

Haringay Green Lanes Outer London Fund Town Centre Improvements

Green Lanes Transport for London Corridor Scheme

Statutory Notification Analysis

July 2013

Introduction

Residents and businesses have ‘had their say’ in considerable detail during the initial and subsequent consultations regarding the Green Lanes Schemes. The final Statutory Notification stage set out the specific improvement proposals agreed following the earlier consultations. Extensive consultation has also taken place with the Green Lanes Strategy Group.

Representation during Statutory Notification

Ninety eight responses/comments were received as shown in the road by road breakdown in table 1 below:

Table 1 - Overall number of responses received to the notification - by road

		Count	%
Name of your road	Beresford Rd	19	19%
	Pemberton Rd	25	26%
	Hewitt Rd	13	13%
	Seymour Rd	5	5%
	Falkland Rd	2	2%
	Umfreville Rd	2	2%
	Allison Rd	2	2%
	Chesterfield Gdns	2	2%
	Doncaster Gdns	1	1%
	Kimberley Gdns	1	1%
	Rutland Gdns	1	1%
	Duckett Rd	1	1%
	Effingham Rd	1	1%
	Glenwood Rd	1	1%
	Finsbury Park	1	1%
	Green Lanes	1	1%
	Road name not stated	20	20%
	Total	98	100%

Given that the scheme had been developed with full and detailed consultation with residents and businesses that generally support the proposals; it was not expected to receive a further significant volume of responses to Statutory Notification.

The responses we have received are mainly from residents who expect to be affected either positively or negatively by the proposal to change the direction of traffic flow in Hewitt Road.

Table 2 - Main topic of interest identified by those responding to the Statutory Notification

	Nature of comments			
	Comments in support	Comments objecting	General comments	
	Count	Count	Count	
Main issue	Crossing	1	1	0
	Cycling	1	3	0
	Design	8	6	4
	Hewitt Rd proposal	11	49	3
	Traffic	0	2	3
	Trees & lighting	2	1	3

A summary of salient points to the main issues is listed below with more details in Appendix 1.

Crossing: - *very close to junction at Ducketts Common – should be moved further down*

Cycling - *should include 2-way cycling on one-way streets*

Design - *support exciting design at Salisbury / seating areas becoming locations for antisocial behaviour / support the plan / pavement obstructed / loading bays / Bugoyne Rd entrance.*

Traffic - *querying the impact on traffic congestion.*

Trees and Ligting – *choice of tress / tasteful lighting*

Response to Hewitt Road proposal

Given that approximately two thirds of responses relate specifically to the Hewitt Road proposal the table below has been prepared to show more detail:

		Hewitt Road Proposal - balance of comments		
		Comments in support	Comments objecting	General comments
		Count	Count	Count
Name of your road	Beresford Rd	0	18	0
	Pemberton Rd	0	24	1
	Hewitt Rd	7	0	0
	Seymour Rd	0	1	1
	Umfreville Rd	0	0	1
	Allison Rd	1	0	0
	Road not stated	3	6	0
	Total	11	49	3

Pemberton Road and Beresford Road do not support the proposal on the grounds that Hewitt Road traffic would be displaced into their own roads; and therefore have put forward an alternative suggestion, which is to introduce a 'no right turn' from Hewitt Road into Green Lanes.

Conclusion

At this stage of the programme the scheme design has been through a number of engagement processes with the community and so only those with specific concerns will usually provide further comment. The low number of representations received indicates that the proposals are generally supported.

With regards to the proposal to reverse the direction of traffic along Hewitt Road, the amount of representations received opposing this initiative requires the council to consider alternatives.

