



Chapter 6

Traffic Management Schemes

Traffic Management Schemes



Linden Road Home Zone

TRAFFIC MANAGEMENT SCHEMES

Traffic management schemes are an opportunity to create attractive places, for example, Home Zones. The Council believes that traffic management schemes should not only slow vehicular traffic and reduce accidents but also provide a safe and comfortable environment to encourage walking and cycling.

TRAFFIC CALMING SOLUTIONS

Traffic calming solutions aim to control vehicle speeds and reduce accidents on our streets. They generally incorporate a wide range of measures designed to complement each other in both speed reduction and environmental terms. Haringey Council has introduced the following traffic calming measures:

- Entry treatments
- Road humps and speed cushions.
- Speed tables
- Kerb build-outs.
- 20mph zones.
- Home Zones.



Barratt Avenue 20mph Zone

When introducing traffic calming schemes to the Borough the following general principles will be followed:

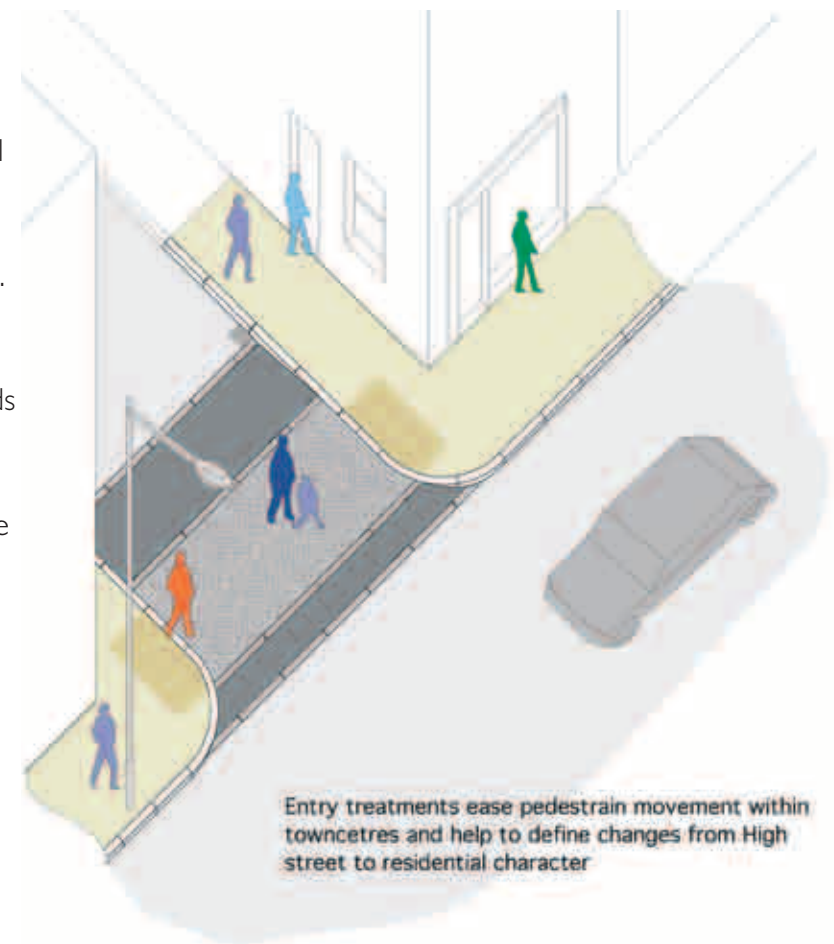
- Minimise the need for signage, street furniture and road markings.
- Consider the use of conventional materials (e.g. asphalt) as colour contrasting surfaces and materials can have a detrimental impact on the visual appearance of the streetscape.
- Wherever possible, ensure new features use existing traditional materials (e.g. granite) to maintain or enhance the character of conservation areas.

Entry treatments

Haringey Council has introduced entry treatments to indicate a change of character between a main traffic route and a residential road. For example, they are used on residential side roads within town centres and to identify the beginning of 20mph zones. The treatments are raised to the same level of the footway and provide easier access for pedestrians, they also help slow vehicle speeds and discourage parking close to the junction by narrowing the carriageway. Wherever possible tactile paving will be installed at these uncontrolled crossing points and bollards will only be installed when absolutely necessary.

The design of entry treatments should take into account DfT Traffic Advisory Leaflets 02/94, 13/93: Entry Treatments and Gateways and 3/93 Traffic Calming Special Authorisations as well as the Traffic Calming Act 1992.

Please refer to Appendix TMS, references TMS01 for typical details.





Junction treatment, Haringey



Entry treatment, Wood Green

Road humps and speed cushions

Road humps and speed cushions are used throughout Haringey to control vehicle speeds and help reduce accidents. Speed cushions cause less interference to larger vehicles such as buses and emergency vehicles, but still reduce the speed of cars. Under the Highways Act 1980 road humps can only be constructed on roads with a speed limit of 30mph or less. The Highways (Road Humps) Regulations 1996 provides the Borough with flexibility in the design and location. However the guidance provided in the regulations ensure that the designs do not compromise safety. Council engineers will refer to this guidance.

