

London Borough of Haringey
22933701 Green Lanes Area Transport Study
Options

Medium list

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.
Individual options from the long list have been combined into 13 packages for the medium list.

Package / measure	Description	Timeframe	FOR INFORMATION ONLY (LONG LIST OPTIONS MAY HAVE BEEN REFINED BEFORE INCLUSION IN MEDIUM LIST)		
Area-wide: Package of improvements across study area					
Improve streetscape	Improve the streetscape of the study area, through measures including clearing overgrown foliage, removing satellite dishes and installing more bins. This is an ongoing measure, that should be considered as part of all schemes as they are developed.	Ongoing	AW-06	Improve streetscape	Improve the streetscape of the study area, through measures including clearing overgrown foliage, removing satellite dishes and installing more bins.
Greater provision of car clubs	Work with car club providers to explore how availability of car club vehicles in the study area could be improve, and use of them promoted. This has the potential to reduce private vehicle ownership. Emissions could also be reduced if low / zero emission vehicles are provided.	M	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.
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. This is an ongoing measure that may need to be implemented incrementally across the study area, guided by traffic flows and speeds on particular roads. Traffic calming should also be considered as part of all schemes as they are developed.	Ongoing	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
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.	M	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.
Measures to improve efficiency and reduce impacts of deliveries	Measures could include: - Freight consolidation (to reduce the number of vehicles making deliveries) - Out of hours deliveries (to reduce the impact of on-street deliveries on traffic flows)	M	AW-10	Measures to improve efficiency of deliveries, such as freight consolidation	Potential to reduce the number of freight vehicle movements.
			AW-11	Encourage out of hours deliveries	Potential to reduce the impact of on-street deliveries on traffic flows.
Introduce ASLs at junctions throughout area	Provide cycle Advanced Stop Lines (ASLs) at all signalised junctions in the study area.	S	AW-12	Introduce ASLs at junctions throughout area	Provide cycle Advanced Stop Lines (ASLs) at all signalised junctions in the study area.
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.	Ongoing	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
Explore opportunities to make the study area more green	Provide opportunities for tree planting and the creation of green space including micro spaces. This is an ongoing measure that may need to be implemented incrementally across the study area. Traffic calming should also be considered as part of all schemes as they are developed.	Ongoing	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
Minimise noise and vibration through the use of improved road design	For example, reprofiling speed humps to reduce vibrations. This is an ongoing measure that may need to be implemented incrementally across the study area. Traffic calming should also be considered as part of all schemes as they are developed.	Ongoing	AW-17	Minimise noise and vibration through the use of improved road design	For example, reprofiling speed humps to reduce vibrations.
Area-wide: Package of improvements to enhance pedestrian + cycle links across area					
This package includes measures at various points across the study area, that will ultimately work together to create better pedestrian and cycle linkages across the study area. It is likely that these measures would need to be implemented incrementally.					
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.	S/M/L	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.
Install cycle contraflows on one-way streets	Allow cycles to travel in the opposite direction on selected one-way streets. This could include Burgoyne Road (link between Stanhope Gardens and Stroud Green), and Lothair Road North (link to the Arena	S	AW-13	Install cycle contraflows on one-way streets	Allow cycles to travel in the opposite direction on selected one-way streets.
Better signage and accessibility to parks	Provide clearer signage to parks, and make them more accessible to all users. This includes Finsbury Park (new gates in its north-east corner, and a new gate opposite Alroy Road), Ducketts Common (southern end) and Chestnuts Park (opposite the school).	M	AW-14	Better signage and accessibility to parks	Provide clearer signage to parks, and make them more accessible to all users.
			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.
			LA-16	Open new pedestrian route through Ducketts Common	Open a new pedestrian route through the southern end of Ducketts Common.
Improve pedestrian access to rail stations	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. Access could also be improved to Hornsey station, including on the pedestrian bridge that goes over it.	M	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.
Continue Harringay Passage south to Finsbury Park	Likely to necessitate a new bridge over the railway line.	L	LA-07	Continue Harringay Passage south to Finsbury Park	Likely to necessitate a new bridge over the railway line.
Signpost Lothair Road as an official cycling route	Also examine creating more formal cycle crossing from Lothair Road North to Arena Retail Park.	S	LA-15	Signpost Lothair Road as an official cycling route	
Create / sign cycle route along Stanhope Gardens	At western end, links to a potential cycle contraflow on Beresford Road. At the eastern end, link to a potential route through the St Ann's site (to create east-west route).	S	GA-04	Create / sign cycle route along Stanhope Gardens	
Create new pedestrian / cycle link through St Ann's Hospital site	Work with developers of the St Ann's Hospital site to see if a new pedestrian / cycle link could be provided. A possible alignment could be to connect Stanhope Gardens to St Ann's Road and/or Hermitage Road.	L			
Create pedestrian / cycle route between Gardens and Arena	There may be a railway arch which could potentially be used to create a pedestrian / cycle access between near Warwick Gardens.	M			
New pedestrian / cycle bridge across New River, linking Hermitage area to Woodberry Down	This bridge could possibly link Eade Road with Katherine Close. There is the possibility of working with the Woodberry Down redevelopment, to see if this could connect with any future links across Seven Sisters Road.	L	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.
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, potentially linking in with a new access to Finsbury Park.	M	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.
Replace existing zebra crossing on Endymion Road with traffic signals	Replace the existing zebra crossing next to the New River with a signalised pedestrian crossing if justified.	M	ER-02	Replace existing zebra crossing on Endymion Road with traffic signals	Replace the existing zebra crossing next to the New River with a signalised pedestrian crossing.

