





Green Lanes Area
Transport Study

Community engagement report
October 2017

London Borough of Haringey

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- A Community newsletters
- B Summary of Round 1 engagement responses
- C Round 2 survey
- D Other responses to Round 2 engagement

1 Introduction

Overview

- 1.1 This report documents the extensive community engagement that has been completed as part of the Green Lanes Area Transport Study, which has been undertaken by Steer Davies Gleave on behalf of the London Borough of Haringey. This report should not be read in isolation, as it forms part of a suite of reports prepared as part of the study.

Overall engagement plan

- 1.2 As part of this study, there were two main rounds of engagement. Round 1 took place in mid-2016, and focussed on obtaining views on potential issues and solutions relating to transport in the study area. Round 2 took place in mid-2017, and sought views on a shortlist of packages of options. The engagement plans for these two rounds are included in Figure 1.1 and Figure 1.2 below.
- 1.3 It can be seen that in each round of engagement, a newsletter was distributed to all properties in the study area, in order to publicise the study (these are included in **Appendix A**). A series of three community drop-in sessions were held in each round of engagement, in order to disseminate information and answer questions about the study. A dedicated webpage on Haringey's website was also set up, which contained information about the study.
- 1.4 In Round 1, feedback was primarily obtained through a map-based interactive website, although alternative feedback channels were also available for people who preferred not to or were unable to use the website. The responses received are discussed further in **Chapter 2**.
- 1.5 For Round 2, an internet-based survey was the main mechanism used to collect feedback, although a paper-based alternative was also offered. The feedback received is discussed in **Chapter 3**. In addition to the responses received to the Round 2 engagement via the survey, a number of other submissions were made via email or post. **Chapter 4** summarises these responses. Two petitions were also received, and these are discussed in **Chapter 5**.

Figure 1.1: Round 1 engagement plan

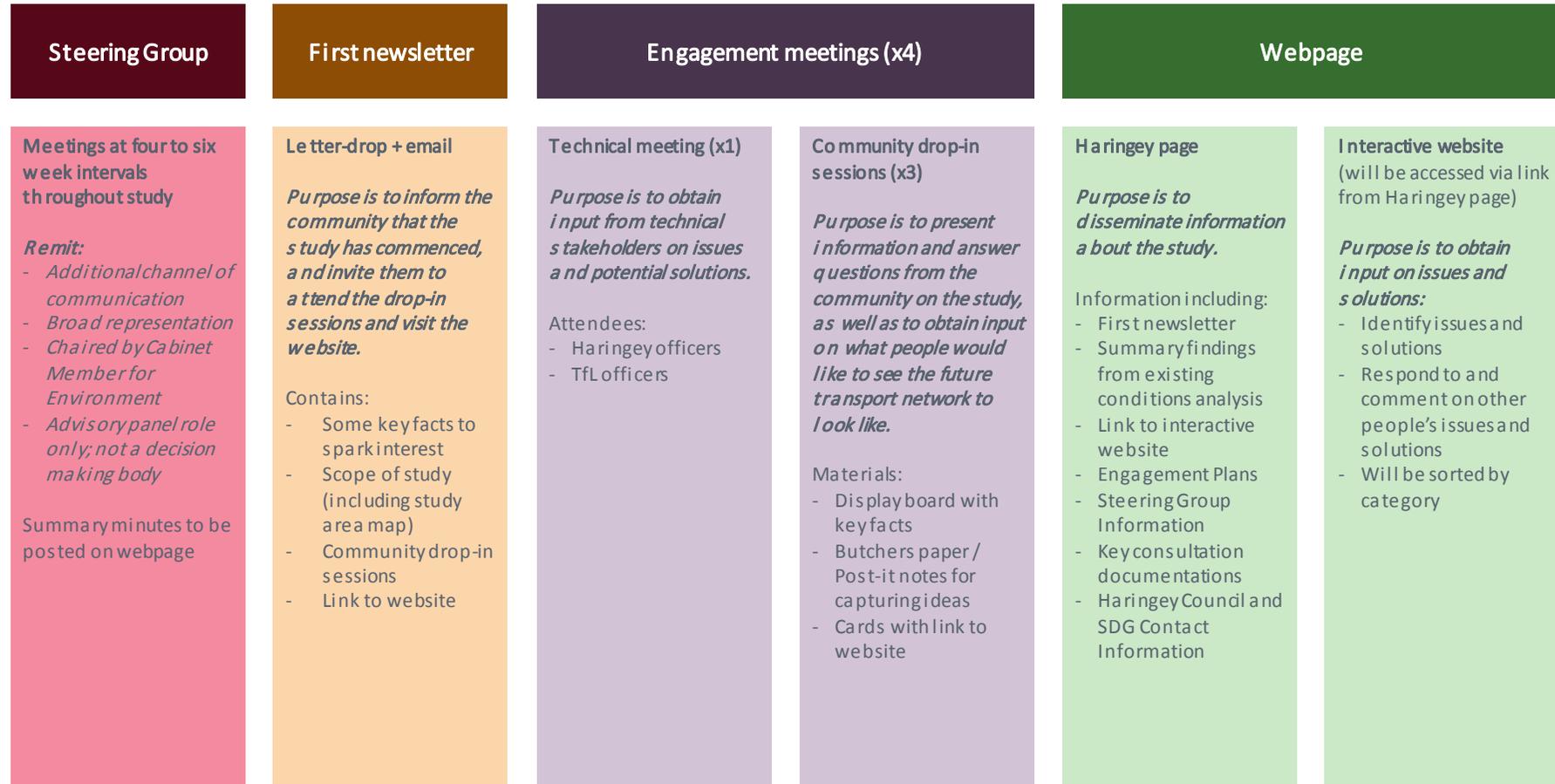
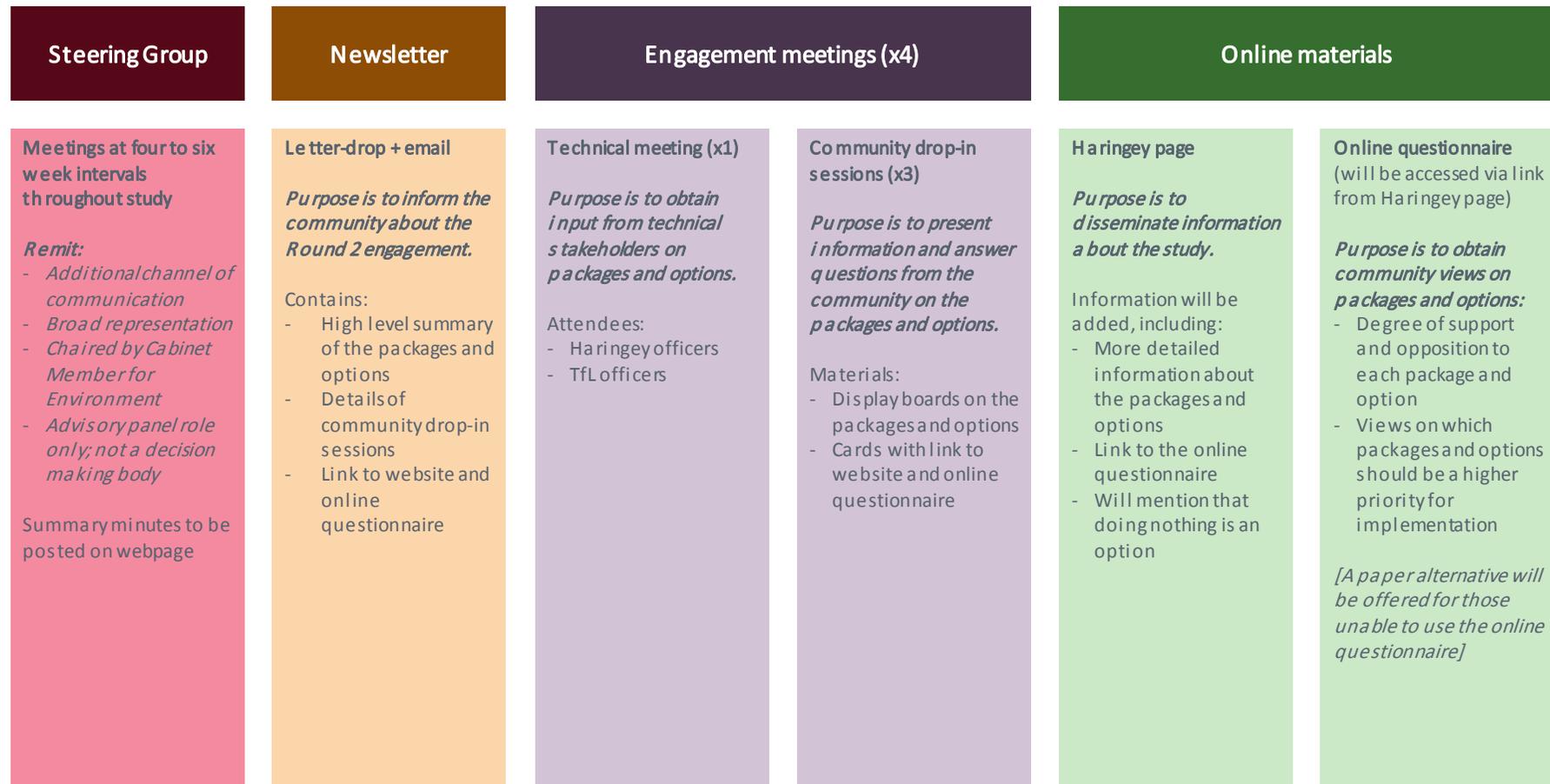


Figure 1.2: Round 2 engagement plan



1.6 A summary of the responses received is included in Table 1.1 below.

Table 1.1: Summary of responses by engagement channel

Channel	Number of respondents	Number of respondents by location and proportion of total		
		Within study area	Outside study area	Unknown
<i>Round 1 engagement</i>				
Drop-in sessions	67	63 (94%)	1 (1%)	3 (4%)
Map-based survey	365	-	-	-
<i>Round 2 engagement</i>				
Drop-in sessions	53	49 (92%)	0 (0%)	4 (8%)
Survey	854	657(77%)	173 (20%)	24 (3%)
<i>Petitions</i>				
Living Wightman	1,017	747 (73%)	232 (23%)	38 (4%)
Against changes	3,478	1,202 (35%)	1,917 (55%)	359 (10%)

Note: Locations based on information supplied by respondents

1.7 Whilst this report focusses on the community engagement elements of the study, it should be noted that meetings with technical stakeholders (from both LB Haringey and Transport for London) were held in each of the two rounds of engagement.

