

5.4 Mayoral Priority Area: Relieving traffic congestion and improving journey time reliability including through the use of travel demand measures

MTS Policy and/or Proposals

Proposal 4G.12: The Strategy adopts a target for 2011 of absolute reductions in weekday traffic of 15 percent in Central London, zero growth across the rest of inner London, and reducing growth in outer London by a third, with the aim of achieving zero growth or absolute reductions in outer London town centres. This will provide a context for the London boroughs' road traffic reduction responsibilities. The London boroughs will be expected to play a key role in achieving or exceeding these targets through road traffic reduction initiatives introduced at local level. This target will be kept under review in the light of monitoring evidence.

Proposal 4G.14: Supporting measures to the proposed CCS, as outlined in annex 5 (of the MTS) - the congestion charging scheme for central London, will be introduced by TfL and the boroughs.

Proposal 4G.18: The approach adopted on red routes set out in paragraphs 4G.102 - 4G.104 (including environmental improvements) should be applied to the whole of the TLRN and roads designated as GLA side roads before the end of 2004; Parallel initiatives should be applied by the London boroughs to all other 'A' Roads and busy bus routes starting in 2003

Proposal 4G.19: TfL will take forward the setting up of a London Traffic Control Centre, bringing together traffic management and control functions.

Proposal 4G.20: TfL will identify the major congestion bottlenecks on the TLRN and develop a programme of options for consideration. The London boroughs should identify the worst congestion bottlenecks on those parts of the road network that fall under their control in their LIP.

Proposal 4G.24: The Mayor will press the Government to bring forward legislation that will increase the powers available to highway authorities to control streetworks. Subject to the necessary legislation, TfL will investigate the introduction of a pilot 'street space rental' system for works undertaken on or inside the Inner Ring Road, whereby there is a financial incentive to complete streetworks quickly and with minimum disruption. This pilot could be extended to other parts of London if it proved successful.

Proposal 4H.3: The London boroughs and businesses will be encouraged to support the development and introduction of car sharing schemes and city car clubs.

Proposal 4K.3: The London boroughs and TfL should review the London Lorry Ban's exempt network and access routes to it. They should also consider the wider strategic context of the Ban.

Proposal 4P.4: The London boroughs in conjunction with TfL and key partners including business, health authorities and educational establishments will develop programmes to encourage individuals and organisations to adopt more sustainable modes of transport. These will include:

- Travel awareness campaigns: The London boroughs will develop programs to make people aware of the benefits of sustainable travel. This could include information packs and presentations at schools, and participation in high profile events (such as car free day)*
- Workplace travel plans: The London boroughs will develop a programme to provide travel advice in partnership with TfL. Employers will be encouraged to establish travel plans, to inform employees of the options available, and address issues such as parking provision, location decisions, and lack of facilities for cyclists. Such plans should be an integral part of development applications (see Policy3.Po7).*
- School Travel Plans: The London boroughs will work with schools to develop Plans that encourage more sustainable forms of Travel and reduce traffic congestion at schools.*
- Exploring marketing and ticketing opportunities to encourage the use of public transport for visits to major cultural and leisure events.*
- Campaigns to encourage responsible car use and driving techniques.*

Performance Indicators/Targets

Road Traffic Reduction Target

5.4.1. TfL define Haringey as an Inner London borough. Haringey is located in the North sub-region alongside Enfield, Barnet and Waltham Forest. The MTS categorises these 3 boroughs as Outer London. In addition, in Table 4.1b of LIP Guidance Wood Green is considered an Outer London town centre.

5.4.2. In developing its road traffic reduction target, the Council has taken into account the growth agenda being pursued by the Government and Transport for London as well as the pressure for higher density development.

5.4.3. In the London Plan Haringey Heartlands is considered an Area for Intensification with 1,500 jobs and 1,000 new homes expected by

2016. Tottenham Hale is an Opportunity Area with indicative estimates of 5,000 jobs and 200 homes by 2016. Policy is to maximise residential and non-residential densities in these areas. The Tottenham Hale area is part of the London-Stansted-Cambridge-Peterborough growth corridor in the Government's Sustainable Communities Plan.

- 5.4.4. The Council is actively seeking to locate higher density developments in locations well-served by public transport and other transport infrastructure. However, development pressures are occurring throughout the Borough. Very few areas of the Borough are poorly served by public transport. The Public Transport Accessibility Map in Chapter 2 gives an indication of the accessibility of areas of the Borough. There will inevitably be developments that generate traffic and hence to add to traffic volumes on the road network. The Council has been pursuing policies to reduce the volume of traffic generated by new development as well as policies to provide an alternative to motor vehicle usage, particularly the private car.
- 5.4.5. It is noted that the three adjoining boroughs to Haringey in the North London sub-region have a target percentage change in traffic growth between 2001 and 2011 of 6%. Haringey's target as an Inner London borough is 0% growth as proposed in LIP guidance.
- 5.4.6. Data from the Department for Transport for the period 1993 to 2003 gives a broad indication of changes in traffic levels. The data shows that between an average for 1993/95 to the average for 2001/03 traffic volumes grew from 622 to 633 million vehicle kilometres, an increase of 2%. Projecting this forward to 2011 the estimated traffic growth may be about a further 2%. This projection excludes the implications of the London Plan policies and growth agenda for the regeneration areas.
- 5.4.7. Because of the growth agenda and the challenges to provide for this growth without additional traffic volume in the Borough, the Council would be seeking to limit traffic growth to 2.5% between 2001 and 2011. Nevertheless there is an aspiration to limit traffic growth to zero over the same time period. Either target will be challenging in the context of regeneration and housing pressures and also the location of the Borough in relation to its partners in North London who have a less demanding traffic growth target. We will be seeking to achieve plus 1% traffic growth in Wood Green town centre in line with TfL's target.
- 5.4.8. The table below outlines the possible additional traffic volume generated by forecast housing and employment growth in the

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Borough. The housing figure is from the London Housing Capacity Study completed in 2004 while the employment estimate is from work undertaken by the GLA in 2002.