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Individual options from the long list have been combined into 13 packages for the medium list.

Package / measure	Description	Timeframe	FOR INFORMATION ONLY (LONG LIST OPTIONS MAY HAVE BEEN REFINED BEFORE INCLUSION IN MEDIUM LIST)		
Green Lanes: Alternative package 1 (minor improvements)					
Generally leave Green Lanes cross section as it is. This package would seek to make minor improvements along Green Lanes, particularly at signalised junctions.					
Add yellow box junction to Turnpike Lane bus station exit	Buses exiting the bus station are sometimes delayed by vehicles stopped across the junction.	S	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.
Improve Green Lanes / Frobisher Road / Alfoxton Avenue junction	Changes could include improving pedestrian crossings; yellow box junctions; and blocking access to Frobisher Road. This is likely to require funding through the TfL Major Schemes programme.	L	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.
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.	M	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.
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.	M	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.
Reduce traffic flows on Salisbury Road	Left turn only from Salisbury Road to Green Lanes (ban ahead movement to Warham Road).	M	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.
			GL-14	Restrict access to Salisbury Road	Restrict vehicular access to Salisbury Road.
Improve Green Lanes / Williamson Road (Arena Retail Park) junction	Possible measures include improving pedestrian facilities.	M	GL-10	Improve Green Lanes / Williamson Road (Arena Retail Park) junction	Possible measures include improving pedestrian facilities.
Improve Green Lanes / Endymion Road junction	Changes could include improvements to traffic signal operation, such as the introduction of the right turn arrow for southbound traffic on Green Lanes.	M	GL-13	Improve Green Lanes / Endymion Road junction	Changes could include improvements to traffic signal operation.
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.	M	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.
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. This would be based on evidence from Transport for London iBus data, to address time periods when buses experience delays.	M	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.
Optimise pedestrian crossings along Green Lanes	Optimise timings and coordination of pedestrian crossing on Green Lanes. Given the level of pedestrian activity on Green Lanes (and the desire to encourage more walking), it is probably not appropriate to remove any pedestrian crossings (although their locations could be optimised).	M	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.
Localised improvements to cycle facilities along Green Lanes	Localised improvements to make cycling safer and more attractive along Green Lanes, such as provision of advanced stop lines (ASLs).	M	GL-18	Localised improvements to cycle facilities along Green Lanes	Localised improvements to make cycling safer and more attractive along Green Lanes.
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, so that Green Lanes is readily accessible by all.	M	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.
Make Green Lanes more 'green'	This may involve plant more trees, making use of bare walls to provide 'green walls', etc.	M	GL-20	Make Green Lanes more 'green'	Plant more trees, provide 'green walls', etc.
Ban U-turns	Ban U-turns along sections of Green Lanes that are congested. This could (subject to investigation) cover the section between St Ann's Road and Endymion Road.	M	GL-15	Ban U-turns	Ban U-turns along all or some of Green Lanes.
Review bus stop locations	Review existing bus stop locations. This would need to balance impacts on traffic and convenience for bus passengers.	M	GL-16	Review bus stop locations	Review existing bus stop locations, in order to reduce traffic bottlenecks.
Green Lanes: Alternative package 2 (minor improvements + continuous cycle facility)					
This package also includes the measures in 'Alternative package 1'.					
Continuous cycle facilities along Green Lanes	- Northbound: Cycle lane or track along Green Lanes (the exact level of segregation is subject to further investigation). This could either operate 24 hours a day or for more limited time periods. - Southbound: Cycles would be able to use to bus lane. The hours of operation of the bus lane would be reviewed. They could possibly be extended, potentially to 24 hours.	M/L	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.
			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.
Review parking on Green Lanes	In tandem with the above, provision for parking and loading on Green Lanes would be reviewed (both in terms of the amount of provision, its location, and hours of operation). This would need to balance the needs of traders, residents and those travelling through, as well as considering how travel by sustainable modes could be encouraged.	M	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.
			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.
			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.
Wightman Road / Ladder: Alternative package 1 (minor improvements)					
Do minimum, to address Ladder rungs with particularly high traffic flows, improve conditions on Wightman Road and improve conditions on Endymion Road.					
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 only one side of the road (subject to an assessment of demand for parking). Declutter pavements, and make safe and accessible for all pedestrians.	M	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.
			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.
Enhanced enforcement of HGV restrictions on Wightman Road	Provide a second CCTV camera at the southern end of Wightman Road (to complement the existing camera at the northern end).	S			
Discourage through traffic from Willoughby Road	Willoughby Road is currently the busiest road within the Ladder itself (excluding roads on its boundary). Use a combination of one-way restrictions and turn bans to make use of Willoughby Road unattractive to through traffic.	M	LA-11	Block access from Willoughby Road into Turnpike Lane	Measure to stop through traffic from using Willoughby Road.
			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
Discourage through traffic from Warham Road	Warham Road is currently the second busiest road within the Ladder itself (excluding roads on its boundary).This could involve banning the westbound ahead movement from Salisbury Road to Warham Road and/or reversing the one-way direction of Warham Road (so that it becomes eastbound).	M			
Improve Wightman Road / Turnpike Lane junction	Measures to improve this junction. This could include making pedestrian crossings more direct and reducing the large footprint of the junction.	M	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.
Install traffic calming measures on Endymion Road	Traffic calming measures to moderate vehicles speeds along Endymion Road. Investigate what traffic calming measures would be most appropriate.	M	ER-03	Install traffic calming measures on Endymion Road	Traffic calming measures to moderate vehicles speeds along Endymion Road.

