

London Borough of Haringey
22933701 Green Lanes Area Transport Study
Options

Longlist: sifting to medium list following December 2016 options workshops

v0.4 DRAFT FOR DISCUSSION AT STEERING GROUP (12/12/2016)

Some of these options are based on suggestions made by various stakeholders; they do not necessarily reflect existing and/or future LB Haringey policy.

Ref	Potential option	Description	Included in medium list?	Comments on options not included in medium list (with links to Assessment Framework criteria)
<i>Area-wide</i>				
AW-01	Reopen all closed roads and remove all banned turns	Remove all of the road closures and banned turns that currently exist in the study area.	No	Air quality / noise: Likely to attract more traffic to the study area, which would generally worsen air quality and traffic noise. Equity: Due to the layout of the road network, certain streets likely to carry significantly higher traffic flows than others (to a greater extent than is currently the case). Acceptability: Very unlikely to be supported across the community.
AW-02	Extend operating hours of CPZs in study area	The existing CPZs in the study area are in force from 08:00 to 18:30, Monday to Friday or Saturday. This option would extend operating hours, later into the evening and/or to include Sundays.	No	Parking: Feedback indicates that the inconvenience caused to residents' visitors outweighs any benefit gained from extending operational hours. Acceptability: Unlikely to be supported across the community.
AW-03	Differential parking charges based on emissions	Apply differential parking charges based on vehicle emission levels, in order to discourage use of the most polluting vehicles. This could be applied to residents permits and/or pay and display bays.	No	<i>Differential charges already in place</i>
AW-04	Establish new bus lanes across the area	The only bus lane which currently exists within the study area is the southbound bus lane on Green Lanes. Explore possibility of establishing new bus lanes elsewhere.	Yes	
AW-05	Improve / create cycle / pedestrian path along New River	This may involve a combination of improvements to the existing section of the New River Path (between Wightman Road and Hampden Road), and creating a new path where one does not currently exist (through the Ladder, and between Hampden Road and Turnpike Lane). Note that the section between Green Lanes and Seven Sisters Road is in Hackney.	Yes	
AW-06	Improve streetscape	Improve the streetscape of the study area, through measures including clearing overgrown foliage, removing satellite dishes and installing more bins.	Yes	
AW-07	Greater provision of car clubs	This has the potential to reduce private vehicle ownership. Emissions could also be reduced if low / zero emission vehicles are provided.	Yes	
AW-08	More traffic calming measures across the study area	Install more traffic calming measures on roads across the study area, that are more than just speed humps. Some specific locations mentioned in comments include: - Gardens - Eade Road - Endymion Road	Yes	
AW-09	Encourage use of sustainable modes for school run; traffic management near schools to discourage passing traffic	Encourage use of modes other than private vehicles for travel to/from schools, and minimise traffic levels past schools. This may involve a combination of traffic management measures and restricting parking around schools. Chestnuts Primary School was specifically mentioned in the comments.	Yes	
AW-10	Measures to improve efficiency of deliveries, such as freight consolidation	Potential to reduce the number of freight vehicle movements.	Yes	
AW-11	Encourage out of hours deliveries	Potential to reduce the impact of on-street deliveries on traffic flows.	Yes	
AW-12	Introduce ASLs at junctions throughout area	Provide cycle Advanced Stop Lines (ASLs) at all signalised junctions in the study area.	Yes	
AW-13	Install cycle contraflows on one-way streets	Allow cycles to travel in the opposite direction on selected one-way streets.	Yes	
AW-14	Better signage and accessibility to parks	Provide clearer signage to parks, and make them more accessible to all users.	Yes	
AW-15	More on-street Bike Hangers	Provide more on-street Bike Hangers in the study area, for people with no space to store cycles inside their homes.	Yes	
AW-16	Explore opportunities to make the study area more green	Provide opportunities for tree planting and the creation of green space including micro spaces	Yes	
AW-17	Minimise noise and vibration through the use of improved road design	For example, reprofiling speed humps to reduce vibrations.	Yes	
AW-18	Remove all mini-roundabouts in study area	Remove the existing mini-roundabouts in the study area. They are currently at Alroy Road / Endymion Road; Hermitage Road / St Ann's Road; Black Boy Lane / St Ann's Road; Black Boy Lane / West Green Road; and Spur Road / West Green Road.	No	Traffic: Whilst improvements could be made to some existing mini-roundabouts in the study area, removing them all would be a disproportionate measure with negligible discernible benefits.