1.8 A Steering Group, consisting of various community and stakeholder representatives, has also been convened throughout the study as an additional channel of communication. It should be noted that the Steering Group has an advisory role only, and is not a decision-making body. In order to provide transparency, the presentations given to the Steering Group and the minutes of the Steering Group meetings are all available on the study webpage:

<http://www.haringey.gov.uk/transport/green-lanes-area-transport-study>

2 Round 1 map-based survey

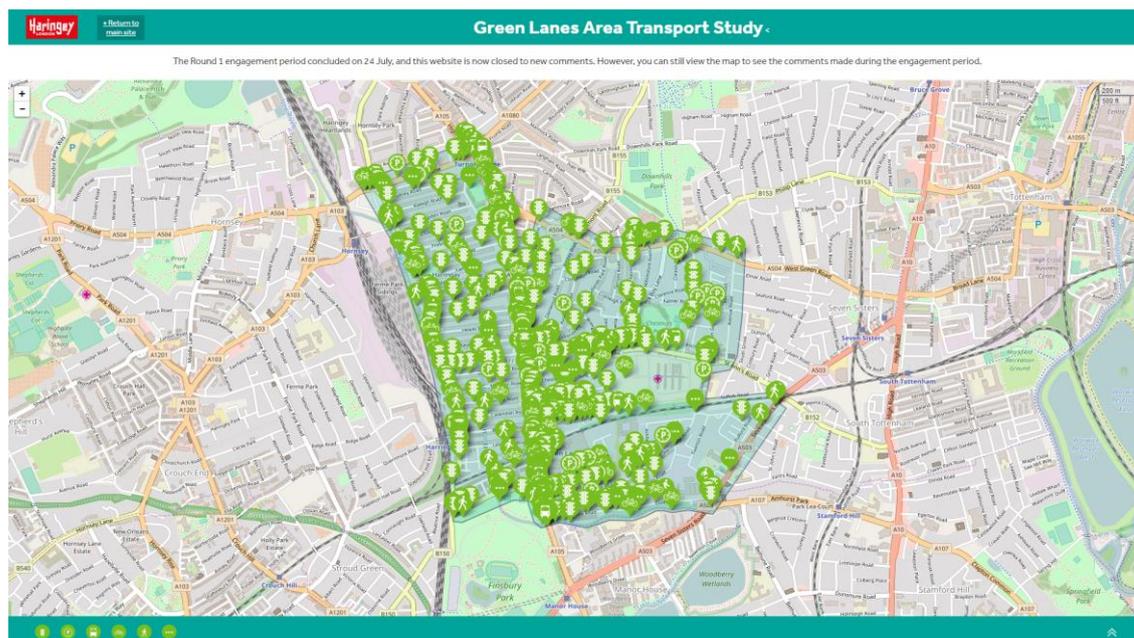
Introduction

- 2.1 During the early stages of the study, an engagement exercise was conducted to understand the community's views on issues related to transport in the study area, and what solutions they would like to see considered. This round of engagement was publicised via a newsletter that was distributed to all properties within the study area. Members of the Steering Group were also asked to publicise the engagement via their contacts.

Engagement tools

- 2.2 The main engagement tool used was an interactive map-based website. This website enabled people to drop 'pins' on a map, and then add their comments on transport issues and solutions at that location. Other users were then able to provide comments in response to the initial comments made by the user who placed the pin, as well as 'like' or 'dislike' other users' comments. The website was designed to be accessible from computers, tablets and smartphones, to make it as convenient as possible for the community to provide their input.
- 2.3 The website was extremely well-used, with 526 primary comments made, with 775 further comments made in response to primary comments. These were made by 365 users who registered on the website.

Figure 2.1: Screenshot of map-based interactive website



2.4 Whilst the website was promoted as the primary channel for providing feedback, members of the community were also offered the alternative of sending in written responses (via a postcard), and there were also some responses made by email. In total, 71 responses were received via these channels.

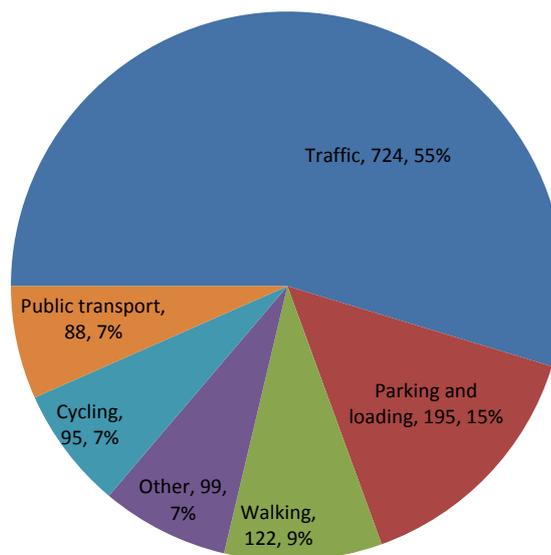
Response analysis

2.5 Following the end of the Round 1 engagement period, we analysed and summarised all of the feedback that was received. It should be noted that all comments made have been treated on their merits, and that the engagement undertaken was not a voting process. Nevertheless, the responses received do provide a useful indication of the types of transport issues that the local community is concerned about.

2.6 This section provides a summary of this analysis, with full details included in **Appendix B**.

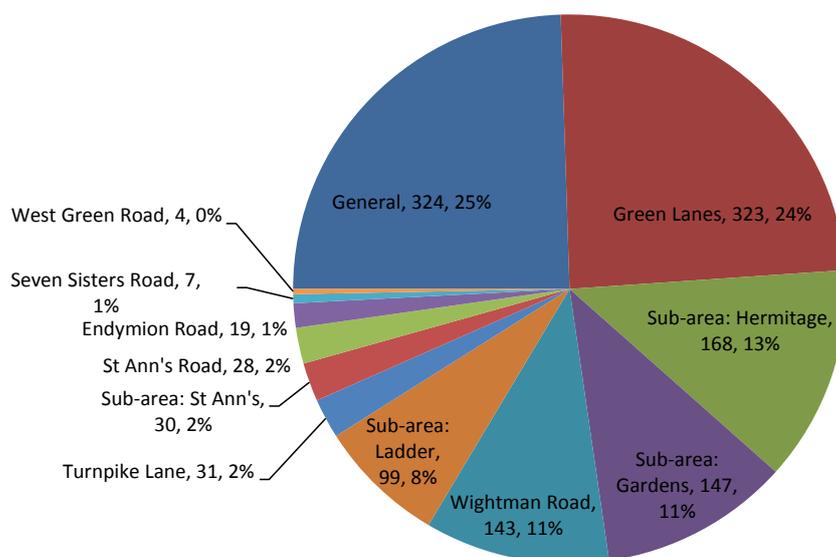
2.7 In order to provide a structure for the analysis of the responses received, they were categorised into themes. These themes, and the number of proportion of responses relating to each, are shown in Figure 2.2 below. The most common theme by far was 'traffic', with more than half of all responses made relating to this theme. This was followed by 'parking and loading', with 15% of response relating to this theme.

Figure 2.2: Round 1 engagement, issues mentioned by theme



2.8 We also analysed responses based on the sub-area or road that they related to, with the results shown in Figure 2.3 below. Approximately a quarter of the comments related to the study area generally (rather than a specific location), with just under a quarter relating to Green Lanes.

Figure 2.3: Round 1 engagement, issues mentioned by road / sub-area



2.9 The list below contains the 20 most common comments made:

1. Remove parking on Green Lanes (85)
2. Against permanent closure of Wightman Road (62)
3. Keep bollards on Garden roads/ consider permanent closure (53)
4. Keep Wightman Road filtered as it was during the bridge replacement (39)
5. Improve Green Lanes/Hermitage Road junction - dangerous for cyclists/peds, light phasing not long enough for vehicles (35)
6. Against opening of Hermitage Road (34)
7. Must retain barriers on Eade Road and Vale Road (33)
8. Traffic calming measures needed on residential roads across the study area (33)
9. Different and effective traffic calming measures needed (not speed bumps) (28)
10. Concern over pollution levels (26)
11. Improve existing junction to Arena (26)
12. Add bollards to ladder streets/make residents and local traffic only (25)
13. Discourage driving for local shopping by making parking difficult/encourage use of sustainable modes/off peak travelling (24)
14. Introduce CPZ on residential roads surrounding Green Lanes. Review CPZ arrangements for all residential streets in study area (22)
15. Introduce further traffic calming on the Gardens roads (22)
16. Bollards are costly and open to abuse (21)
17. Replan junction of Wightman Road/Turnpike Lane - very dangerous for cyclists and pedestrians (20)
18. Introduce 24hr bus and cycle lanes on Green Lanes (19)
19. Move on-pavement parking to the carriageway on Wightman Road and Hermitage Road (18)
20. Better to limit traffic on Wightman Road than to shut it completely e.g. local traffic only (17)

3 Round 2 survey

Introduction

- 3.1 A second round of engagement was held towards the end of the study. The purpose of this was to obtain community views on the packages and options under consideration in two respects:
- The degree of support and opposition to each package and each option
 - Views on which packages and options should be a higher priority for implementation
- 3.2 It should be emphasised that this was not intended to be a voting process. Which options (if any) should be taken forward is a decision that also needs to consider other factors, such as technical feasibility or the availability of funding.
- 3.3 As with the Round 1 engagement, this round of engagement was publicised via a hard-copy newsletter that was distributed to all properties within the study area. Members of the Steering Group were also asked to publicise the engagement via their contacts.
- 3.4 A copy of the survey used for this round is included in **Appendix C**. Respondents were encouraged to respond via a web-based version of the survey; however a paper-based alternative was also offered.