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Wightman Road / Ladder: Alternative package 2 (extensive use of turn bans)						
More extensive use of right turn bans in and out of Ladder rungs. Likely to put additional pressure on surrounding junctions, which means that mitigation measures may be required. Also improve conditions on Wightman Road and improve conditions on Endymion Road.						
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 only one side of the road (subject to an assessment of demand for parking). Declutter pavements, and make safe and accessible for all pedestrians.	M	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.	
			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.	
Enhanced enforcement of HGV restrictions on Wightman Road	Provide a second CCTV camera at the southern end of Wightman Road (to complement the existing camera at the northern end).	S				
More extensive use of right turn bans in and out of Ladder rungs	Use right turn bans to discourage through traffic from Ladder rungs. Exact locations subject to investigation.	M	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.	
			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.	
Discourage through traffic from Willoughby Road	Willoughby Road is currently the busiest road within the Ladder itself (excluding roads on its boundary). Use a combination of one-way restrictions and turn bans to make use of Willoughby Road unattractive to through traffic.	M	LA-11	Block access from Willoughby Road into Turnpike Lane	Measure to stop through traffic from using Willoughby Road.	
			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	
Discourage through traffic from Warham Road	Warham Road is currently the second busiest road within the Ladder itself (excluding roads on its boundary).This could involve banning the westbound ahead movement from Salisbury Road to Warham Road and/or reversing the one-way direction of Warham Road (so that it becomes eastbound).	M				
Improve Wightman Road / Turnpike Lane junction	Measures to improve this junction. This could include making pedestrian crossings more direct and reducing the large footprint of the junction.	M	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.	
Install traffic calming measures on Endymion Road	Traffic calming measures to moderate vehicles speeds along Endymion Road. Investigate what traffic calming measures would be most appropriate.	M	ER-03	Install traffic calming measures on Endymion Road	Traffic calming measures to moderate vehicles speeds along Endymion Road.	
Wightman Road / Ladder: Alternative package 3 (Wightman Road one-way northbound)						
Wightman Road northbound only. Opportunity to create continuous cycle facility along Wightman Road. Likely to put additional pressure on surrounding junctions, which means that mitigation measures may be required. Also improve conditions on Wightman Road and improve conditions on Endymion Road.						
Wightman Road one-way northbound	This would mean the southbound through traffic could no longer use Wightman Road. The northbound direction has been chosen, as this may have benefits for Green Lanes, as it discourages right turns in and out of the Ladder rungs (to and from Green Lanes) by through traffic, thereby reducing friction.	M	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.	
			WR-03	Make Wightman Road one-way	Make Wightman Road one-way (either southbound or northbound). This may include an exemption for cycles.	
Continuous cycle facility along Wightman Road	The space gained by only needing one traffic lane could provide the opportunity to create a cycle facility along Wightman Road.	M	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.	
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 only one side of the road (subject to an assessment of demand for parking). Declutter pavements, and make safe and accessible for all pedestrians.	M	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.	
			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.	
Enhanced enforcement of HGV restrictions on Wightman Road	Provide a second CCTV camera at the southern end of Wightman Road (to complement the existing camera at the northern end).	S				
Discourage through traffic from Willoughby Road	Willoughby Road is currently the busiest road within the Ladder itself (excluding roads on its boundary). Use a combination of one-way restrictions and turn bans to make use of Willoughby Road unattractive to through traffic.	M	LA-11	Block access from Willoughby Road into Turnpike Lane	Measure to stop through traffic from using Willoughby Road.	
			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	
Discourage through traffic from Warham Road	Warham Road is currently the second busiest road within the Ladder itself (excluding roads on its boundary).This could involve banning the westbound ahead movement from Salisbury Road to Warham Road and/or reversing the one-way direction of Warham Road (so that it becomes eastbound).	M				
Improve Wightman Road / Turnpike Lane junction	Measures to improve this junction. As Wightman Road will only be one-way, there is the opportunity to implement a more radical improvement.	M	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.	
Install traffic calming measures on Endymion Road	Traffic calming measures to moderate vehicles speeds along Endymion Road. Investigate what traffic calming measures would be most appropriate.	M	ER-03	Install traffic calming measures on Endymion Road	Traffic calming measures to moderate vehicles speeds along Endymion Road.	
Establish new bus lanes across the area	New bus lanes may be required as a mitigation measure.	M	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.	