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<i>Green Lanes</i>				
GL-01	Remodel Green Lanes like Wood Green High Street	Narrow road to one lane in each direction, minimal parking (except for pads for loading and disabled parking), indented bus bays, etc.	No	Feasibility and deliverability: Context is different to Wood Green, which means that copying and pasting that scheme is not appropriate. For example, there are far more side streets along Green Lanes in Harringay, and fewer off-street car parking opportunities.
GL-02	Rationalise parking on Green Lanes	Rationalise and reallocate the existing on-street parking on Green Lanes. This could either be on both sides of the road, or on one side only.	Yes	
GL-03	Encourage parking elsewhere (not on Green Lanes itself)	Encourage visitors to Green Lanes to park elsewhere (not on Green Lanes itself). This could be in the Gardens, Ladder or Arena Retail Park.	Yes	
GL-04	Introduce 24 hour bus and cycle lanes along Green Lanes	Provide full time bus and cycle lanes along Green Lanes, in one or both directions.	Yes	
GL-05	Extend operational hours of Green Lanes bus lanes	Extend the operational hours of the existing southbound bus lane along Green Lanes, which currently operates between 07:00 and 10:00 Monday to Friday.	Yes	
GL-06	Discourage parking on Green Lanes, to encourage the use of sustainable modes	Discourage parking on Green Lanes (for example through restrictions or charges) to encourage visitors to Green Lanes to use sustainable modes.	Yes	
GL-07	Continuous dedicated cycle facilities along Green Lanes	Provide continuous and dedicated cycle facilities along Green Lanes, to create a high quality north-south cycle corridor.	Yes	
GL-08	Review number and location of pedestrian crossings on Green Lanes	Review number and location of pedestrian crossings, in order to improve traffic flow.	Yes	
GL-09	Improve Green Lanes / Hermitage Road junction	Possible measures include improving pedestrian / cycle facilities, and re-timing signals to provide enough time for vehicles exiting Hermitage Road.	Yes	
GL-10	Improve Green Lanes / Williamson Road (Arena Retail Park) junction	Possible measures include improving pedestrian facilities.	Yes	
GL-11	Improve St Ann's Road / Salisbury Road junction	St Ann's Road and Salisbury Road currently function as a one-way system. Changes could involve making St Ann's Road two-way, improving traffic signal operation at the Salisbury Road junction; and removing pedestrian crossings.	Yes	
GL-12	Improve Green Lanes / Frobisher Road / Alfoxton Avenue junction	Changes could include improving pedestrian crossings; yellow box junctions; and blocking access to Frobisher Road.	Yes	
GL-13	Improve Green Lanes / Endymion Road junction	Changes could include improvements to traffic signal operation.	Yes	
GL-14	Restrict access to Salisbury Road	Restrict vehicular access to Salisbury Road.	Yes	
GL-15	Ban U-turns	Ban U-turns along all or some of Green Lanes.	Yes	
GL-16	Review bus stop locations	Review existing bus stop locations, in order to reduce traffic bottlenecks.	Yes	
GL-17	Add yellow box junction to Turnpike Lane bus station exit	Buses exiting the bus station are sometimes delayed by vehicles stopped across the junction.	Yes	
GL-18	Localised improvements to cycle facilities along Green Lanes	Localised improvements to make cycling safer and more attractive along Green Lanes.	Yes	
GL-19	Provide pedestrian crossing at Colina Road	There are currently no pedestrian signals at the Colina Road / Green Lanes junction. Remodel these signals to provide pedestrian facilities.	Yes	
GL-20	Make Green Lanes more 'green'	Plant more trees, provide 'green walls', etc.	Yes	
GL-21	Widen / declutter pavements along Green Lanes	Pavements along Green Lanes are narrowed by a range of street furniture and retailers / restaurants spilling out onto the pavement. Rationalise this in order to address pedestrian pinchpoints.	Yes	
<i>Turnpike Lane</i>				
TL-01	Off-road cycle lane along Turnpike Lane	Provide an off-road cycle facility along Turnpike Lane.	No	Feasibility and deliverability: Narrow road width means that it would be difficult to provide an off-road cycle facility of sufficient width.