Appendix 1

Example Comments on Other Proposals

- *Just wanted to express support for the proposed new crossing at the end of Falkland Road (Area 1 of the scheme). I've heard that some people think that it is very close to the junction at Ducketts Common and that it should be moved down to between Falkland and Fairfax. I do not agree with that suggestion unless it is planned to change the crossing facilities at the Frobisher Road/Green Lanes/Alfoxton Ave junction, which is horribly unsafe for pedestrians (I realise this junction is out of the scheme boundary). There is a dire need for a safe crossing in this area*
- *The crossing will be close to the No. 29 and No. 141 bus stop towards Wood Green. The current design does not take into account that often two busses stop at that bus stop at the same time. The first will usually come to a halt at the level of the bus shelter. The second would stop behind the first bus and reach to the junction of Green Lanes with Falkland Road. This would mean that any second bus will be blocking the proposed pedestrian crossing.*
- *I would not recommend to plant hawthorn (and to remove any hawthorn already on Green Lanes and replace it). Field maple is a very blunt tree – also planted on Ducketts Common and has no special interest whatsoever – no outstanding blossom and even the autumnal leaf appearance is more akin to a withering than a colouring. Hence I would recommend not to plant it / to replace existing plants.*
- *I can only see 2 new sets of cycle parking stands throughout the whole scheme - and as I believe all guard railings are being removed (good idea) I'm not sure where people visiting shops and who live in flats above shops are now going to park their bicycles?*
- *I am also very disappointed that contraflow cycling on the Ladder roads is not part of the scheme.*
- *Should include 2-way cycling on one-way streets*
- *Lack of development for cycling*
- *I see that there will be a little more bicycle parking, and that the side-road entrances will be narrowed and hence made safer. However, at a time when TFL are laying out ambitious plans to roll out a huge London-wide network of cycle lanes, it's a real shame to keep Green Lanes clogged up with motorised traffic, which makes it unappealing for all who shop there (including pedestrians and drivers). I think that, in light of the mayor's new vision for cycling, the redevelopment plans should be reconsidered and made more ambitious, unless a brief cosmetic lift is all that you are aiming for.*

-
- *I am writing in response to the proposals for Green Lanes and in particular the plan for the exit of Burgoyne Road to become single file. My concerns are that the pollution levels in Burgoyne Road will increase significantly; that residents will be inconvenienced by the increased time it will take to leave the road by car, should they need to make a journey by car, taxi or ambulance.*
- *I have concerns about seating areas along Green Lanes. Who is this aimed at attracting? I don't think a busy road is a safe place for children to hang out. I'm worried it will attract drunks, loitering teenagers etc.*
- *My suggestion is that the area is called Haringay Village. Village in the title is much better than Green Lanes*
- *We still waiting for loading bays opposite Homebase After you put double yellow lines years ago promising that they will do it. Maybe in the next 20 years to do it Council is interested to collect rates only*
- *Are there any plans to prevent local stores from using nearly all the width of the pavement to display their goods so it is possible to pass without resorting to walking on the road? The 2 main culprits seem to be at the entrance to Greenlanes : The Turkish Food Market and on other side of the street Yavuzlar Food Centre. They have permanent displays withing the lines marked on the pavement and then more boxes in front so there is very little space to pass. I notice that there is to be semi mature tree planted outside the food market will this decrease the space? Will visibility driving from Burgoyne Road & Stanhope Gardens onto Greenlanes be decreased because of the new trees?*
- *The planned changes at the Salisbury junction are the most exciting part of the new plans to regenerate this long forgotten area. The shared space outside the pub will be fantastic and will really go a long way in bringing the Haringay community together.*
- *Some questions about the street sign outside the Beaconsfield Hotel. Who was the audience? display too small for drivers. What was its purpose Why put up new posts for it? What alternatives were considered etc. This could be money wasted. IS money being wasted elsewhere?*