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Wightman Road / Ladder: Alternative package 4 (bollards on all Ladder rungs)					
<i>Bollards on all Ladder rungs. Likely to put additional pressure on surrounding junctions, which means that mitigation measures may be required. Also improve conditions on Wightman Road and improve conditions on Endymion Road.</i>					
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 only one side of the road (subject to an assessment of demand for parking). Declutter pavements, and make safe and accessible for all pedestrians.	M	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.
			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.
Enhanced enforcement of HGV restrictions on Wightman Road	Provide a second CCTV camera at the southern end of Wightman Road (to complement the existing camera at the northern end).	S			
Localised improvements to cycle facilities along Wightman Road	This package may include localised improvements to cycle facilities along Wightman Road.	M	WR-08	Localised improvements to cycle facilities along Wightman Road	Localised improvements to make cycling safer and more attractive along Wightman Road.
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.	M	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.
Improve Wightman Road / Turnpike Lane junction	Measures to improve this junction. This could include making pedestrian crossings more direct and reducing the large footprint of the junction.	M	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.
Install traffic calming measures on Endymion Road	Traffic calming measures to moderate vehicles speeds along Endymion Road. Investigate what traffic calming measures would be most appropriate.	M	ER-03	Install traffic calming measures on Endymion Road	Traffic calming measures to moderate vehicles speeds along Endymion Road.
Establish new bus lanes across the area	New bus lanes may be required as a mitigation measure.	M	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.
Wightman Road / Ladder: Alternative package 5 (filter Wightman Road)					
<i>Filter Wightman Road (similar to arrangement during bridge replacement). Opportunity for 'shared surface' type treatments. Likely to put significant additional pressure on surrounding road network (impacting both general traffic and buses), which means that extensive mitigation measures will be required to ameliorate impacts. This may include improved bus priority and changes to junction across a wide area (not limited to just the study area). Also improve conditions on Wightman Road and improve conditions on Endymion Road.</i>					
Filter Wightman Road	Wightman Road would be closed at a number of points to motorised traffic (similar to the arrangement during the bridge replacement). Through access would be retained for cycles and pedestrians.	M	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.
Improve cycle conditions along Wightman Road	By removing through traffic, it may be possible to implement a flush surface treatment. The lower level of traffic may mean that there is less need for segregation between cycles and motorised traffic.	M	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.
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 only one side of the road (subject to an assessment of demand for parking). Declutter pavements, and make safe and accessible for all pedestrians.	M	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.
			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.
Discourage through traffic from Willoughby Road	Willoughby Road is currently the busiest road within the Ladder itself (excluding roads on its boundary). Use a combination of one-way restrictions and turn bans to make use of Willoughby Road unattractive to through traffic.	M	LA-11	Block access from Willoughby Road into Turnpike Lane	Measure to stop through traffic from using Willoughby Road.
			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
Improve Wightman Road / Turnpike Lane junction	Measures to improve this junction. As Wightman Road will not have any through traffic, there is the opportunity to implement a more radical improvement.	M	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.
Install traffic calming measures on Endymion Road	Traffic calming measures to moderate vehicles speeds along Endymion Road. Investigate what traffic calming measures would be most appropriate.	M	ER-03	Install traffic calming measures on Endymion Road	Traffic calming measures to moderate vehicles speeds along Endymion Road.
Establish new bus lanes across the area	New bus lanes may be required as a mitigation measure.	M	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.
Hermitage: Package of improvements across the Hermitage area					
Move pavement parking onto the carriageway on Hermitage Road, Eade Road and/or Vale 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. Further investigation required to confirm which sections of roads to be applied to. Passing places may need to be provided.	S	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.
Improve junctions across the Hermitage area	Improvements would aim to improve road safety, as well as improving the streetscape and conditions for pedestrians. These could take the form of raised tables, kerb build-outs and planting (similar to measures implemented in the Gardens area). Further investigation required to confirm which junctions.	M	HE-08	Improve safety of Hermitage Road / Vale Road / Finsbury Park Avenue junction	Measures to improve safety at this junction.
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).	M	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).
Gardens: Package of improvements across the Gardens area					
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. Number and location of passing places subject to further investigation, and would need to be balanced with demand for parking.	S	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.
Convert Warwick Gardens rising bollards to a permanent closure	There are various operational issues associated with the existing rising bollards on Warwick Gardens. Convert the bollards to a permanent closure, which could be similar to the existing permanent closure at the northern end of Cleveland Gardens. Access for emergency vehicles would need to be considered.	M	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 options would convert the bollards to a permanent closure.