Round top road humps and speed cushions will be formed of hot rolled asphalt in keeping with the colour of the carriageway. Please refer to Appendix TMS, references TMS02 for typical details.



Speed cushions, Haringey



Full width round top speed hump, Haringey

Speed tables

Speed tables are also used throughout Haringey and although they function in the same way as a road hump, a speed table extends across an entire junction including all the approaches. Wherever possible, the materials and colour of the table will match the carriageway. However, in some locations it may be appropriate that a red surface material is used. Please refer to Appendix TMS, references TMS03 for typical details.

Speed table, Haringey



Speed table, Highgate



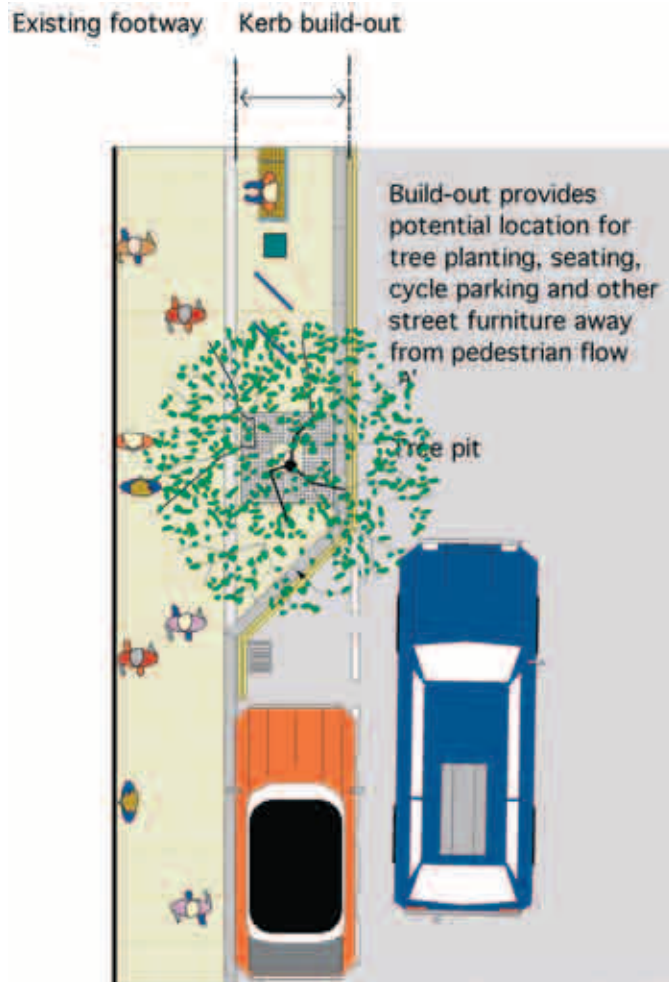
Kerb build-outs, Haringey



Kerb build-outs

Haringey Council has introduced kerb build-outs to narrow the width of the carriageway, help reduce vehicle speeds and discourage parking close to junctions. These build-outs provide potential locations for tree planting and other street furniture (e.g. cycle stands) away from the main movement of pedestrians on the footway. However, tree planting or other street furniture located within kerb build-outs should not obscure driver sight lines. Kerb build outs will be constructed from the same material as the footway and bollards will only be provided if they are absolutely necessary.

Appendix TMS, reference TMS04 provides typical details of kerb build outs.



Home Zones

The concept of Home Zones is when the use of residential road space is shared between vehicles and other road users, with the wider needs of residents, including pedestrians, children and cyclists accommodated.

Home Zones work through the physical alteration of streets and encourage motorists to drive with greater care and at lower speeds e.g. 20mph. Traffic calming and environmental improvements within the zones create a safer, attractive and more accessible street environment, almost creating public spaces within the urban fabric.

Haringey Council encourages the implementation of Home Zones in appropriate streets in the Borough and one has been introduced in Linden Road, N15.



Linden Road Home Zone



Linden Road Home Zone

The range of materials used in Home Zones should be limited to establish a cohesive appearance. However, different carriageway surface materials to asphalt should be considered for these zones as traffic is reasonably light and smaller paving blocks for both footway and carriageway surfaces provide a uniformed surface. The location and type of street furniture, in these zones should follow good practice principles.

20mph Zones

20mph zones have been introduced in the Borough where high speeds and accidents are a problem and the Council will consider the introduction of additional schemes. The zones are identified through a different coloured carriageway surface, at the entrance, kerb build-outs and appropriate signage. The location of the signs should follow good practice principles when introducing street furniture.