- *full support for the proposals as set out in the Statutory Notification and Scheme Overview document. The town centre and public realm improvements will help transform the centre from a messy and cluttered space with some poorly maintained shopfronts to a clean pedestrian and cycle friendly space which should encourage local residents to shop locally thereby reducing car journeys. I support the trial reversal of Hewitt Road. I think it is less about traffic flows and more to do with the safety of movements where vehicles seek to cross Green Lanes to go into St Ann's Road, creating a cut through over what is essentially an area that is intended to be more of a shared space, and pedestrian friendly.*
- *Looks fine to me.*
- *Section 1 is being overlooked in favour of the Grand Parade section. This area may be less built up, but you have only proposed ONE additional tree in such a large area. In the Paul Simon meetings I was told new trees would be planted in the raised entrances of all the Ladder roads. Falkland Road does not need a bike rack. Please plant trees instead. The bike racks will only be leant on, damaged and collect rubbish and fly tipping. They won't be used for their purpose.*
- *I totally object to public money being spent on the proposed Green Lane Improvements. The changes in the proposals largely comprise of relatively minor, but expensive, cosmetic changes to pavements etc, and I see no concrete benefits to the residents in any of it. Also the changes to exits onto Green Lanes will, if anything, make matters worse for motorists and pedestrians alike, as queues of cars lengthen on those roads concerned due to the reduction from two to one lanes at the Green Lanes junction. The recent additional proposal to change the direction of traffic on Hewitt Road from W-E to E-W in my view typifies the half-baked nature of the entire set of proposals, with no traffic flow analysis to justify or measure the impact on the Green Lanes area*
- *members commented on the lack of public art in the scheme, something that would make the high street truly distinctive from other renovated high streets. In that respect the proposed lighting scheme at the junctions was considered out of touch with the late 19th century environment. The proposed "modern" style street lamps already looks dated. It was felt that if there is not enough money for beautiful objects, then plain, discreet ones are the ones to go for, in particular with regard to the Salisbury's junction.*

- *I'm writing to object to the planned reconfiguration of the St Ann's Road/Green Lanes junction, shown as Area 3 in the Statutory Notification and Scheme Overview booklet and on page 49 of the Green Lanes TfL Major Scheme and OLF Town Centre Improvements Consultation Report. I believe that widening pavements and restricting the road width at this junction will create congestion in both roads, leading to severe delays not only to private and commercial vehicles but also, more importantly, to buses on routes 341, 29 and 141.*
- *I'm generally very happy with the proposals and looking forward to the improvements. one thing concerns me though, the style of any new street furniture, I think it would be a mistake to have any fake victoriana, I would prefer something simple and modern and of very good quality, discreet rather than a statement. For example the lights at the St Ann's rd junction in the one illustration I've seen looked completely out of place and crass,*
- *I am in particular very much in favour of the piazza concept centred on The Salisbury (and I love the lighting proposed for the top of the building). I very much hope that the Council will do everything in its power to ensure this part of the scheme is a success. It will be a real legacy left by those who have been responsible for the scheme and by this generation of Haringay residents.*
- *I am writing to support the Green Lanes Plan. I very much like the piazza at The Salisbury, We must control the traffic on Hewitt Road to make the piazza work so I support some kind of traffic control on Hewitt Road. Also we need to make the road quiet and share the traffic more evenly.*
- *am in support of the plan for Haringay and I very much like the piazza by Salisbury Road. It is just what the area needs. As a resident of Hewitt Road, I am also in support of traffic control measures on the road - of whichever type. This will both benefit the success of the piazza and make life more bearable for those who live on this road. My 85 year old mother now spends most of her time at the back of the house. She used to live on a quiet road. It is now plagued by almost non-stop traffic.*
- *I wholly support the recently published plan and in particular the Salisbury Piazza. To make the piazza work we need to control the traffic on Hewitt Road.. So I am in support of some sort of traffic control on Hewitt road both to enable the success of the piazza and to improve our lives*

- *At time the traffic is ok, but from 6.00 am for a few hours and also later in the evening, many cars use Umfreville Road as a shortcut between Green Lanes and Whitman Road, normally to avoid the Green Lane traffic Northbound. The traffic humps on the road do not solve the problem as cars simply slow down as they approach them and speed up in between. Whilst I acknowledge that it is not possible to make the road for residents only, the best way TO MITIGATE this excessive levels of traffic would be to prohibit vehicles turning right at the top of Umfreville Rd where it meets Whitman Road, forcing them to turn left only. This would discourage cars using the road as a way of avoiding Green Lanes Northbound (towards Turnpike Lane)*
- *I am moving to Allison Road in 3 weeks and would strongly like you to consider a change to the direction of traffic flow in Allison Road. Can I make a request for it to be reversed as you plan to do for Hewitt Road, or even leave Hewitt traffic flow as it is and change the flow in Allison Road instead?*
- *I am particularly concerned with the impact of the proposals on traffic. The idea of widening the pavements along Green Lanes can only make the problem worse. In addition plans to change the direction of traffic on Hewitt Road do not appear to, have been analysed in the context of their impact on other roads. While I agree that traffic problems need to be looked at, this should be done in a way that does not just move the difficulties in Hewitt to another road. Also I object to spending public money on such projects, particularly in a period of economic crisis, where basic services are being threatened.*
- *The real problem in Green Lanes is traffic flow - the congestion is overwhelming. Surely part of this plan should be to remove parking along the street, so that traffic can move at a reasonable pace? Green Lanes between Haringey Green Lanes station and the junction with St Ann's Road is a major artery for traffic flowing north to Turnpike Lane and south to*
- *Finsbury Park. There is only one alternative route, Wightman Road, and that is heavily congested too. I see very little in the current plan to address this issue.*
- *2-way cycling on one way roads is a poor idea. Many of the roads off Green Lanes are relatively narrow, and the hill reduces visibility as you go over the crest. This means contraflow cycling would be very dangerous for motorists and cyclists. Kerbing: Raised road levels on such a busy road will make it harder for children and those of reduced visibility to differentiate between pavement and road areas*