Respondent profile

- 3.5 A total of 854 completed responses to the Round 2 survey was received. Apart from two responses which were made via a hard copy of the survey, all of the responses were made via the online survey platform. It should be noted that there were a further 579 responses where the survey started but then abandoned before the final question; these aborted responses have been excluded from this analysis.
- 3.6 We have completed an analysis of the locations of the 854 complete responses to the survey, based on postcode information provided in the survey. Almost all of the postcodes provided could be mapped successfully, apart from 24 responses where incorrect and/or incomplete postcodes may have been entered.
- 3.7 Some key characteristics relating to the locations of survey respondents include:
- As shown in Figure 3.1 below, just over three quarters of responses were from within the study area. About a fifth were from outside the study area, and the remainder provided postcodes that could not be mapped.
 - Out of those responses that could be mapped, about 91% were from within Haringey. A further 8% were from neighbouring boroughs. This is shown in Figure 3.2 below.

- For the responses received from within Haringey (as shown in Figure 3.3 below), the most by far were from Haringey ward (62%). 18% were from St Ann's ward, with 7% from Seven Sisters ward. It is not surprising that these were the top three wards, as they overlap with the study area.
- Within the study area (as shown in Figure 3.4 below), the most responses by far came from the Ladder sub-area (71%). 11% came from the St Ann's sub-area, 10% from the Gardens sub-area and 8% from the Hermitage sub-area.

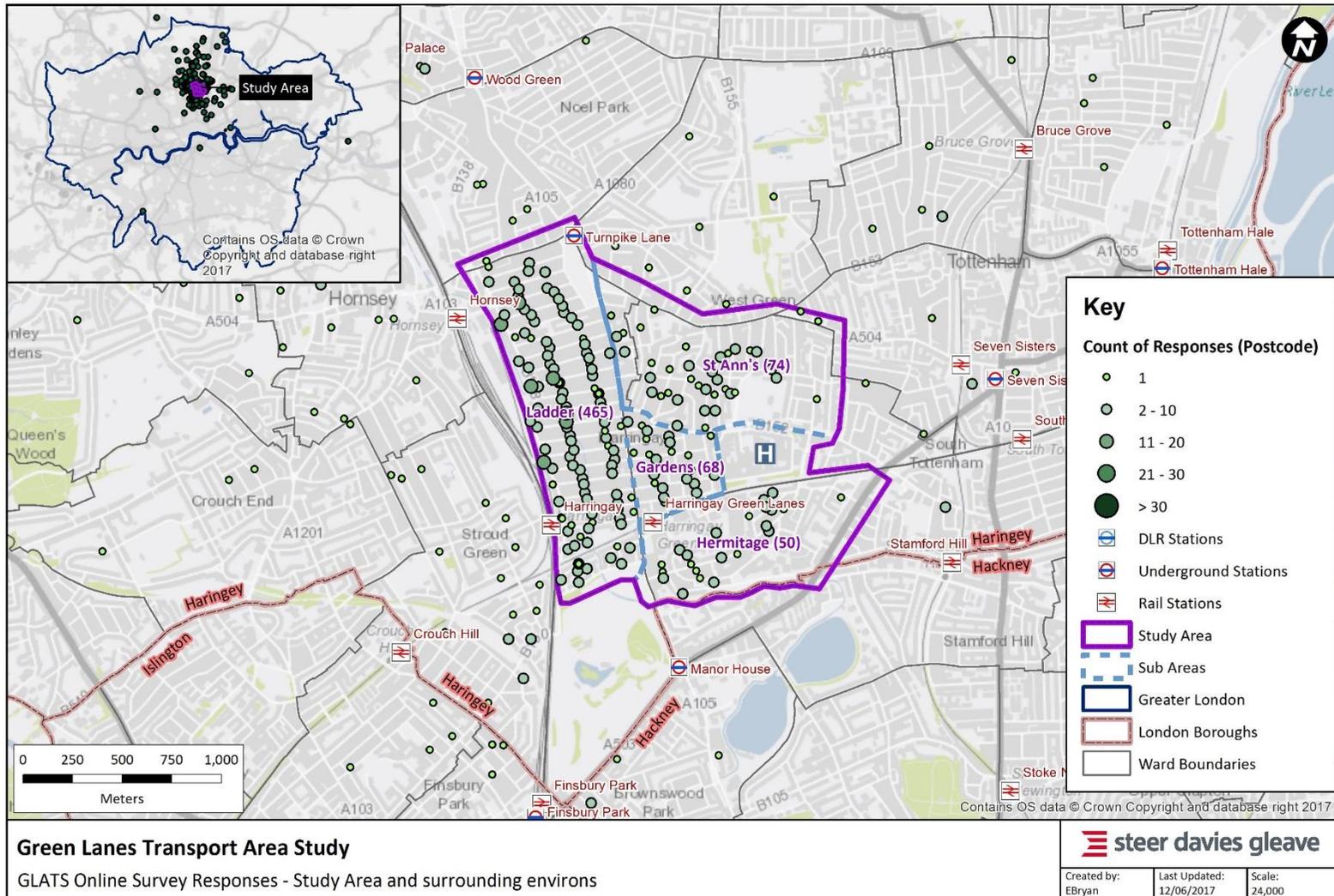


Figure 3.1: Survey respondents by location (within or outside study area)

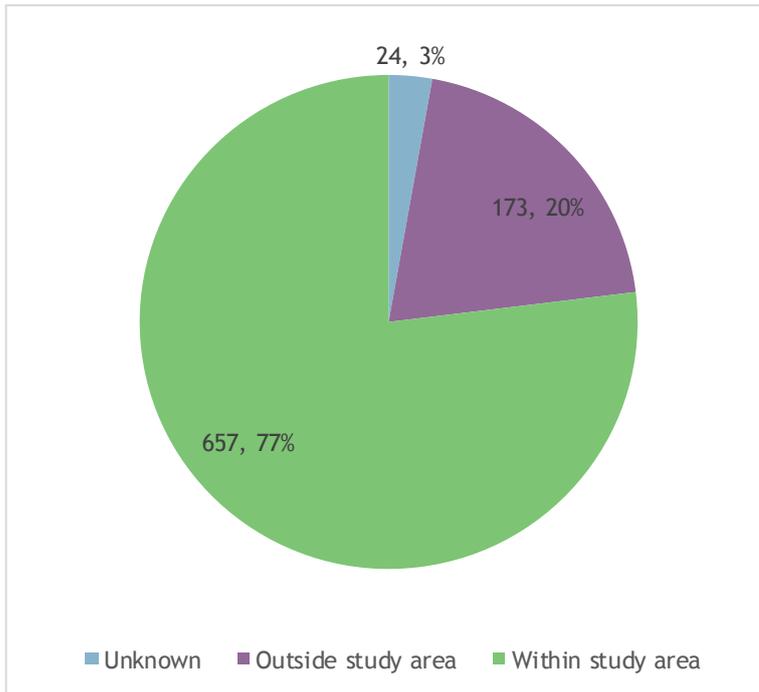
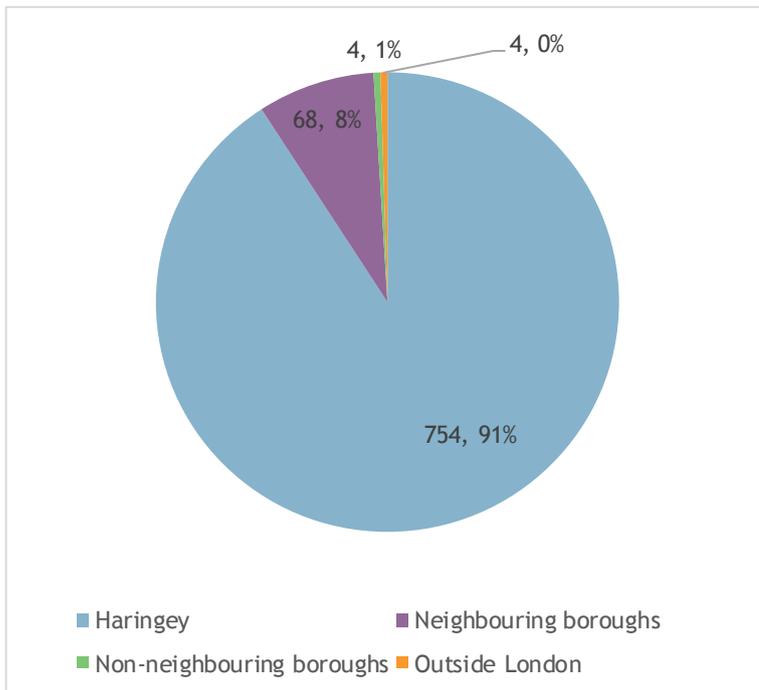
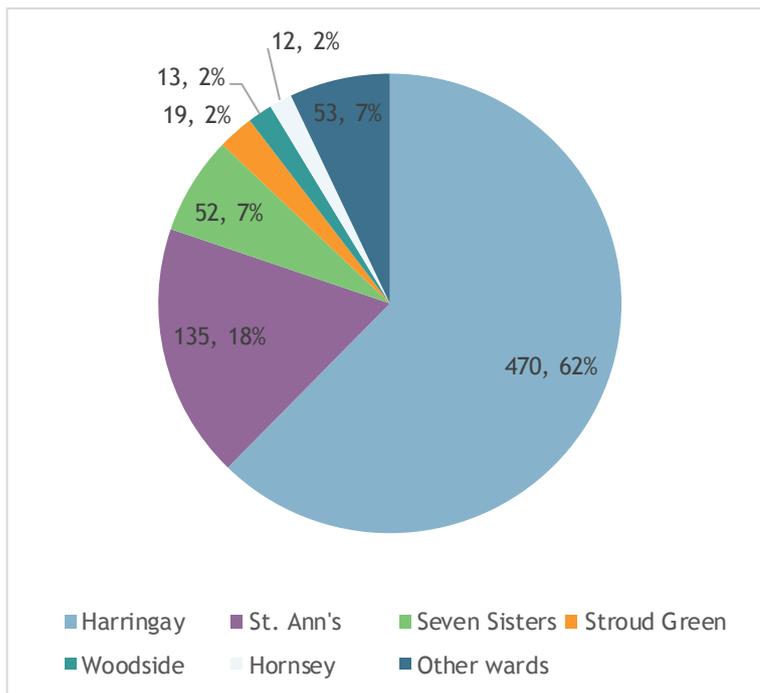