20mph Zone, Haringey

PEDESTRIAN CROSSINGS

Pedestrian crossings enable the safe movement of pedestrians across the carriageway and should be installed on desire lines. The types of crossings installed in Haringey are as follows:

Uncontrolled crossings – Pedestrians do not have right of way over vehicles and must judge when is safe to cross e.g. signalled junctions without pedestrian phases, pedestrian refuges.

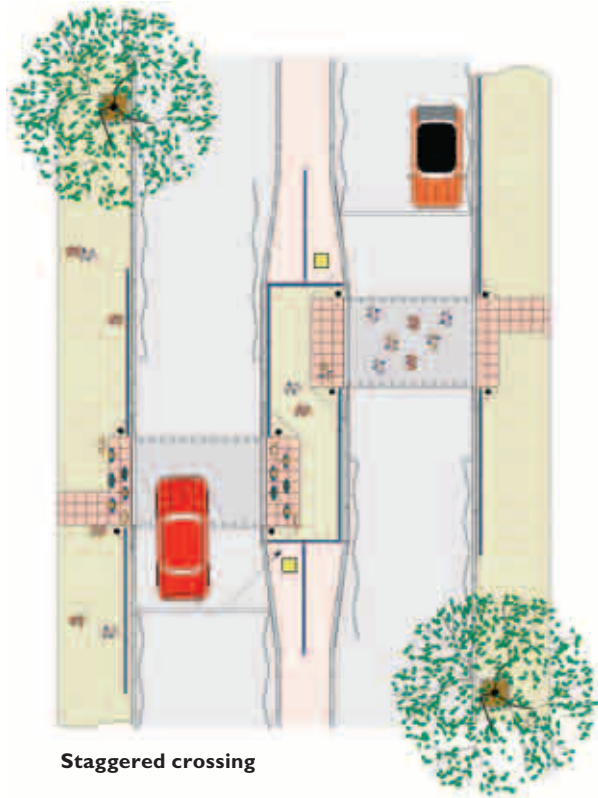
Controlled crossings – Pedestrians have right of way over vehicles e.g. pelicans, puffins, toucans and controlled junctions with pedestrian phases

Good practice principles associated with the location of street furniture and tactile paving should be applied to minimise their visual impact on the streetscape. Where possible signaling apparatus will be combined onto lighting columns or posts. Consideration will be given to the need for guardrailing and will

only be provided where pedestrian safety may be compromised.

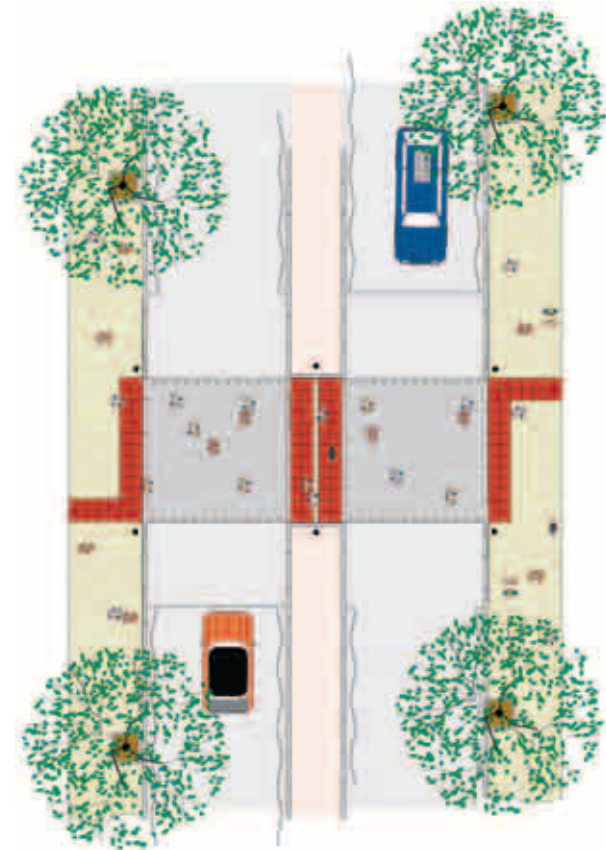
Appropriate coloured tactile paving will be installed on the dropped kerbs at pedestrian crossings.

Straight across crossings will replace staggered crossings wherever this is feasible. Staggered crossings require a holding place in the middle of the two independent crossings located over each half of the carriageway. Surface materials, pedestrian guardrailing and poles define the holding area. Straight across arrangements provide a direct route for pedestrians and reduce the physical and visual clutter of the streetscape, as they do not need a holding area and the associated elements. This is presented graphically in the drawings on the following page.



Staggered crossing

Pedestrian crossings will be designed in accordance with The Zebra, Pelican and Puffin Pedestrian Crossings Regulations and General Directions 1997, Traffic Signs Manual, Chapter 5 – Road markings, Local Transport Notes 1/95 The Assessment of Pedestrian Crossings and 2/95 The Design of Pedestrian Crossings.



Straight Across Arrangement