Table 5.4.1 Traffic Growth estimates

Growth scenarios	2001 traffic volume [million veh/km]	Background change [2001 – 2011]	Expected change [million veh/km]	Total	% change required to meet target	
					Zero % traffic growth	+2.5% traffic growth
Housing: 6800 units			+ 7.9			
Employment: 7700 jobs			+ 6.1			
Total	629	642	+ 14.0	656	- 4.3	-1.8

The following assumptions have been made for the traffic growth estimates:

1. Modal split for motor vehicle traffic from LATS 2001 [40% of all trips by motor vehicle]
2. Average 5km journey length for motor vehicle trips in Haringey
3. Average of 1.59 motor vehicle trips per day per person [LATS 2001]
4. 250 working days for employment traffic growth
5. Daily travel for housing

5.4.9. Measures to reduce road traffic would contribute to meeting the targets of zero growth and plus 2.5% growth. Measures to be undertaken by the Council include:

1. Promoting workplace travel plans
2. Promoting school travel plans
3. Developing travel awareness initiatives
4. Implementing controlled parking zones
5. Reducing the need to travel through land use planning
6. Promoting car-free housing developments
7. Supporting car sharing schemes and car clubs
8. Requiring maximum car parking provision for developments
9. Promoting more walking and cycling
10. Promoting more public transport subject to capacity
11. Promoting home working and home delivery

5.4.10. It is difficult to estimate how much these measures collectively or individually can contribute to reductions in traffic

growth. However, a key challenge will be the resources available to fully implement many of these initiatives. The ability to deliver the travel demand management are linked to the availability of revenue funding as well as capital funding for physical measures. It is unclear whether sufficient funding will be made available by Transport for London to fully progress this area of work. Related to this is the necessity to lock in reductions in traffic so ensure that suppressed demand for more motor vehicle usage is not released by freeing up existing road capacity.

5.4.11. For Wood Green metropolitan town centre it is considered realistic to aim to achieve a target of plus 1% traffic growth with the well developed public transport services and the presence of a comprehensive CPZ. However, confusingly the target referred to in the Mayor's Transport Strategy is for zero traffic growth in outer London town centres. Current modal split for shopping purposes Wood Green is 28% by car; 54% by bus, 15% walk and 3% by tube.

5.4.12. The target for general traffic journey time reliability will be developed following its introduction for the TLRN roads. Identification of changes in modal shift will be at the London-wide level.

Traffic Management Act

5.4.13. The Act covers several areas of relevance for London Boroughs including the network management duty, appointment of traffic manager for each traffic authority, establishing a permit system for road works and civil enforcement for non-endorsable driving offences.

5.4.14. Under the Act, it is stated in Section 16 (1) that " it is the duty of a local traffic authority to manage their road network with a view to achieving so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the following objectives:

- a) securing the expeditious movement of traffic on the authority's road network; and,
- b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority"

5.4.15. The Council recognises the importance of making the best use of its road network. To meet its obligations under the Act, the Council has appointed a Traffic Manager. We have identified locations that are considered to be causing delays and congestion and prepared an

implementation programme. This is set out in Tables 5.4.3 to 5.4.5 at the end of this section.

5.4.16. In Chapter 3 [Haringey Transport Strategy] we describe the priorities for allocating road space on the different types of road. For convenience this is set out below:

T10 The Council will allocate road space on its highway network in accordance with the following hierarchy of road user. The priority given to each type of road user is related to the nature of the road. The table below gives guidance on this priority. The type of road is that used in developing the road hierarchy is that in the UDP.

Table 5.4.2 Road Space Allocation Priorities

Road User	Type of Road			
	Strategic Routes	London Distributor Routes	Local Distributor Routes	Local Access Roads
Pedestrians	-	0	+	+
Cyclists	-	0	+	+
Bus passengers	+	+	+	-
Commercial/ delivery vehicles	+	+	0	-
Disabled drivers	+	+	+	+
High occupancy vehicles	+	0	-	-
Motorcycles/ mopeds	+	0	0	-
Car commuter journeys	-	-	-	-
Low occupancy vehicles for other journey purposes	-	-	-	-
Through commercial traffic	-	-	-	-

Key: + Support road space allocation
0 Neutral on road space allocation
- Discourage provision of road space

5.4.17. We are seeking to ensure that traffic is channelled onto the main road network as these roads are most suited to it. Although the main roads have a traffic and distribution function, these roads are also residential and local shopping and commercial centres. We will seek to minimise the adverse impact of traffic volumes through safety and environmental measures such as pedestrian crossings, cycle lanes, landscaping, widening of footways and improvements to the public realm. We are working with Transport for London on initiatives to improve its own roads [Transport for London Road Network].