<i>Wightman Road</i>				
WR-01	Close Wightman Road	Close Wightman Road to through traffic. A possible arrangement could be what was implemented during the recent railway bridge replacement.	Yes	
WR-02	Package of measures to discourage through traffic from Wightman Road	Discourage vehicles from using Wightman Road as a through route, without fully closing it.	Yes	
WR-03	Make Wightman Road one-way	Make Wightman Road one-way (either southbound or northbound). This may include an exemption for cycles.	Yes	
WR-04	Move pavement parking onto the carriageway on Wightman Road	On-street parking is currently on the pavement. Move this onto the carriageway, which could either involve retaining parking on both sides of the road, or on only one side of the road.	Yes	
WR-05	Continuous dedicated cycle facilities along Wightman Road	Provide continuous and dedicated cycle facilities along Wightman Road, to create a high quality north-south cycle corridor.	Yes	
WR-06	Wightman Road / Turnpike Lane junction	Measures to improve this junctions. This could include making pedestrian crossings more direct and reducing the large footprint of the junction.	Yes	
WR-07	Remove no night turn from Wightman Road northbound to Turnpike Lane eastbound	The right turn from Wightman Road northbound to Turnpike Lane eastbound is currently banned. Remove the ban to allow this movement.	No	Traffic: Right turn unlikely to be well-used, as drivers still likely to use Ladder runs in order to avoid congestion along Turnpike Lane. Further, allowing this right turn would require the operation of the traffic signals to be revised, which is likely to reduce the capacity of this junction.
WR-08	Localised improvements to cycle facilities along Wightman Road	Localised improvements to make cycling safer and more attractive along Wightman Road.	Yes	
WR-09	Pavements made safe and accessible to all pedestrians	Pavements on Wightman Road are currently narrow and often obstructed. Specifically consider needs of those with reduced mobility and those with children.	Yes	
<i>Endymion Road</i>				
ER-01	Install pedestrian crossings at Endymion Road / Alroy Road junction	There are currently informal pedestrian crossing marked in red across this junction. This option would create more formal pedestrian crossing facilities.	Yes	
ER-02	Replace existing zebra crossing on Endymion Road with traffic signals	Replace the existing zebra crossing next to the New River with a signalled pedestrian crossing.	Yes	
ER-03	Install traffic calming measures on Endymion Road	Traffic calming measures to moderate vehicles speeds along Endymion Road.	Yes	
<i>St Ann's Road</i>				
SR-01	Improve traffic signal operation, parking removal and/or lane layout along St Ann's Road	Package of measures to improve traffic flow along St Ann's Road.	Yes	
SR-02	Clearer signage at St Ann's Road / Hermitage Road / North Grove roundabout to alert drivers to cyclists coming from North Grove	The north arm of this roundabout is currently for cycles only. Cycle symbols have been painted on the roundabout already. This option would use signage to increase awareness of cycles.	Yes	
SR-03	Install speed camera / vehicle activated sign on St Ann's Road	Measures to reduce speeding along St Ann's Road.	Yes	

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<i>West Green Road</i>				
WG-01	Provide pedestrian crossing at West Green Road / Langham Road	There is an existing pedestrian refuge island on West Green Road near Langham Road. This option would create a more formal pedestrian crossing.	Yes	
WG-02	Install westbound right turn lane from West Green Road to Belmont Road	Create space for vehicles turning right onto Belmont Road to queue without blocking through traffic along West Green Road.	Yes	
WG-03	Improve West Green Road / Langham Road junction	Comments indicate that there is congestion on the Langham Road approach. This option would improve the junction layout to mitigate this problem.	Yes	
<i>Gardens</i>				
GA-01	Reopen closed roads to Gardens	Remove closure of Cleveland Gardens and remove rising bollards on Warwick Gardens.	No	Equity: Given that Option AW-01 has not been included in the medium list, this option is also not included in the medium list as it would not be equitable to selectively remove only certain road closures.