Figure 3.2: Survey respondents by borough



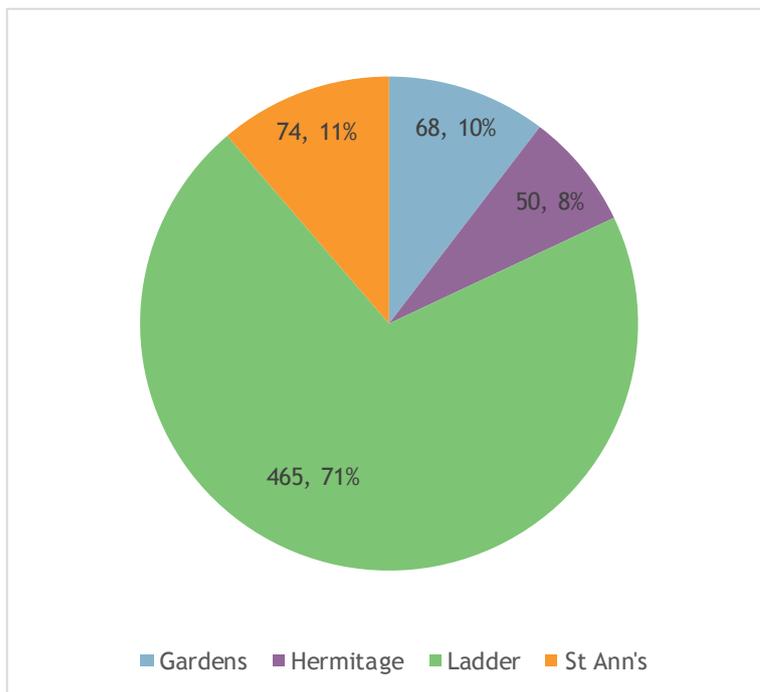
Note: Respondents with an unknown location are not included

Figure 3.3: Survey respondents by Haringey ward



Note: Only includes respondents located within Haringey

Figure 3.4: Survey respondents by study sub-area



Note: Only includes respondents located within the study area

Responses by package

Package AW: Area-wide improvements

3.8 The graphs in Figure 3.5 and Figure 3.6 below show the proportions of the responses made to each option, by all respondents and then only study area respondents respectively. Figure 3.7 and Figure 3.8 below show the absolute number of opposing and supporting responses made for each option, again for all respondents and then only study area respondents respectively.

3.9 It can be seen that all of the options in this package received significantly more support than opposition. The three options with the strongest support were AW-08, AW-09 and AW-01. Options AW-02, AW-10, AW-06 and AW-07 has relatively lower levels of support, although this still significantly outweighed the level of opposition.

Figure 3.5: Views on Package AW options (all respondents)

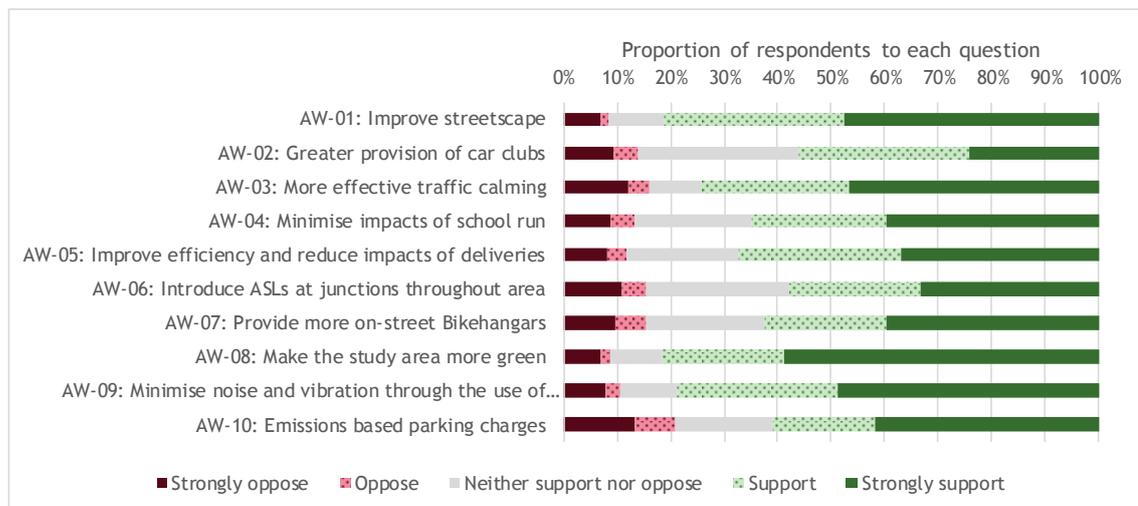


Figure 3.6: Views on Package AW options (study area respondents only)

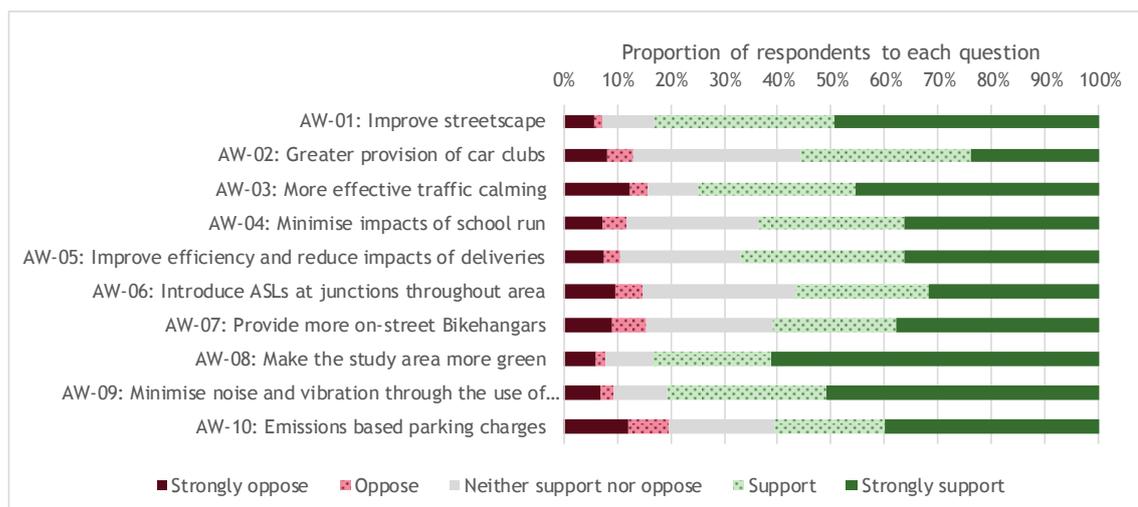


Figure 3.7: Balance of positive and negative views on Package AW options (all respondents)

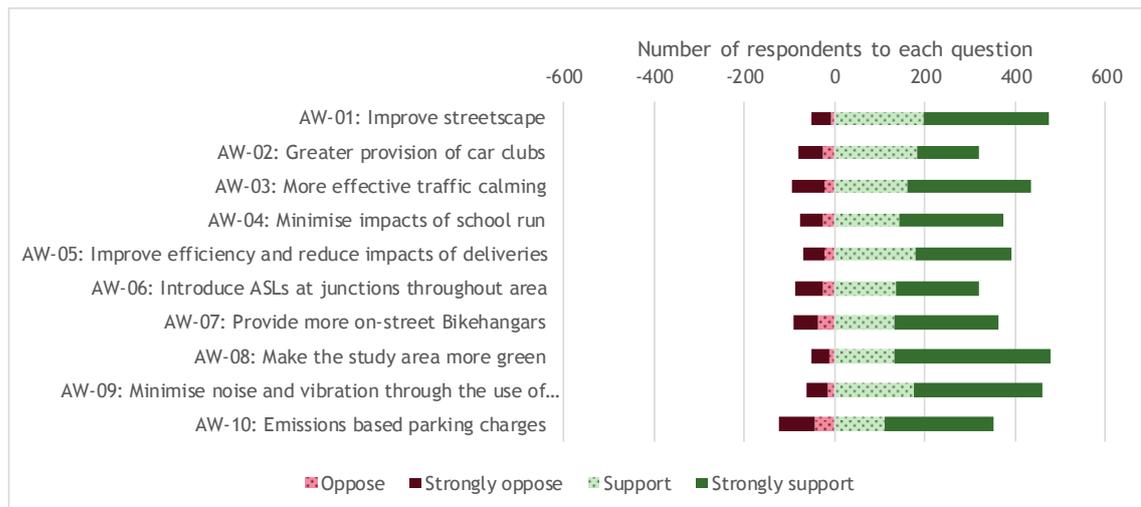
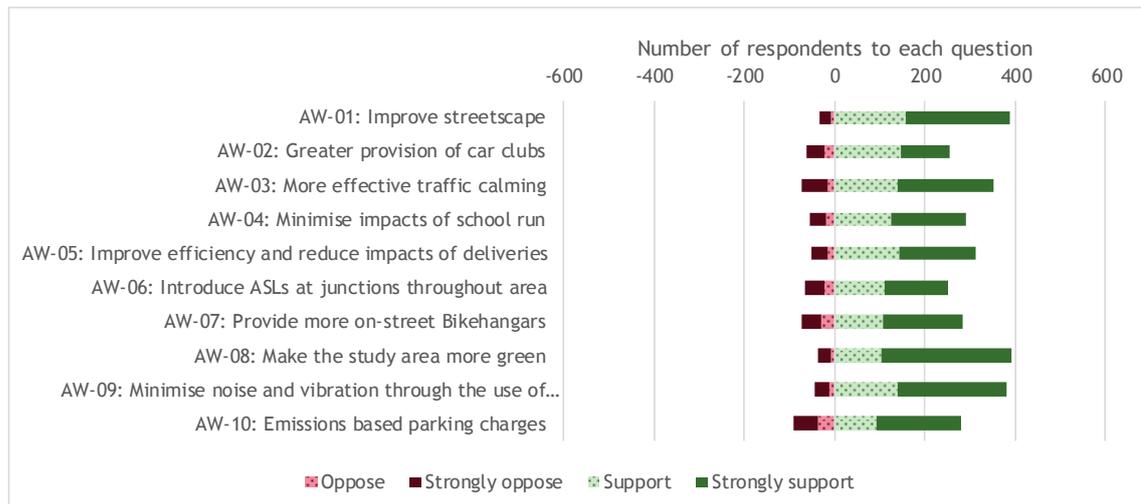


Figure 3.8: Balance of positive and negative views on Package AW options (study area respondents only)



Open-ended responses

- 3.10 The open-ended responses received in relation to Package AW are shown in Table 3.1 below.
- 3.11 A few of the comments related specifically to the options. Many of the comments were quite general, expressing either general positive views or negative views on this package. Many respondents also expressed general support for improved cycle infrastructure provision.
- 3.12 There were also comments expressing concern about particular issues in the study area. The most commonly mentioned concerns were regarding poor air quality; the effects of the 2016 Wightman Road closure; and traffic calming. Various suggestions were also made, including for more speed enforcement; and a greater focus on cars.