5.4.18. The road space allocation priorities provide the context for the Council's policies to support sustainable transport. While the Council supports more walking, cycling and greater use of public transport it

recognises that different types of road are more suitable for different road users. The Strategic Road network forming the Transport for London Road Network [TLRN] and Strategic Roads designated by the Government aims to attract and serve longer distance movement throughout London, particularly by commercial and public transport vehicles as well as linking London to the national road network. London Distributor Roads aim to attract and serve traffic crossing boroughs, link centres of London with each other and provide attractive routes for bus services. Local Distributor and access roads distribute traffic within a borough, serve frontage properties and contribute to the local amenity. The differences in the priorities for each type of road have informed Table 5.3.2.

5.4.19. The critical issue is for a balance to be achieved between the expeditious movement of traffic that is defined in the Act as including pedestrians against the other policies being pursued by the Council. The Government's draft guidance on the Network Management Duty requires the identification of current and future causes of congestion. The challenge is to identify possible future congestion points given the uncertainties on development proposals, future transport policies and proposals being pursued by external bodies and general traffic growth.

5.4.20. We will be vigorously supporting effective management of the Borough's highway network. We support the work TfL are doing to better co-ordinate street works and recognise the value of reducing traffic disruption through indiscriminate road works. We fully recognise that the network management duty is not solely related to the movement of motor vehicle traffic but also addresses the movement of pedestrians and cyclists as well as the need to support other policies to improve road safety and discourage car use particularly commuter car traffic.

5.4.21 Guidance is expected from the Government on the monitoring and evaluation of the Council's performance under the Network Management Duty and the criteria under which the Secretary of State would intervene if a traffic authority was considered failing in its duty.

5.4.22. The Traffic Management Act provides for the establishment of a Strategic Road Network. London Boroughs will be the highway authority for these roads but will be required to consult Transport for London on planned works on designated strategic roads. The aim is to reduce delays to traffic through unco-ordinated works. The Council has expressed concern that the scheme will affect the design and implementation of schemes and that the Mayor can apply for possible extensions to the network. In Haringey the following roads are part of the strategic road network:

- A105 [Green Lanes/ Wood Green High Road]
- A1080 [Westbury Avenue/The Roundway (west)]

- A109 [Lordship Lane between Westbury Avenue and The Roundway (west)]
- A1010 [Tottenham High Road north of Bruce Grove]

School Travel Plans

5.4.23. The targets for the take up of school travel plans are to work with schools to review travel to all schools by 2008 with significant progress having been made by March 2006. The Council's work on school travel plans/safer routes to school is set out in detail in the separate School Travel Plan document.

Schemes/Programme for 2005/6 to 2010/11

5.4.24. Consultants work to develop measures to address congestion hotspots is outlined below. This work supports the target for improvements to general journey time reliability.

5.4.25. Table 5.4.3 has information on existing congestion hotspots as identified by TfL TOCU and local bus operators. Using this data a programme has been devised taking into account those locations with the greatest need and the road hierarchy. Each of the schemes identified has been grouped in terms of network hierarchy as follows:

- Borough Principal Road Network
 - Busy bus routes
 - A roads
- Local distributor roads
- Remaining Borough road network

Scheme Priority

5.4.26. It was recognised that routes of a strategic significance should become top priority in the scheme selection process. Therefore those congestion problems on the Busy Bus Route network have been assigned first priority. The second priority has been assigned to those congestion problems located on the Borough Principal Road Network (BPRN) which essentially consists of the 'A' roads within the Borough. Third priority has been assigned to those schemes located on the Local Distributor Network. The lowest priority level has been assigned to any potential schemes located on the remainder of the Borough road network, although it should be noted that no schemes were identified on this part of the network.

5.4.27. To provide a systematic approach to prioritising the schemes, a simple scoring method was used where the schemes are assigned a "network hierarchy score" of between 1 and 3 depending on status. Busy Bus Routes located on the BPRN network have been assigned a value of

3. The 'A' Roads have been assigned a value of 2 and the Local Distributor Roads assigned a value of 1. To assist in prioritising those schemes within the same network hierarchy, bus frequency would provide a fair proxy for road usage and this has been used to develop scheme prioritisation.

5.4.28. The scoring system is then a simple multiplication of the network hierarchy score multiplied by the bus frequency as shown below:

$$\text{Score} = \text{Network Hierarchy} \times \text{Bus Frequency}$$

5.4.29. The schemes have then been ranked on the assessment score. The list of possible improvement schemes together with the assessment score and priority ranking has been detailed in the Scheme Identification list shown in Table 5.4.4 below.

Option Identification, Evaluation and Costs

5.4.30 From the schemes identified in Table 5.4.3 each needs to be viewed in terms of deliverability following the consultation process. The schemes have been included along with outline cost estimates. All of the proposed schemes have been allocated to the financial programme over the next 5 years in accordance with the LIP guidance. A funding level of approximately £500,000 has been allowed for each financial year.