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

Individual options from the long list have been combined into 13 packages for the medium list.

Package / measure	Description	Timeframe	FOR INFORMATION ONLY (LONG LIST OPTIONS MAY HAVE BEEN REFINED BEFORE INCLUSION IN MEDIUM LIST)		
St Ann's: Package of improvements across the St Ann's area					
Improve St Ann's Road / Hermitage Road / North Grove roundabout	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.	S	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.
Improve access arrangements (particularly for pedestrians) around Chestnuts Primary School	This could involve: - Safer pedestrian crossings (across both Black Boy Lane and St Ann's Road) - A new access to Chestnuts Park opposite the school	M	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
Improve zebra crossings on St Ann' Road	Investigate how existing zebra crossings could be made safer, whilst also balancing efficiency for pedestrians and vehicles. Potential solutions include: - Converting crossings to traffic signals - Relocating crossings	M	SA-06	Measures to improve compliance with zebra crossings on St Ann's Road	Improve conspicuity of zebra crossings, and possible improve enforcement of compliance with them.
			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.
West Green Road improvements	Various improvements along West Green Road, to improve road safety, pedestrian access and efficiency. This may include: - Improvements to the West Green Road / Langham Road junction, including a pedestrian crossing - Westbound right turn lane from West Green Road to Belmont Road	M	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.
			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.
			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.
St Ann's Road improvements	Various improvements along St Ann's Road, to improve road safety, pedestrian access and efficiency. This may include: - Improved traffic signal operation - Optimising lane layouts and parking - Measures to moderate vehicle speeds	M	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.
			SR-03	Install speed camera / vehicle activated sign on St Ann's Road	Measures to reduce speeding along St Ann's Road.
St Ann's: Package of measures to reduce north-south through traffic in the St Ann's area					
Holistic measures to reduce north-south through traffic in the St Ann's area	This issue needs a holistic solution, otherwise implementing measures in isolation would displace traffic onto other roads. Likely to include a combination of turn bans, one-way restrictions and closures to reduce north-south through traffic between St Ann's Road and West Green Road. It is likely that Blackboy Lane would need to remain open, as this is used by two bus routes.	M	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.
			SA-04	Make Etherley Road one-way	Implement one-way restrictions on Etherley Road (and possible surrounding roads) to discourage through traffic.
			SA-08	Measures to reduce through traffic on Avenue Road	Implement measures to discourage through traffic on Avenue Road.

END