Table 3.1: Open-ended responses to Package AW

Theme	Comment	Responses
AW-03: More effective traffic calming	Install cameras in speeding hotspots	4
AW-05: Improve efficiency and reduce impacts of deliveries	Request for better organisation of delivery vehicles	6
AW-09: Minimise noise and vibration through the use of improved road design	May increase Council tax charges	1
AW-10: Emissions based parking charges	Feel charging should be structured differently	5
Concern	Concern over existing poor air quality levels	29
	Concerns about the 2016 closure	27
	Concerns over Speed Bumps/traffic calming	19
	Concern of proposals on the impact on local business	11
	Feel survey was unclear (frequently regarding definition of ASL)	11
	Concerns over flytipping / refuse	10
	Concern over maintenance of facilities	8
	Concern over cyclist behaviour	2
Consultation	Concern over air quality from open grill restaurants	2
General supportive	General positive response	76
	Support for cycling provision	52
General unresponsive comment	General negative response	96
Suggestion	Request for more focus on cars	17
	Ensure that trees that have been removed are replaced to start with	1
	Request enforcement of parking restrictions	1
	Request for speed/parking/other enforcement	23
	Request for improved pedestrian facilities	1
	Request for more information on alternative transport	4
	Feel traffic signals need improvements	3
	Request more facilities for the disabled	1
Request Electric Vehicle Charging points	1	
No response	No response	1177
Not relevant	Not relevant	2

Package PC: Area-wide pedestrian and cycle network

3.13 The graphs in Figure 3.9 and Figure 3.10 below show the proportions of the responses made to each option, by all respondents and only study area respondents respectively. Figure 3.11 and Figure 3.12 below show the absolute number of opposing and supporting responses made for each option, again for all respondents and only study area respondents respectively.

3.14 A majority of respondents expressed support for all of the options, both when considering all respondents and only study area respondents. Options PC-06 and PC-05 had the highest levels of support, whereas Options PC-03 and PC-07 had the lowest levels of support (albeit at levels significantly higher than the levels of opposition).

Figure 3.9: Views on Package PC options (all respondents)

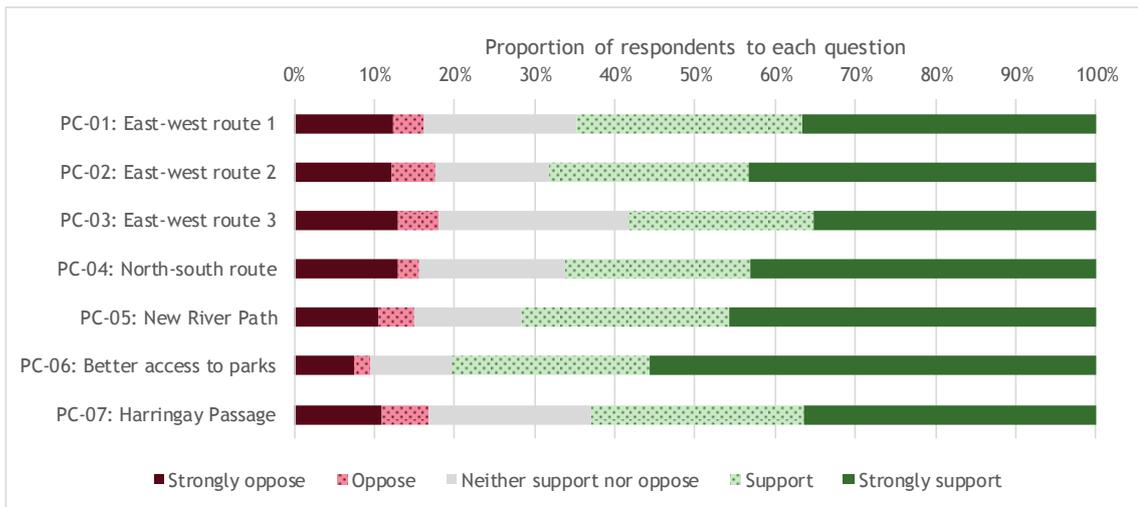


Figure 3.10: Views on Package PC options (study area respondents only)

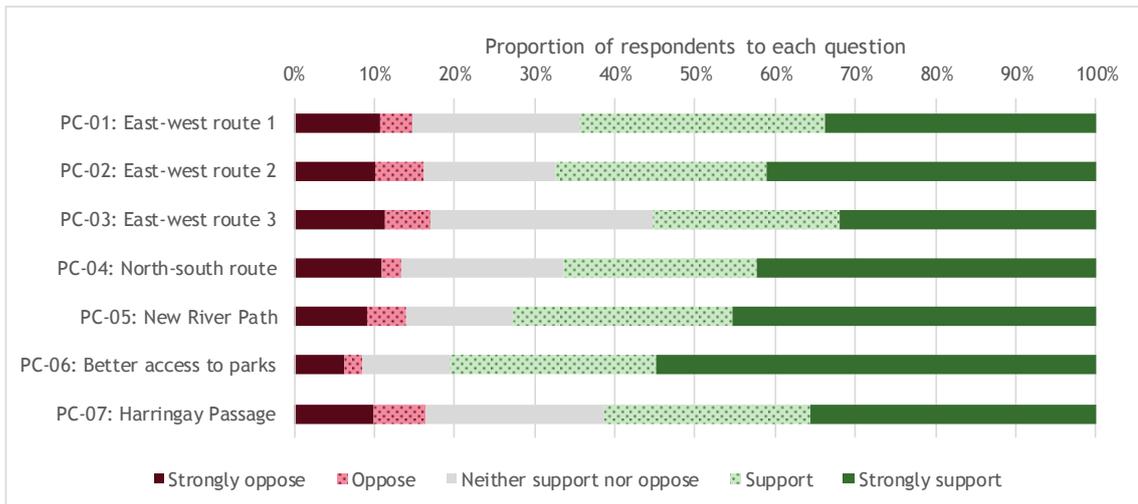


Figure 3.11: Balance of positive and negative views on Package PC options (all respondents)

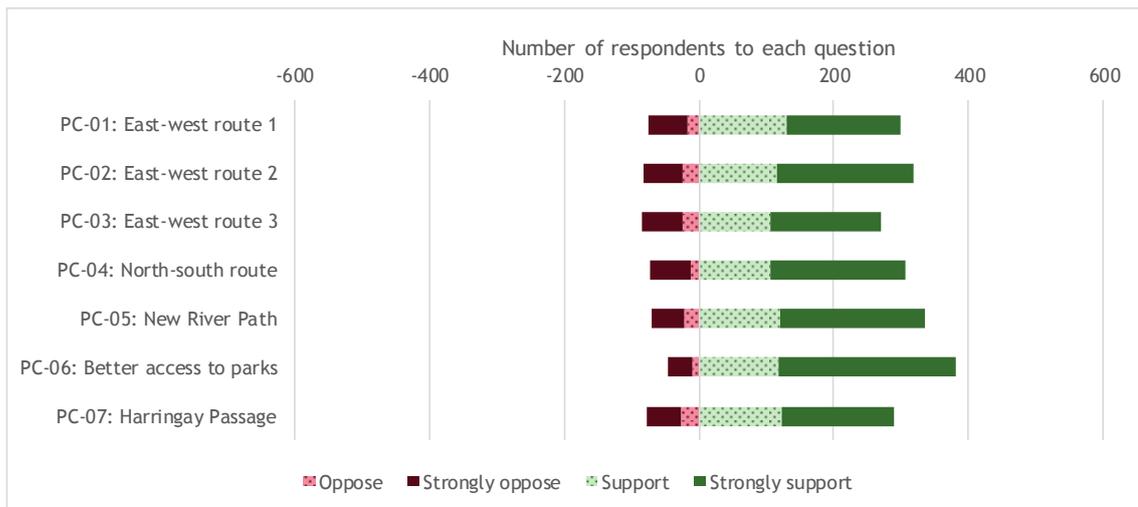
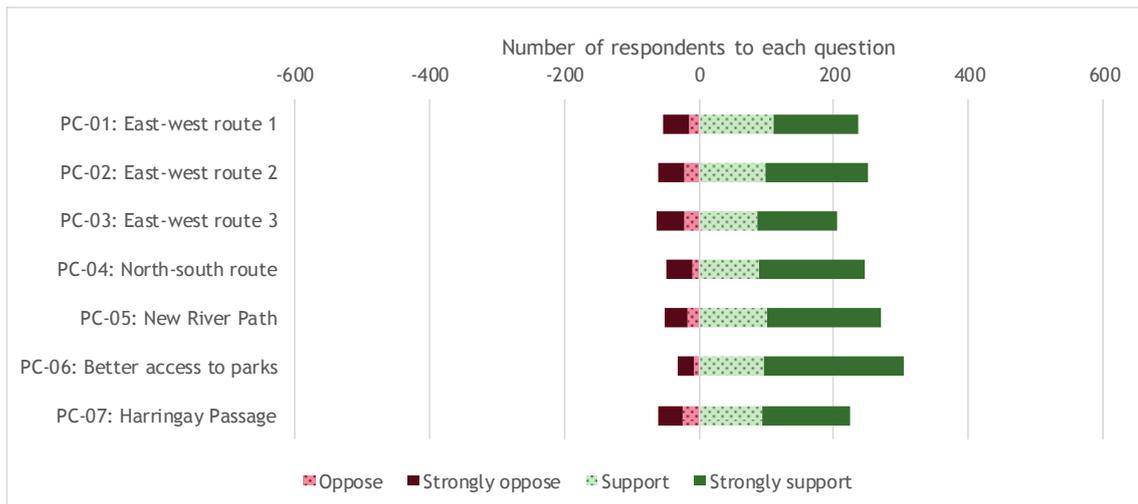


Figure 3.12: Balance of positive and negative views on Package PC options (study area respondents only)



Open-ended responses

- 3.15 Table 3.2 below shows a summary of the open-ended responses made in relation to Package PC.
- 3.16 The largest number of comments made relate to general positive support for this package. Many people also commented that the options do not go far enough. Various comments were made relating to each of the specific options, either reiterating support or opposition, or commenting specifically on elements of each option.