5.4.31. Table 5.4.5 below provides a list of the proposed schemes with cost estimates and an implementation programme based on the priority ranking. The table also identifies the relevance of each scheme to the Mayor's Transport Strategy policies, priorities and targets

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Table 5.4.3 Congestion Bottlenecks Summary

Road Name	Location	Description of Delay Congestion	Hotspot Ref.
Station Road	From Brabant Road to Wood Green High Road	Parking in Station Road close to the Green Lanes junction severely restricts traffic flows both eastbound and westbound. The westbound restriction blocks back onto the junction and blocks traffic on the High Road.	-
Park Avenue		Peak traffic flows blocking back into Station Road (Wood Green) and Bounds Green Road (and thus forming a loop with tailbacks to Wood Green High Road)	-
Lordship Lane	On the approach to High Road	Vehicles badly parked in the narrow parking bays in Lordship Lane often obstruct the Wood Green junction.	-
Langhedge Lane	Fore Street and Snells Park		
Green Lanes	From Turnpike Lane to Manor House Station	Illegal parking and heavy shopping traffic including weekends and evenings. Traffic turning right into Sainsbury's causes long tailbacks. Issues of enforcement. Illegal parking causes block back to Turnpike Lane in morning peak and Brownswood Road in evening peak.	1
Turnpike Lane LUL Station		Traffic congestion at junction exacerbated by illegal parking. Major problem.	2
Wood Green High Road	From Lordship Lane to Turnpike Lane	Narrow width of carriageway and illegal parking and loading activity causes heavy delays.	3
Wood Green LUL Station		Traffic congestion at junction, parking in Lordship Lane and opposite bus garage. Kiss and Ride problem during peak hours.	4
Colney Hatch Lane	Muswell Road to Alexandra Park Road	Parking and loading/unloading. No restrictions in some areas allow legitimate parking which can block traffic flow.	8
Stroud Green Road	Entire length	Shoppers, Deliveries, minicabs, snooker hall. Is worst during the evening	9
Turnpike Lane	Entire length	Shoppers and Deliveries.	10
High Road, Tottenham	From Lordship Lane to Brantwood Road	Significant parking problems associated with shops, including bus stops - all days and all times. Parking & loading in northbound bus lane. Sainsburys superstore has a signalised junction closely followed by the two signalised junctions at Northumberland Park	12
High Road, Wood Green	From Lordship Lane to Bounds Green Road	Parking throughout the day. Unloading of deliveries occurs throughout the day. This reduces the High Road to one lane. Traffic tails back across the Bounds Green Road junction.	13
High Road, Tottenham	Lansdowne Road to Bruce Grove	Parking between Dowsett Road and Bruce Grove is a major problem. Significant problems with traffic light phasing at Dowsett Road.	15
Lordship Lane	From Redvers Road to Westbury Avenue	Shoppers and deliveries, especially electrical goods. Minicabs on approach to High Road.	16
West Green Road		Illegal parking	17
Westbury Avenue	Between Roundway and Turnpike Lane	Car parking	18
Broadway, Crouch End		Shoppers and deliveries	20
Philip Lane	Entire length	Residential parking and sports centre	22
High Street, Hornsey	Middle lane to Hillfield Avenue	Shoppers and deliveries. Small business working from kerb side and general parking and loading offences. Parking on bus stops.	23
Muswell Hill Broadway		Parking and loading/unloading	24
Park Road, Crouch End		Shoppers and deliveries	27

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Road Name	Location	Description of Delay Congestion	Hotspot Ref.
St Ann's Road	At Hermitage Road	Rat running traffic causes delays at mini roundabout	28
Tottenham Lane		Parking and loading and unloading	29
White Hart Lane	by the Rail Station	Parking by minicab offices and local shops	30

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Table 5.4.4 Congestion Bottlenecks Scheme Identification

Item	Road Name	Location	Description of Delay Congestion	Hotspot Ref.	"Do Minimum" Scheme Proposal	"Do Something" Scheme Proposal	Bus Route Frequency (buses/hour)	Assessment Score	Rank
Borough Principal Road Network - Busy Bus Routes									
7-1	Green Lanes	From Turnpike Lane to Manor House Station	Illegal parking and heavy shopping traffic including weekends and evenings. Traffic turning right into Sainsbury's causes long tailbacks. Issues of enforcement. Illegal parking causes block back to Turnpike Lane in morning peak and Brownswood Road in evening peak.	1	Improved parking enforcement	1) Waiting and loading review. 2) Add additional loading bay cut backs to the length of Green Lanes. 3) Signal timing modification at Sainsbury's.	27	81	10
7-2	Turnpike Lane LUL Station	Turnpike Lane/Wood Green High Road/Westbury Avenue junction	Traffic congestion at junction exacerbated by illegal parking.	2	1) CCTV enforcement of Yellow Box Junction 2) Improved parking enforcement including	1) Signal timing modifications including side roads for flow continuity 2) Waiting and loading review on side roads 3) Junction modifications	114	342	1
7-3	Wood Green High Road	From Lordship Lane to Turnpike Lane	Narrow width of carriageway and illegal parking and loading activity causes heavy delays.	3	Improved parking enforcement	Implement CCTV enforcement.	99	297	2
7-4	Wood Green LUL Station	Wood Green High Road/Lordship Lane/Station Road junction	Traffic congestion at junction, parking in Lordship Lane and opposite bus garage. Kiss and Ride problem during peak hours.	4	Improved parking enforcement	1) Waiting and loading review for peak times. 2) Junction layout improvements.	76	228	3