GA-02	Convert Gardens rising bollards to a permanent closure	There are various operational issues associated with the existing rising bollards on Warwick Gardens. This option would convert the bollards to a permanent closure.	Yes	
GA-03	Make Gardens roads one-way	Between parked cars, the carriageway is only wide enough for one vehicle at a time. Implement a one-way system to avoid conflicts between vehicles travelling in opposite directions.	No	Traffic: The Gardens roads are not through routes, so making them one-way to ease traffic flow is disproportionate. A more appropriate solution would be to provide passing places.
GA-04	Create / sign cycle route along Stanhope Gardens		Yes	
GA-05	Provide passing places on Gardens roads	Between parked cars, the carriageway is only wide enough for one vehicle at a time. Providing passing places could ease movement for two-way traffic.	Yes	
<i>Hermitage</i>				
HE-01	Reopen closed roads in the Hermitage area	Remove closures of Eade Road, Vale Road, Hermitage Road and Tiverton Road.	No	Equity: Given that Option AW-01 has not been included in the medium list, this option is also not included in the medium list as it would not be equitable to selectively remove only certain road closures.
HE-02	Create pedestrian / cycle route between Gardens and Arena	There is a railway arch which could potentially be used to create a pedestrian / cycle access between Doncaster Gardens and the retail park.	No	Streetscape and urban realm / acceptability: This route would run through the community garden, which is a valued community green space. Instead, alternative options for north-south connections under the railway line will be examined.
HE-03	New pedestrian / cycle bridge across New River, linking Hermitage area to Woodberry Down	This bridge could possibly link Eade Road with Katherine Close.	Yes	
HE-04	Convert closure of Hermitage Road to a rising bollard to allow resident access	This would be similar to the current arrangement on Warwick Gardens.	No	Feasibility and deliverability: The existing rising bollard on Warwick Gardens has a number of operational difficulties.
HE-05	Remove barrier on Tiverton Road	Removing this barrier would allow access to Tavistock Road and Overbury Road.	No	Equity: Given that Option AW-01 has not been included in the medium list, this option is also not included in the medium list as it would not be equitable to selectively remove only certain road closures.
HE-06	Move pavement parking onto the carriageway on Hermitage Road	On-street parking is currently on the pavement. Move this onto the carriageway, which could either involve retaining parking on both sides of the road, or on only one side of the road.	Yes	
HE-07	Widen footways at Hermitage Road rail bridge	The footways under the railway bridge are quite narrow. The footways could be widened by narrowing the carriageway to one lane (traffic coming from one direction would need to give way to opposing traffic).	Yes	
HE-08	Improve safety of Hermitage Road / Vale Road / Finsbury Park Avenue junction	Measures to improve safety at this junction.	Yes	

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Ladder				
LA-01	Add bollards to Ladder rungs	This would prevent through traffic from using the Ladder rungs. A suitable location for these bollards may be in line with the Harringay Passage. The bollards may need to be removable, to allow refuse vehicles to get past them. A clear space may need to be provided adjacent to the bollards, to enable light vehicles to turn around.	Yes	
LA-02	Make all Ladder rungs run in the same direction	At present the rungs of the Ladder are currently one-way and generally alternate in direction. This option would make all of the Ladder rungs run in the same direction (either westbound or eastbound).	No	Equity: Ladder rungs near the northern and southern extremities of the Ladder, as well as those near St Ann's Road, are likely to carry a disproportionate share of traffic.