Table 3.2: Open-ended response to Package PC

Theme	Comment	Number of responses
PC-01: East-west route	General positive response for PC-01	4
	Increase accessibility to Hornsey station via bridge	3
	Support cycle crossing at Hornsey station	2
	Hornsey Station bridge should not be used by cyclists	1
	Reduce parking on Hampden Road to free up space for plans	1
	Include segregated cycle route under railway bridge at Turnpike Lane	1
	Consider modal filter on Hampden Road	1
PC-02: East-west route	Harringay Station railway bridge is dangerous (steep), this should be addressed (e.g. with steps)	9
	General positive response for PC-02	6
	Against dividing rail along footbridge	1
	Include junction at Stanhope Gardens and Burgoyne Road	1
	Harringay station railway bridge should be pedestrians only	1
	Concerns about public safety	1
	Negative impact on already congested area	1
	Against staggered crossing at Green Lanes	1
	Building works should not restrict access to Haringey station	1
	This option misses the point	1
	Upgrade bridge to allow better access for bicycles and Persons with Reduced Mobility	1
	Bicycle calming measures on the east side of the bridge are dangerous (bikes and buggies are damaged)	1
	Burgoyne Road is already busy, placing cyclists on other roads will smooth traffic flows	1
	Consider modal filter on Burgoyne Road	1
PC-03: East-west route	General positive response for PC-03	3
	Benefits are limited	2
	PC-03 should go through the park instead of a long shopping centre	1
	Add entrance to park via Tancred Avenue	1
	Consider impact on wildlife	1
	Illegal turns from Wightman Road to Edymion Road should be addressed	1
	Oppose building footbridge and creating a cycle route to the retail park	1
	Negative impact on already congested area	1
	Does not connect to key destinations	1
PC-04: North-south route	General positive response for PC-04	9
	Restrictions of St Anne's site make option difficult	3
	PC-04 introduces a safe route for children going to school	3
	PC-04 is indirect and does not connect to key locations	3
	Concerned about implications of PC-04 for residents and safety	2
	Include route over the railway via bridge	2
	Align along Hermitage Road, with a northbound contraflow on Cornwall Road	1
	Do not re-open the railway arch	1
	Bridge across New River on Eade Road will make journey to school safer	1
	Should open railway arches	1
	Will reduce severance of Hermitage Road area	1
PC-05: New River Path	Wightman Road is dangerous for cyclists/pedestrians	11
	Wightman Road should not be closed to motorised traffic	11
	Supportive comment	10
	Safe provision for cyclists on entire length Wightman Road should be part of the plans	10
	General unsupportive comment	8
	Concern over safety and crime along river path	5
	Narrow sections of river path can't be widened and therefore dangerous for shared use	3
	Wightman road should only be used by cyclists	2
	Wightman Road should not be one way	2
	Traffic from Wightman Road will increase volumes on other routes	2
	Will increase accessibility to Woodberry Down	1

PC-05: New River Path	Consider impact on wildlife	1
	Introduce measures to assure safe merging of New River path with Wightman Road	1
	More pedestrian crossings on Wightman Road	1
	One way traffic with two way cycle lanes on Wightman road	1
	One way motorised traffic on Wightman Road will increase traffic speeds	1
PC-06: Better access to parks	Supportive comment	11
	Route should include bridge across New River	2
	Crossing should be in addition to crossing at Endymion Road (not as a replacement)	2
	Focus not only on improvements into park, but also east-west movements on the crossing near Alroy Road	1
	Access to park will reduce cycle flows on nearby roads	1
	Consider safety and lighting of the paths	1
	Unsupportive comment	1
	Concern	Options do not go far enough
Plans do not fully address the problem of traffic volumes	6	
Cyclists are dangerous/do not care about other road users	6	
Pedestrians should have priority over bikes	6	
Does not/Should decrease rat running (vehicles)	5	
Concern about two way cycling in one way streets	3	
These schemes should not influence traffic	3	
Cyclists should not be asked to dismount at any point for any of the options	2	
Traffic is main problem, keep motorised and through traffic out of the area	2	
Green Lanes is unsafe for cyclists and pedestrians	2	
Wheelie bins cause for concern (safety/look and feel of the area)	1	
Impact on buses should be assessed	1	
Introduction of one way systems is complex and unnecessary	1	
Impact of closures changes on other ladder roads should be assessed	1	
Current cycle infrastructure/signage is insufficient/of poor quality	1	
Only diverts pedestrians and cyclists from the main roads	1	
Cycle crossing options on Green Lanes prioritise motorised traffic over cyclists	1	
Do the routes coincide with flows of cyclists and do they pass schools/work places	1	
Plans should focus on creating a community, not on the wider area/through roads	1	
Consultation	Map and proposals are not clear enough to comment on options	4
General supportive response	General positive response	35
General unsupportive response	General unsupportive response	10
Irrelevant comment	Irrelevant comment	4
No comment		1231

Package GL: Green Lanes package

- 3.17 The graphs in Figure 3.13 and Figure 3.14 below show the proportions of the responses made to each option, by all respondents and only study area respondents respectively. Figure 3.15 and Figure 3.16 below show the absolute number of opposing and supporting responses made for each option, again for all respondents and only study area respondents respectively.
- 3.18 It can be seen that almost all of the options included in this package received support from a majority of respondents. The three options receiving the highest level of support were GL10b, GL-10c and GL2-01b. The two options that did not receive a majority of support were GL1-04 and GL1-05a, however in both cases the level of support still exceeded the level of opposition.
- 3.19 This package included two alternatives (GL1 and GL2), and a question was specifically asked regarding which package respondents would prefer (or whether they would prefer neither). The results from this question are summarised in Figure 3.17 and Figure 3.18 below.
- 3.20 When considering all respondents, about half preferred Alternative GL2, a third preferred Alternative GL1 and with the remainder preferring neither. This split of preferences varied depending on the location of respondents. For respondents within the study area, only 44% preferred Alternative GL2 (although this was still the most popular alternative), whereas for respondents outside the study area, 69% preferred Alternative GL2.

Figure 3.13: Views on Package GL options (all respondents)

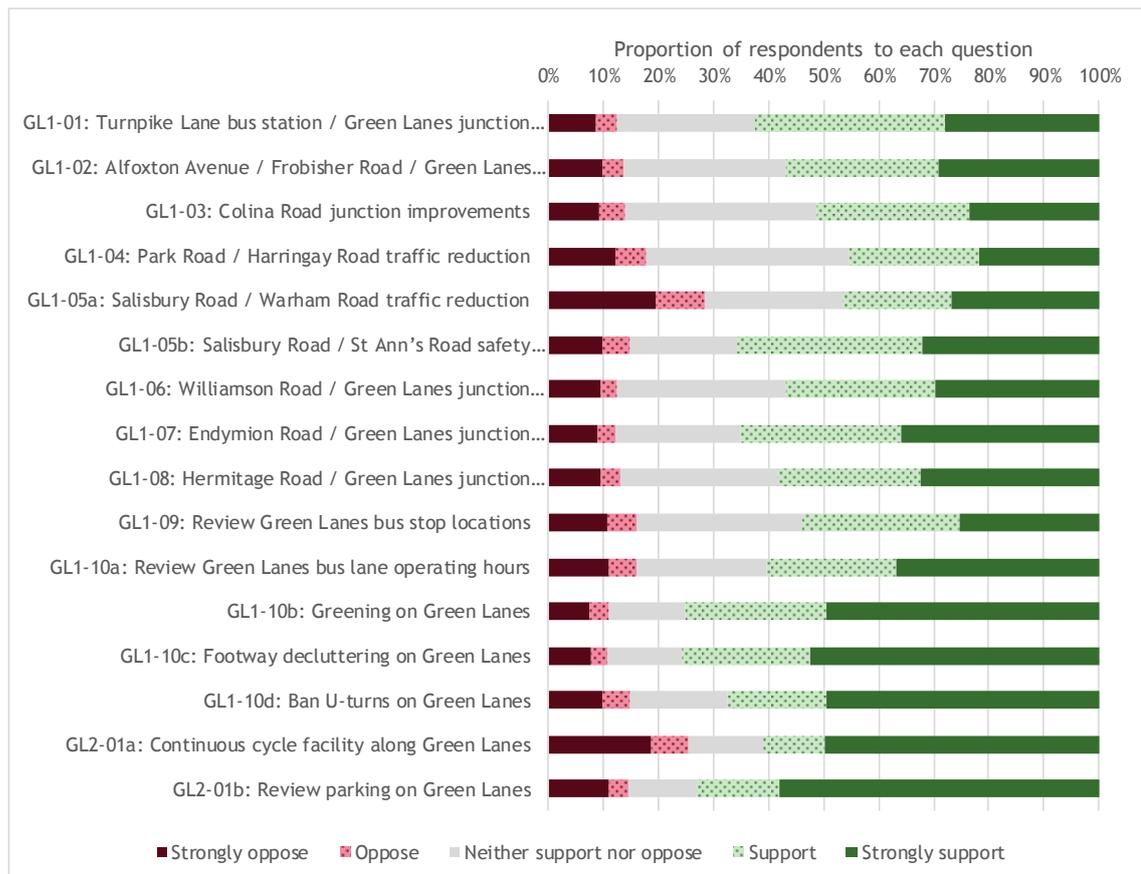


Figure 3.14: Views on Package GL options (study area respondents only)