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Item	Road Name	Location	Description of Delay Congestion	Hotspot Ref.	"Do Minimum" Scheme Proposal	"Do Something" Scheme Proposal	Bus Route Frequency (buses/hour)	Assessment Score	Rank
7-5	High Road, Wood Green	From Lordship Lane to Bounds Green Road	Parking throughout the day. Unloading of deliveries occurs throughout the day. This reduces the High Road to one lane. Traffic tails back across the Bounds Green Road junction.	13	Improved parking enforcement	1) Waiting and loading review and consideration of physical measures.	76	228	3
7-6	Lordship Lane	From Redvers Road to Westbury Avenue	Shoppers and deliveries, especially electrical goods. Minicabs company causing obstruction approach to Redvers Road.	16	Implement CCTV enforcement and increase parking attendant enforcement.	1) Examine scope for introducing loading bay. 2) Extend eastbound bus lane on Lordship Lane (approach to Boreham Road). 3) Retiming of traffic signals.	31	93	6
7-7	Turnpike Lane	Entire length	Shoppers and deliveries waiting and loading, causing width restrictions to narrow carriageway taken up by a bus lane (1600-1900) and 2 lanes of traffic. Congestion occurs as a result.	10	Additional CCTV cameras for bus lane and parking enforcement together with and additional parking attendant enforcement.	Waiting and Loading review.	24	72	11
7-8	High Street, Hornsey	Middle Lane to Hillfield Avenue	Shoppers and deliveries. Small business working from kerb side and general parking and loading offences. Parking on bus stops.	23	Improved parking enforcement	Waiting and Loading review.	9	27	17

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Item	Road Name	Location	Description of Delay Congestion	Hotspot Ref.	"Do Minimum" Scheme Proposal	"Do Something" Scheme Proposal	Bus Route Frequency (buses/hour)	Assessment Score	Rank
7-9	Colney Hatch Lane	Borough Boundary to Muswell Road	Parking and loading/unloading. No restrictions in some areas allow legitimate parking which can block traffic flow.	8	Waiting and Loading review.	Waiting and Loading review.	17	51	13
7-10	Muswell Hill Broadway	From Muswell Hill to Muswell Road	Parking and loading/unloading	24	Improved parking enforcement	Waiting and Loading review.	35	105	5
7-11	High Road, Tottenham	From Lordship Lane to Brantwood Road	Significant parking problems associated with shops, including bus stops - all days and all times. Parking & loading in northbound bus lane. Sainsburys superstore has a signalised junction closely followed by the two signalised junctions at Northumberland Park.	12	Improved parking enforcement	1) Implement bus lane CCTV enforcement. 2) Review signal phases of the three junctions.	30	90	7
7-12	High Road, Tottenham	Lansdowne Road to Bruce Grove	Parking between Dowsett Road and Bruce Grove is a major problem. Significant problems with traffic light phasing at Dowsett Road.	15	Improved parking enforcement	1) Examine scope for introducing loading bays 2) Retiming of traffic signals.	30	90	7
Borough Principal Road Network - 'A' Roads									
7-13	West Green Road	Entire Length	Illegal parking	17	Improved parking enforcement	Waiting and Loading review.	31	62	12
7-14	Westbury Avenue	Between Roundway and Turnpike Lane	Car parking	18	Improved parking enforcement	1) Waiting and Loading review. 2) Inset loading bays.	21	42	16

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Item	Road Name	Location	Description of Delay Congestion	Hotspot Ref.	"Do Minimum" Scheme Proposal	"Do Something" Scheme Proposal	Bus Route Frequency (buses/hour)	Assessment Score	Rank
7-15	Tottenham Lane	Entire length	Parking and loading and unloading	19	Improved parking enforcement	Waiting and Loading review.	25	50	14
7-16	Broadway, Crouch End	Entire length	Parking and loading and unloading	20	Improved parking enforcement	Waiting and Loading review.	25	50	14
7-17	Stroud Green Road	Entire length	Parking from shoppers, deliveries, minicabs, snooker hall. Worst during the evenings.	9	Improved parking enforcement	Waiting and Loading review.	42	84	9
Local Distributor									
7-18	Station Road	From Brabant Road to Wood Green high Road	Parking in Station Road close to the Green Lanes junction severely restricts traffic flows both eastbound and westbound. The westbound restriction blocks back onto the junction and blocks traffic on the High Road.	-	Improved parking enforcement	Waiting and Loading review.	19	19	19
7-19	Park Avenue	Entire length	Peak traffic flows blocking back into Station Road (Wood Green) and Bounds Green Road (and thus forming a loop with tailbacks to Wood Green High Road)	-	Improved parking enforcement	Waiting and Loading review.	0	0	23
7-20	Park Road, Crouch End	Entire length	Shoppers and deliveries	27	Improved parking enforcement	Waiting and Loading review.	20	20	18
7-21	Philip Lane	Entire length	Residential parking and sports centre	22	Improved parking enforcement	Waiting and Loading review.	11	11	21
7-22	St Ann's Road	At Hermitage Road	Rat running traffic causes delays at mini roundabout	28	Implement 20mph zone	Implement traffic signals	6	6	22
7-23	White Hart Lane	Near the Rail Station	Parking by minicab offices and local shops	30	Improved parking enforcement	Waiting and Loading review.	12	12	20

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Table 5.4.5 Congestion Bottlenecks Implementation Programme

