the space is dominated by vehicular activity. The proposals aim to substantially improve this space in the following ways:

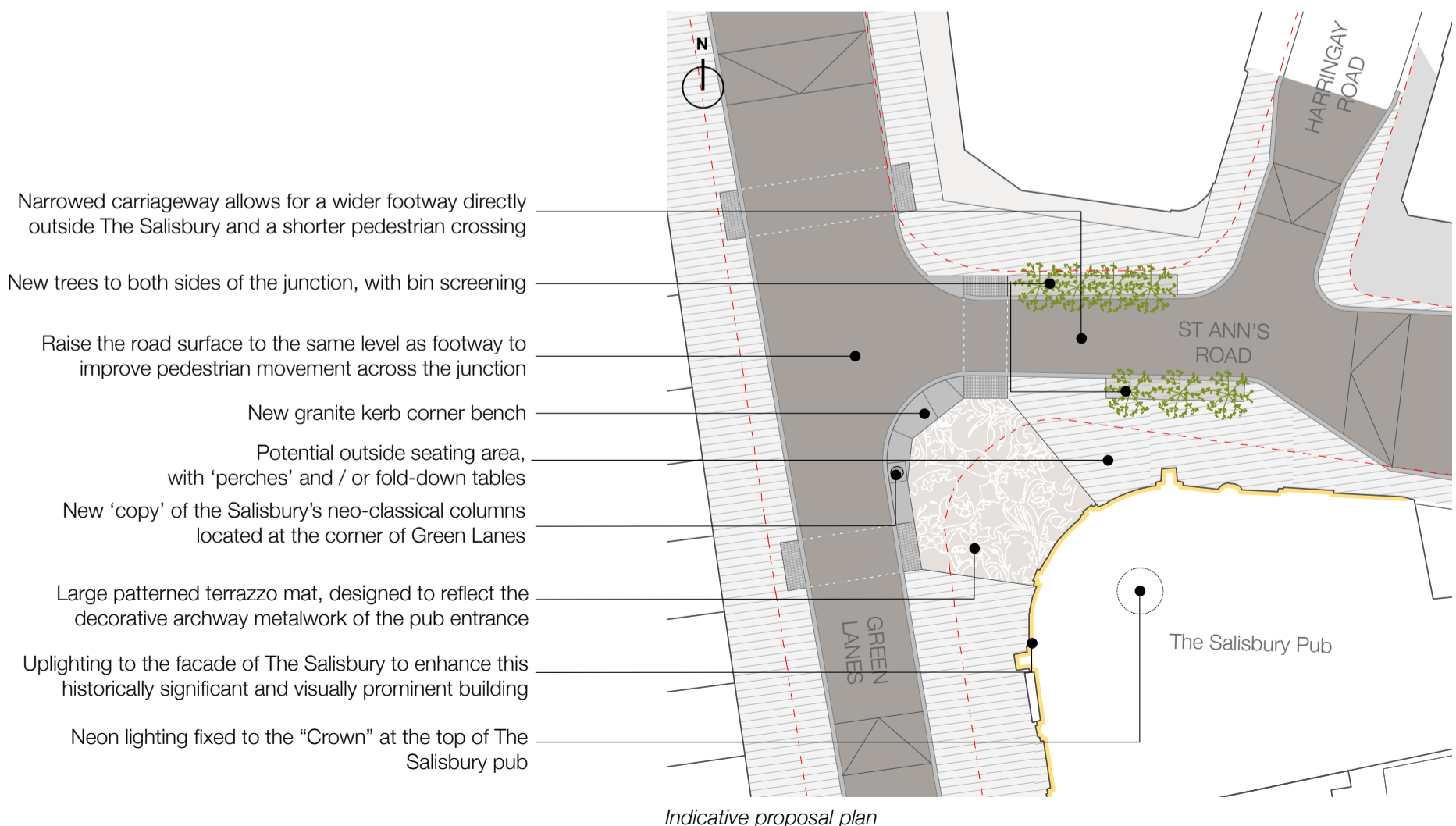
- ★ To celebrate the space and building as a key place of orientation, social interaction and identity. Part of this will be delivered by the carriageway redesign, which will increase the footway width.
- ★ To design the space in a way that celebrates the feeling of pride and local distinctiveness of The Salisbury by extending some of its special architectural elements out into the new generous space at the corner of the road.
- ★ To declutter the environment helping to make it feel like a socially useable small town square rather than a busy road junction.
- ★ To light the space to improve visibility from a range of vantage points and to encourage evening uses.



View from the junction of Green Lanes and St. Ann's Road



Possible neon light treatment to the Salisbury "Crown"



Indicative proposal plan

5 Allison Road junction

The Church is currently set back from the main road at a location where the character of Green Lanes, running north, starts to change character to a wider, looser urban structure. A mixture of boundary treatments; fences, railings and signs set an underwhelming tone for this important physical and community asset; and do not take advantage of their prominent corner location.

Some key principles for scoping improvements to this space are:

- ★ Improve and simplify the foreground spaces of the footways, the crossing and the fencing, so that the significant architecture of the church may become more visible and present at the road.
- ★ To improve the boundary treatments, providing a positive presence at a variety of scales, close up to far away.
- ★ Improving visibility of - and providing wayfinding to - local assets such as the New River Walk.



This illustration shows the raised pedestrian crossing with unnecessary clutter removed, new illuminated “New River” sign, tree lights in mature trees and a planted green screen to the church fence



Lights like these could be used in the trees along the edge of the churchyard