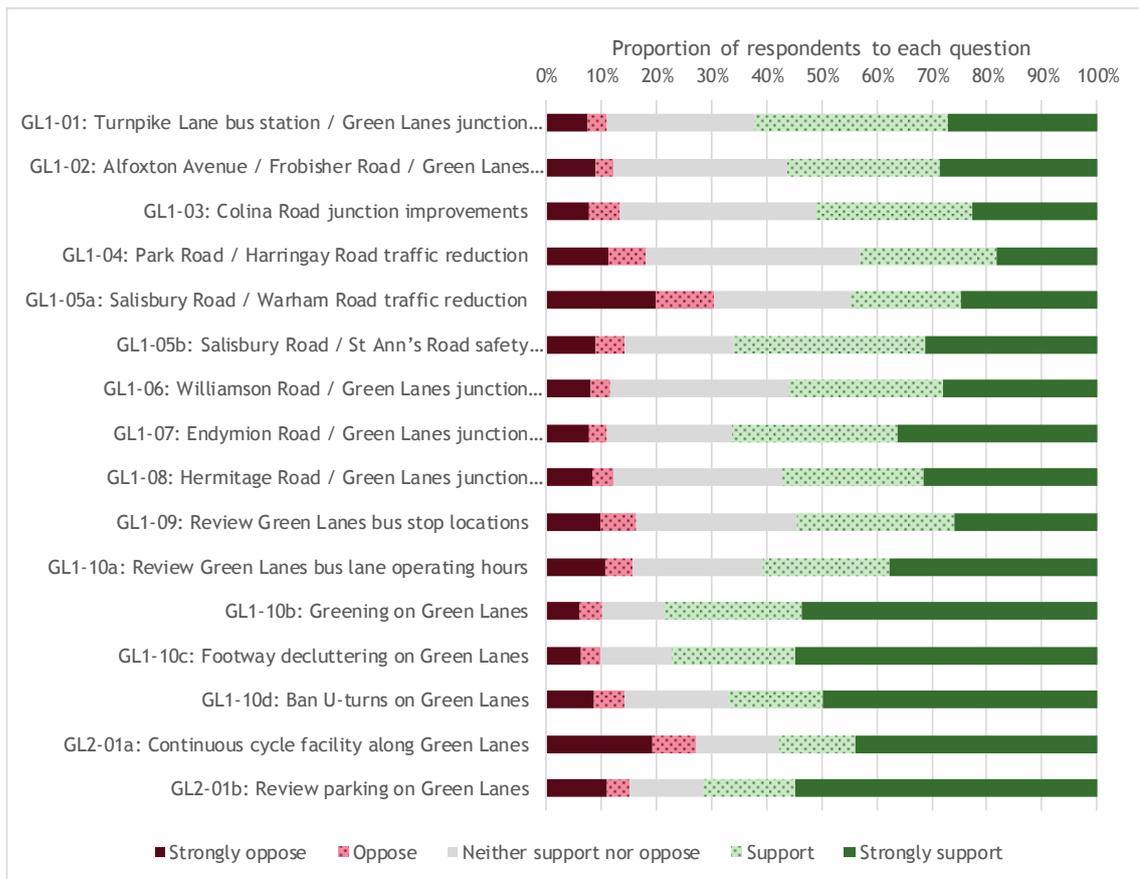


Figure 3.15: Balance of positive and negative views on Package GL options (all respondents)

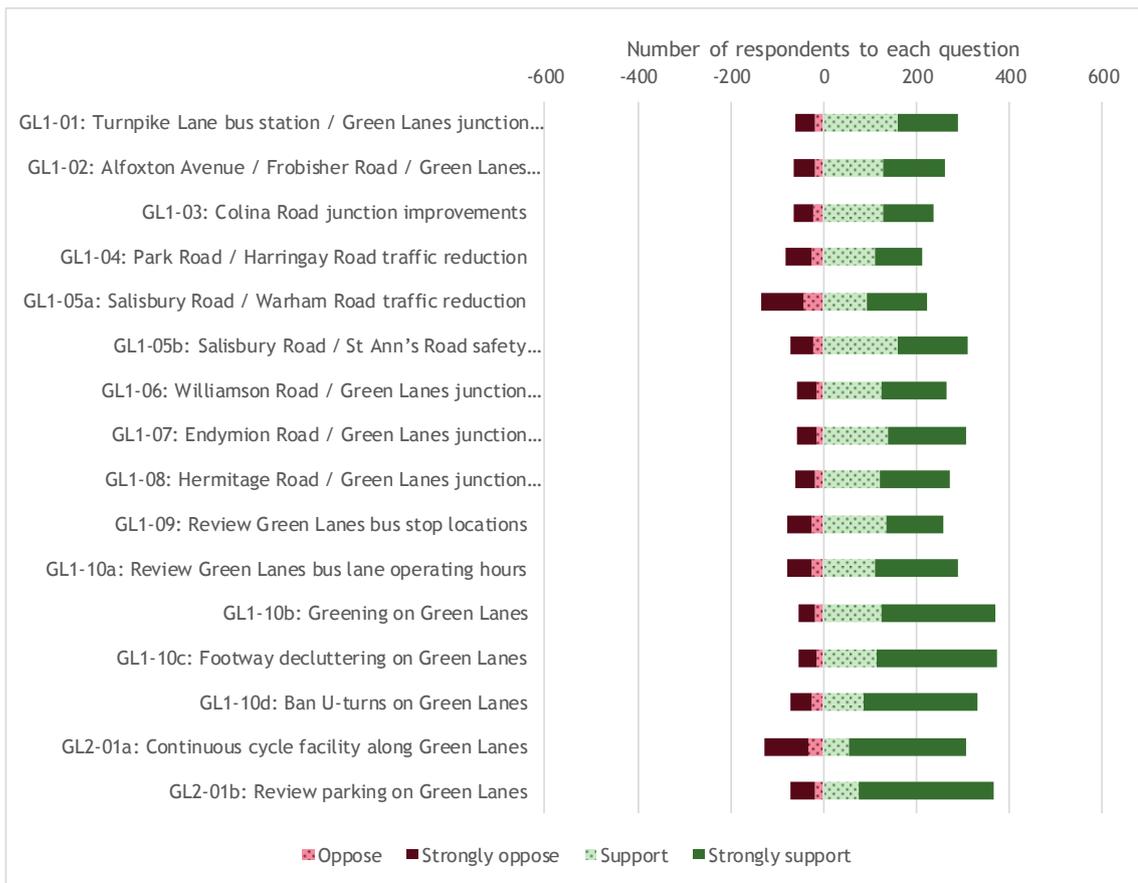


Figure 3.16: Balance of positive and negative views on Package GL options (study area respondents only)



Figure 3.17: Views on preferred alternative for Package GL (by number of respondents in each category)

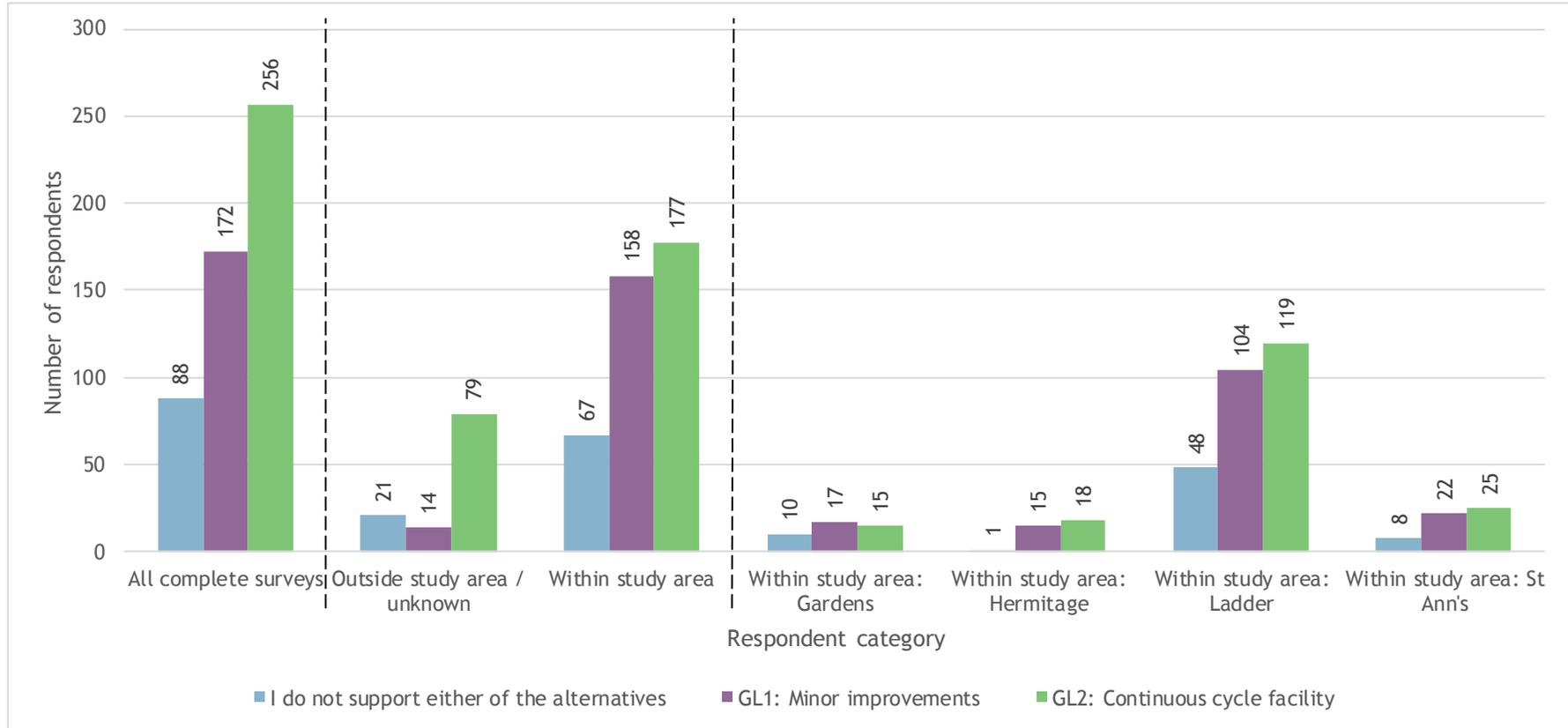
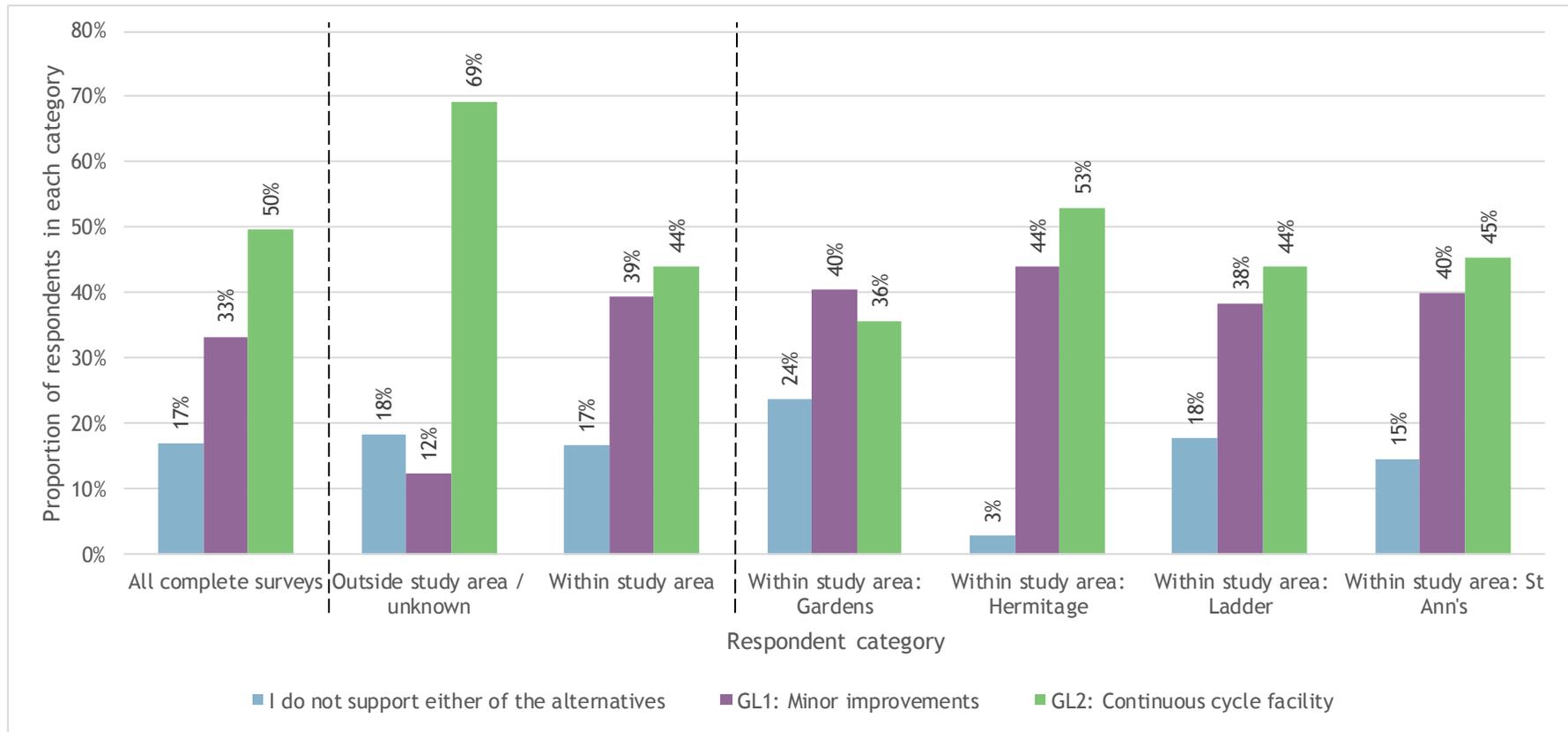