Scheme Ref.	Road Name	Location	Problem	"Do Something" Proposal	Estimated Scheme Cost (£000s)	Yearly Breakdown of Costs (£000s)				Ranking	Mayor's Objectives		
						2006/07	2007/08	2008/09	2009/10		Priority Area No.	Proposal/Policy No.	Target No.
7-2	Turnpike Lane LUL Station	Turnpike Lane/Wood Green High Road/Westbury Avenue junction	Traffic congestion at junction exacerbated by illegal parking.	1) Signal timing modifications including side roads for flow continuity 2) Waiting and loading review on side roads 3) Junction modifications	200	200				1	III	4G.Pr20	6
7-3	Wood Green High Road	From Lordship Lane to Turnpike Lane	Narrow width of carriageway and illegal parking and loading activity causes heavy delays.	Implement CCTV enforcement.	45	45				2	III	4G.Pr20	6
7-4	Wood Green LUL Station	Wood Green High Road/Lordship Lane/Station Road junction	Traffic congestion at junction, parking in Lordship Lane and opposite bus garage. Kiss and Ride problem during peak hours.	1) Waiting and loading review for peak times. 2) Junction layout improvements.	100	100				3	III	4G.Pr20	6
7-5	High Road, Wood Green	From Lordship Lane to Bounds Green Road	Parking throughout the day. Unloading of deliveries occurs throughout the day. This reduces the High Road to one lane. Traffic tails back across the Bounds Green Road junction.	1) Waiting and loading review. and consideration of physical measures.	100	100				4	III	4G.Pr20	6

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Scheme Ref.	Road Name	Location	Problem	"Do Something" Proposal	Estimated Scheme Cost (£000s)	Yearly Breakdown of Costs (£000s)				Ranking	Mayor's Objectives		
						2006/07	2007/08	2008/09	2009/10		Priority Area	Policy/proposal No.	Target No.
7-10	Muswell Hill Broadway	From Muswell Hill to Muswell Road	Parking and loading/unloading	Waiting and Loading review.	25	25				5	III	4G.Pr20	6
7-6	Lordship Lane	From Redvers Road to Westbury Avenue	Shoppers and deliveries, especially electrical goods. Minicabs causes obstruction on the westbound approach to Redvers Road.	Examine Scope for introducing loading bays 2) Extend eastbound bus lane on Lordship Lane (approach to Boreham). 3) Retiming of traffic signals.	125	125				6	III	4G.Pr20	6
7-11	High Road, Tottenham	From Lordship Lane to Brantwood Road	Significant parking problems associated with shops, including bus stops - all days and all times. Parking & loading in northbound bus lane. Sainsburys superstore has a signalised junction closely followed by the two signalised junctions at Northumberland Park and White Hart Lane	1) Implement bus lane CCTV enforcement. 2) Review signal phases of the three junctions.	80		80			7	III	4G.Pr20	6
7-12	High Road, Tottenham	Lansdowne Road to Bruce Grove	Parking between Dowsett Road and Bruce Grove is a major problem. Significant problems with traffic light phasing at Dowsett Road.	1) Examine Scope for introducing loading bays 2) Retiming of traffic signals.	75		75			8	III	4G.Pr20	6
7-17	Stroud Green Road	Entire length	Parking from shoppers, deliveries, minicabs, snooker hall. Worst during the evenings.	Waiting and Loading review.	50		50			9	III	4G.Pr20	6

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Scheme Ref.	Road Name	Location	Problem	"Do Something" Proposal	Estimated Scheme Cost (£000s)	Yearly Breakdown of Costs (£000s)				Ranking	Mayor's Objectives		
						2006/07	2007/08	2008/09	2009/10		Priority Area	Policy/ proposal No.	Target No.
7-1	Green Lanes	From Turnpike Lane to Manor House Station	Illegal parking and heavy shopping traffic including weekends and evenings. Traffic turning right into Sainsbury's causes long tailbacks. Issues of enforcement. Illegal parking causes block back to Turnpike lane in morning peak and Brownswood Road in eve	1) Waiting and loading review. 2) Add additional loading bays on Green Lanes. 3) Signal timing modification at Sainsbury's.	125		125			10	III	4G.Pr 20	6
7-7	Turnpike Lane	Entire length	Shoppers and deliveries waiting and loading, causing width restrictions to narrow carriageway taken up by a bus lane (1600-1900) and 2 lanes of traffic. Congestion occurs as a result.	Waiting and Loading review.	80		80			11	III	4G.Pr 20	6
7-13	West Green Road	Entire Length	Illegal parking	Waiting and Loading review.	25		25			12	III	4G.Pr 20	6
7-9	Colney Hatch Lane	Borough Boundary to Muswell Road	Parking and loading/unloading. No restrictions in some areas allow legitimate parking which can block traffic flow.	Waiting and Loading review.	20		20			13	III	4G.Pr 20	6
7-15	Tottenham Lane	Entire length	Parking and loading and unloading	Waiting and Loading review.	50			50		14	III	4G.Pr 20	6