- *Very concerned that the proposed lighting units are not sympathetic to Green Lanes and Grand Parade especially. particularly like the large granite corner slabs but missed opportunity for artwork / statement / road-name in these. Overall I feel that sadly there are no real features of celebration in this scheme. There appear to be missed opportunities with lack of art at entranceways curb edges or flank walls or the footway and good quality lighting design, this maybe budgetary issues. Restoration should be high on the agenda as well as new features. I wish to finally add that this is still an exciting time and scheme for Haringey Green Lanes and glad for most of the improvements to be happening..*
- *I am generally in support of the proposals and encourage works to commence as soon as possible. Additional lighting should be provided under the railway bridge and constrained in other locations, except for the St Anne's Road junction and pocket park. I support the planting of additional trees, and I would encourage more where possible, especially to Pemberton, Fairfax and Falkland Roads.*
- *We have noticed that a tree will be planted and positioned directly in front of our shop front. This will negatively affect our ability to market ourselves to passing trade and may possibly mean we will need to increase our use of electricity/lighting in order to compensate for the loss of light. this would seriously harm the marketability of my business.*
- *planting of new trees, and addition of lighting in trees, adds significant quality to the streetscene and this aspect of the proposals must be seen as just as important as the works to roads and paving, it will have a genuine positive effect - why has no attention seemingly been given to the dangerous and poor quality junction at the end of Frobisher Road and Green Lanes? This is a hazardous pedestrian crossing point with vehicles arriving from multiple directions, made worse by broken and uneven paving surfaces. - options for the rail bridge look interesting (online), but please please don't settle for some kind of banner as a cheaper option: it will look cheap and temporary, undermining the very objectives of the project in this area.*
- *More Semi mature tree please - a - lay out trees opposite each other at regular intervals along Green Lanes to create an 'avenue effect'. Each street corner needs at least two trees. all the tree lights seem to be clustered between St Ann's Road and Allison Road. Can we have some more tree lights clustered between the railway bridge and St Ann's Road too please. b - New Special Green Lanes Feature Lights - Each road junction on both sides of the road needs these 'Feature Lighting' treatment. More planters with evergreen shrubs/herbaceous plants all the way along Green Lanes. Also have tactile CORDUROY paving to reduce slipping*

- *Areas of concern and things I don't like*
 1. *Lighting* The original bid had festoon style lighting which was a real feature, what happened to that idea? I am very concerned that the proposed lighting units are not sympathetic to Green Lanes and Grand Parade I am not keen on the light column design the proposed installation near the Grade 1 listed feature pub the ' Salisbury ' this will ruin the frontage of the Pub
 2. *The cycle rack design is boring and could have been a bespoke Green Lanes Design linking up with the heritage feel.*
 3. *Very disappointed that the Japanese style crossing was not carried forward at the junction of Green Lanes and Salisbury Rd and Warham Road.*

Overall It's a bit boring and grey There appear to be missed opportunities with lack of art at entrance-ways curb edges or flank walls or the footway and good quality lighting design, this maybe budgetary issues. I think the document is not very easy to understand I understand it is a lot to put across but I found it difficult to navigate. . However I am really glad that changes are coming to our local area