LA-03	More widespread use of turn bans in and out of Ladder rungs	Use turn bans to discourage through traffic from using Ladder rungs. For example, this could involve banning right turns into and out of all Ladder rungs.	Yes	
LA-04	Improve access to Harringay station	Improve access for all users to Harringay station, including on the pedestrian bridge that goes over it. This would aim to address the existing steepness of the current access.	Yes	
LA-05	No left turn out of Umfreville Road	Measure to discourage through traffic on Umfreville Road.	No	Equity: This measure in isolation is likely to displace traffic to other westbound Ladder
LA-06	More pedestrian accesses to Finsbury Park	Provide more pedestrian access to Finsbury Park. This could include new gates in its north-east corner, and a new gate opposite Alroy Road.	Yes	
LA-07	Continue Harringay Passage south to Finsbury Park	Likely to necessitate a new bridge over the railway line.	Yes	
LA-08	Alternate directions of Ladder rungs in blocks	At present the rungs of the Ladder are currently one-way and generally alternate in direction. This option would make four or five of the rungs westbound, followed by four or five eastbound, and so on.	No	Equity: Ladder rungs at the edges of each block likely to carry disproportionately high share of traffic, which Ladder rungs in the middle of each block would carry a disproportionately low share of traffic.
LA-09	No right turn out of Beresford Road	Beresford Road is currently the closest road to St Ann's Road where a right turn onto Green Lanes is permitted. This measure would prevent traffic on Wightman Road from using Beresford Road to reach St Ann's Road.	Yes	
LA-10	Reverse one-way direction on Beresford Road	Beresford Road is currently the closest road to St Ann's Road where a right turn onto Green Lanes is permitted. This measure would prevent traffic on Wightman Road from using Beresford Road to reach St Ann's Road.	No	Equity: This is likely to displace traffic to Fairfax Road (the next eastbound rung), which already carries a slightly higher volume of traffic than Beresford Road.
LA-11	Block access from Willoughby Road into Turnpike Lane	Measure to stop through traffic from using Willoughby Road.	Yes	
LA-12	One-way system and turns bans around Willoughby Road	Use a combination of one-way restrictions and turn bans to make use of Willoughby Road unattractive to through traffic	Yes	
LA-13	Block entrance from Falkland Road onto Green Lanes		No	Equity: This is likely to displace traffic to adjacent westbound rungs, including Effingham Road which already carries a slightly higher volume of traffic than Falkland Road.
LA-14	Allow cycling along Harringay Passage		No	Feasibility and deliverability: Harringay Passage is narrow, and it would therefore not be appropriate to encourage cycling along it.
LA-15	Signpost Lothair Road as an official cycling route		Yes	
LA-16	Open new pedestrian route through Duckett's Common	Open a new pedestrian route through the southern end of Duckett's Common.	Yes	
St Ann's				
SA-01	Allow southbound traffic from North Grove to St Ann's Road	This arm of the roundabout is currently restricted to cycles only. This option would permit southbound traffic to use this arm.	No	Equity: Given that Option AW-01 has not been included in the medium list, this option is also not included in the medium list as it would not be equitable to selectively remove only certain road closures.
SA-02	No left turn from Cornwall Road to St Ann's Road	Ban this left turn to discourage through traffic from using Cornwall Road.	Yes	
SA-03	Remove Harringay Road barrier	Remove the barrier on Harringay Road, to allow through traffic between St Ann's Road and West Green Road.	No	Equity: Given that Option AW-01 has not been included in the medium list, this option is also not included in the medium list as it would not be equitable to selectively remove only certain road closures.
SA-04	Make Etherley Road one-way	Implement one-way restrictions on Etherley Road (and possible surrounding roads) to discourage through traffic.	Yes	
SA-05	Reconfigure Harringay Road one-way system	At present, some vehicles use Harringay Road and Park Road to avoid the traffic signals at Colina Road / Green Lanes. Making Park Road one-way eastbound would prevent this.	Yes	
SA-06	Measures to improve compliance with zebra crossings on St Ann's Road	Improve conspicuity of zebra crossings, and possibly improve enforcement of compliance with them.	Yes	
SA-07	Provide safe pedestrian crossings around Chestnuts School	Provide safe pedestrian crossings on Black Boy Lane between Chestnuts School and the park, and across St Ann's Road	Yes	
SA-08	Measures to reduce through traffic on Avenue Road	Implement measures to discourage through traffic on Avenue Road.	Yes	
SA-09	Replace zebra crossing with signals on St Ann's Road	Replace zebra crossings with signalised pedestrian crossings, to reduce vehicle delays when large numbers of schoolchildren are using them.	Yes	