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Scheme Ref.	Road Name	Location	Problem	"Do Something" Proposal	Estimated Scheme Cost (£000s)	Yearly Breakdown of Costs (£000s)				Ranking	Mayor's Objectives		
						2006/07	2007/08	2008/09	2009/10		Priority Area	Policy/ proposal No.	Target No.
7-16	Broadway, Crouch End	Entire length	Parking and loading and unloading	Waiting and Loading review.	20			20		15	III	4G.Pr 20	6
7-14	Westbury Avenue	Between Roundway and Turnpike Lane	Car parking	1) Waiting and Loading review. 2) Inset loading bays.	75			75		16	III	4G.Pr 20	6
7-8	High Street, Hornsey	Middle Lane to Hillfield Avenue	Shoppers and deliveries. Small business working from kerb side and general parking and loading offences. Parking on bus stops.	Waiting and Loading review.	25			25		17	III	4G.Pr 20	6
7-20	Park Road, Crouch End	Entire length	Shoppers and deliveries	Waiting and Loading review.	20			20		18	III	4G.Pr 20	6
7-18	Station Road	From Brabant Road to Wood Green high Road	Parking in Station Road close to the Green Lanes junction severely restricts traffic flows both eastbound and westbound. The westbound restriction blocks back onto the junction and blocks traffic on the High Road.	Waiting and Loading review.	25			25		19	III	4G.Pr 20	6
7-23	White Hart Lane	Near the Rail Station	Parking by minicab offices and local shops	Waiting and Loading review.	20			20		20	III	4G.Pr 20	6
7-21	Philip Lane	Entire length	Residential parking and sports centre	Waiting and Loading review.	25			25		21	III	4G.Pr 20	6
7-22	St Ann's Road	At Hermitage Road	Rat running traffic causes delays at mini roundabout	Implement traffic signals	75			75		22	III	4G.Pr 20	5, 6

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Scheme Ref.	Road Name	Location	Problem	"Do Something" Proposal	Estimated Scheme Cost (£000s)	Yearly Breakdown of Costs (£000s)				Ranking	Mayor's Objectives		
						2006/07	2007/08	2008/09	2009/10		Priority Area	Policy/proposal No.	Target No.
7-19	Park Avenue	Entire length	Peak traffic flows blocking back into Station Road (Wood Green) and Bounds Green Road (and thus forming a loop with tailbacks to Wood Green High Road)	Waiting and Loading review.	50			50		23	III	4G.Pr 20	6
Total						595	455	355	0				

5.4.32. Under Proposal 4G.18 the Council is required to develop Red Route type initiatives on the Borough's own A roads and busy bus routes. Red Routes were introduced to maximise the efficiency of limited road space and update inadequate yellow line parking controls. Their aim is to improve traffic flow on busy main roads by greater enforcement and the use of relevant and sufficient parking, particularly where the roads pass through local shopping areas. Red route schemes typically consist of:

- Parking improvements with short term bays located at shop frontages
- Better bus services due to improved enforcement, clearer parking regulations and bus priority measures at signals
- Safer and improved cycling facilities
- Improved pedestrian safety, pavements, crossings and priorities
- Improved disabled facilities
- Better lighting
- Side road entry treatments
- A better environment by planting trees along the route

5.4.33. LIP guidance requires the Council to include a plan for implementing parallel initiatives on all A roads and busy bus routes. The plan for parallel initiatives must include the following elements:

- Identification of sections of the "A" roads and busy bus routes network to review with TfL by July 2005
- Determination of the principal functions of the sections, in terms of the importance of different road users. This task will be carried out jointly with TfL by July 2005.

5.4.34. The Government Office for London has agreed is proposing a new "strategic road" network to be provided for London. This will give additional powers to the Mayor and TfL to work with the London boroughs to minimise disruption on the network.

5.4.35. Roads in Haringey that have become designated "strategic" roads under the new Act are:

- A105 (Green Lanes and High Road)
- A1000 (Great North Road)
- A1010 (High Road and Fore Street)
- A1080/A109 (Westbury Avenue, Boreham Road, Lordship Lane and The Roundway).

The UDP sets out the road hierarchy in three tiers:

- Tier 1 Strategic routes
- Tier 2 London distributor roads
- Tier 3 Local distributor roads

5.4.36 The remaining roads in the Borough network are classified as local access roads providing access to final destinations where non-traffic functions may have a priority.

5.4.37. In order to determine if potential roads are suitable for red route type enhancement, the initial selection criteria could be by asking some simple questions such as:

- Is the road an “A” road or busy bus route?
- Is Haringey the Highway Authority for this road?
- Is the road on the Borough Priority Road Network?
- Is the bus corridor busy based on bus patronage, the number of bus routes and bus frequency?
- Has the road high traffic volume?
- Are there a significant number of accidents?
- Do buses suffer significant delays?
- Does general traffic suffer considerable delays?
- Are there congestion hotspots in this section of road?
- Are there many shop frontages?
- Are these shops mainly small, local traders or small branches of national companies?
- Is there parking to service these shops?
- Is the parking on-street?
- Are there many pedestrians?
- Is there a need to cross the road?
- Is the footway in poor condition?
- Is there predominantly hard landscaping?
- Are there few trees?
- Are speeds at junctions high?
- Are the cycle facilities poor or non-existent?
- Is this road not on any future plan for improvement?

5.4.38. This would involve desk studies, correspondence with TfL, neighbouring boroughs, stakeholders and analysis of existing data in order to form a reasonably accurate picture of each section of road under consideration.

5.4.39. The determination of whether the bus route is busy or not will be carried out by the same procedure listed in below in Bus Stop Accessibility.

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5.4.40. Sections of “A” road and busy bus routes have been identified in the section on Bus Priority. The programme for this task has identified sections of road on twenty two bus routes (shown in Table 5.3.6 below) where bus priority measures are required.

Table 5.4.6 - Bus Priority Schemes Identified for Parallel Initiatives Further Study

Scheme Ref:	Section of Road
3-10	North Hill Road (between Archway Road and Hampstead Lane)
3-7	Tottenham Lane/ Church Lane (incl Hornsey Station approach) (between Ferme Park Road and Turnpike Lane)
3-8	West Green Road (between Phillip Lane and Tottenham High Road)
3-2	Crouch End Hill (between the Borough boundary and The Broadway Crouch Hill)
3-4	Alexandra Park Road/ Albert Road/ Durnsford Road (between Coney Hatch Lane and Bounds Green Road)
3-5	Station Road (between Alexandra Palace Station and Wood Green High Road)
3-6	Fortis Green Road (between Borough boundary and Muswell Hill Road)
3-3	Hampstead Lane (between the Borough boundary and Hornsey Lane)
3-14	Phillip Lane (between West Green Road and Tottenham High Road)
3-11	Middle Lane/ Rokesly Avenue/ Ferme Park Road Stapleton Hall Rd (between Hornsey High Street and Stroud Green Road)

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Scheme Ref:	Section of Road
3-19	Lordship Lane/ Lansdowne Road/ Shelbourne Road (from Bruce Grove to Northumberland Park Station)
3-15	Bounds Green Road (between A406 and Wood Green High Road)
3-12	Alexandra Palace Way (between Priory Road and Alexandra Palace Railway Station)
3-13	Black Boy Lane (between West Green Road and St Ann's Road)
3-18	St Ann's Road (between Green Lanes and Tottenham High Road)
3-16	Alexandra Park Road/ Palace Gates Road (between Albert Road and Alexandra Palace Railway Station)
3-17	Watermead Way (between Hale Road and the Borough boundary)
3-19	Coppetts Road/ Pages Lane (between Trott Road and Fortis Green Road)
3-20	Willoughby Road/ Leaside Lane (between Northumberland Park and Watermead Way)
3-21	Bull Lane/ Queen Street (between the Borough boundary and White Hart Lane)
3-23	Shelbourne Road/ Rosebery Avenue/ Havelock Road/ Dowsett Road (between Lansdowne Road and Tottenham High Road)
3-24	Gladesmore Road/ Grovelands Road/ Wargrave Avenue

5.4.41. The Council will review of each section of road to determine whether the section of road is included in any existing fund for improvements such as BSP, Medium Term Action Plan (MTAP) or LCN plus.

5.4.42. A ranking system would be then required in order to prioritise the schemes to be further studied, jointly with TfL. This could be devised based on a weighted scoring system that gave points based on specific criteria and the level of importance awarded to each of these criteria.

5.4.43. In order to make a detailed assessment of the problems experienced on each section of the network, classified by road user, and

taking account the status of each section, further study would be required. This would involve commissioning surveys such as land use, pedestrian surveys, cyclist studies, traffic volumes by classification, traffic speeds, parking, bus journey time delays and site visits. These would be required to determine the factual basis behind the selection criteria. Haringey are required to carry out these surveys and the assessment by December 2006.

5.4.44. Progress has been made to review the waiting and loading restrictions on A roads and busy bus routes. Green Lanes has been reviewed as part of proposals for the introduction of low-floor buses on route 29.

Archway Road bridge anti-suicide measures

5.4.45. The scheme seeks to introduce anti-suicide measures on Archway Road bridge on Hornsey Lane. The relationship to reducing traffic congestion is from the impact of actual and potential suicides on traffic flows on the Archway Road beneath the bridge, part of the TLRN. Any disruption can have a significant impact on the high traffic flows including the six bus routes operating on Archway Road and the single bus route operating on Hornsey Lane. The benefits of the scheme are likely to be significant as, nationally, some 25% of all suicides from high structures occur from this bridge. The measures are aimed at preventing this high toll. Other benefits not related to transport are clearly a reduction in resources needed by emergency services to deal with personal tragedies as well as reduced trauma for the general public witnessing suicides.

5.4.46. Archway Road bridge is a grade II listed bridge. Work is currently ongoing to implement strengthening and waterproofing works to the bridge which completed in 2005/6. The Council is leading a partnership of local interest groups and organisations to devise, design, test, commission and install an effective "fall-arrest" system to prevent further deaths including accidental falls from the bridge. Some measures are in place to prevent suicide attempts but these are not sufficiently effective to prevent the bridge being a magnet for suicides. As the bridge is a listed structure the scope for adding physical works is limited. A scale model of the bridge is to be prepared in 2005/6. Modelling work to further develop the scheme is being carried out. Funding has been provided by TfL Bus Priority in recognition of the benefits of reducing actual or threatened suicide from the bridge onto the busy Archway Road bridge below which carries high bus flows. The scheme would be implemented in 2006/7 and 2007/8. Funding of £331,000 is required for the implementation works.

Table 5.4.7 Archway Road bridge anti-suicide measures

Scheme	2005/6	2006/7	2007/8	2008/9	2009-11
	£k	£k	£k	£k	£k
Archway Road bridge anti-suicide measures	48	159	168	4	