Figure 3.18: Views on preferred alternative for Package GL (by proportion of respondents in each category)



Open-ended responses

- 3.21 The open-ended responses received in relation to Package GL are summarised in Table 3.3 below. Various comments were made relating to specific options, and other comments related made more general points regarding this package.
- 3.22 Some of the most common comments made related to general support for Alternative GL1 or Alternative GL2; restricting parking on Green Lanes to encourage more use of sustainable modes; cycle and pedestrian safety; Alternative GL1 not going far enough; and suggesting that money could better be spent elsewhere.

Table 3.3: Open-ended responses to Package GL

Theme	Comment	Number of responses
GL1 General comment	General support for at least one of the GL1 packages	24
	GL1 initiatives need to be made as safe as possible for cyclists and pedestrians	14
	Disagree with at least one of the GL1 packages - money should be spent elsewhere	13
	GL1 schemes could cause higher congestion on ladder streets	8
	GL1 initiatives are likely to cause higher congestion along Green Lanes	3
	Proposals are biased towards non-car users	1
	Repeats with the area-wide (AW) improvements packages	1
GL1-01	Initiatives do not go far enough to improve Green Lanes	13
GL1-02	Existing junction is confusing	3
	Alfoxton Avenue should be closed to traffic	1
	This proposal coupled with WL proposals will make upper ladder roads inaccessible	1
	Frobisher Road and Alfoxton Avenue each need their own phase of lights to turn onto Green Lanes	1
GL1-04	Drivers use this junction as a more reliable right turn onto Green Lanes	1
GL1-05a	Reducing Salisbury Road / Warham Road traffic is key	4
	Closing Warham Road will create more traffic in general	4
	Requires a full traffic survey to understand scheme's potential impact	2
	Enforce 'no right turn' out of Warham Road into Wightman Road instead	1
GL1-05b	Will cause further issues	4
	Unclear what proposals involve	2
	Introduce mini roundabout at this junction	1
	An entire junction redesign is unnecessary	1
GL1-07	Move bus stop south to avoid blocking lanes	1
	Needs to be made as safe as possible for cyclists	1
GL1-08	Introduce measures to prevent junction blocking and enhance safety of pedestrians	4
	Support pedestrian and cyclist access to park	2
	Cyclists do not use cycle lane here due to conflict with pedestrians - full lane width should go to pedestrians	2
	Should provide right turn filtering system	1
	Problems are caused by large lorries using junction	1
GL1-09	Disagree with moving bus stops	6
GL1-10a	Bus lanes should have a 24 hour operation with dedicated provision for parking elsewhere	2
	Make bus lane operating hours longer	2
	Support tidal bus lane	2
GL1-10c	Remove black BT phone boxes	4
	Oppose removing all outdoor shop displays	1
	Needs stronger enforcement than suggested to implement	1
GL1-10d	Comment of support for banning U-turns	4
	Excessive to ban U-turns all together	3
	Extend this to banning parking on opposite side of road	1
GL2 General comment	Prefer GL2 schemes to GL1	5
	Support GL2 schemes	3
Suggestion	Provide better cycle infrastructure	6
	Buses and pedestrians should be given priority on Green Lanes	5
	Refuse and graffiti needs to be removed	3
	Review pedestrian crossings along Green Lanes	2
	Improve / promote public transport in area	2
	Improve road surfacing near Turnpike Station	2
	Hermitage Road should be opened and made two-way	2
	Endymion Road should be widened for a second eastbound lane	1
	Planting would help air quality	1
	Traffic should be re-routed along Green Lanes and Warham Road should have the direction reversed	1
	Fine cyclists that use footways	1
	There must be segregation along all of Green Lanes	1
	Green Lanes should be a red route	1
	Provide pedestrian footbridge over Green Lanes	1
Only buses, cyclists and pedestrians should be allowed to use Green Lanes to increase vehicle flow	1	

Consultation	Consultation is too detailed to review properly	3
General comment	Prohibited / reduced parking on Green Lanes would encourage more travel by sustainable modes	21
	Strongly oppose this closure	5
	Area has excellent PT links	4
	Delivery drivers are causing issues	3
	Support enhancing traffic calming measures on ladder roads	2
	Proposals need to reduce rat-running through area	2
	20mph speed limit is ineffective	2
	Proposals do not reduce volume of traffic	2
	GL1 proposals should be delivered in conjunction with one-way on Wightman Road	1
	There should be filtered permeability on Wightman Road	1
	Buses must respect the keep clear signs	1
	It will be extremely difficult to prevent parking on Green Lanes	1
	Parking bays should be moved from Green Lanes onto ladder roads	1
	Do not introduce / expand Pay & Display bays on the side streets to Green Lanes	1
Irrelevant comment	3	
No response	1285	

Theme	Comment	Number of responses
GL2 General comment	Support at least one of the GL2 initiatives	45
	Disapprove of GL2 - spend money on alternative schemes	10
	Wightman Road / back roads should be promoted as preferable cycle route to Green Lanes	9
	Preferable option to GL1	3
	Proposal does not address the high volume of traffic in area which makes cycling dangerous	3
	Should be delivered in conjunction with GL1 packages	3
	Proposals need to be considered as part of all the area-wide proposed schemes	1
GL2-01a: Continuous cycle facility along Green Lanes	Green Lanes is too narrow to provide a cycleway	15
	A high quality cycle lane must be provided for the proposals to have any impact	12
	Would cause more congestion	6
	Continuous cycle lane would be too dangerous	5
	Strongly oppose scheme	3
GL2-01b: Review parking on Green Lanes	Cycle lane is unnecessary if Wightman Road is closed	2
GL2-01b: Review parking on Green Lanes	Car parking should be prohibited along Green Lanes	23
	Car parking should be reduced / P&D hours reduced along Green Lanes	13
	Parking spaces / loading bays are critical to local businesses' operations and must be retained	9
	Reduction in Green Lanes parking could increase parking demand on ladder streets	6
	Delivery vehicles should be regulated along Green Lanes	3
	Resident parking on ladder roads should become 24 hour permit only	1
	More parking should be provided on Green Lanes and ladder roads	1
	Trial study should be conducted for removing car parking	1
Consultation	Ensure London Cycling Campaign has been consulted	1
	Link to proposals is incorrect link	1
	Proposals are difficult to understand	1
	Survey for GL2 is too long - consultation should have been conducted as separate surveys	1
Options	Comment related to GL1 schemes only	4
Suggestions	Install a segregated cycle lane on Wightman Road	6
	Should be northbound and southbound segregated cycle lane on Green Lanes	3
	Efforts should be focused on improved PT provision	3
	Additional cycle facilities should be provided near Green Lanes	2
	Make Green Lanes a Red Route	2
	More cycle parking should be made available for local shop users near Green Lanes	2
	Should be provide a 24 hr continuous bus lane instead which cyclists can also use	2
	Cycle lane should be installed on west side of Green Lanes with bus lane on east side in line with current cyclist movements	1
	Make yellow grid boxes at all junctions so that pedestrians can cross safely	1
Concern	Green Lanes is currently very dangerous and polluted for cyclists	22
	Cycling and walking must be encouraged as a mode of transport	12
	Cyclists must not be prioritised over buses / pedestrians	8
	Green Lanes is well served by public transport	7
	There is as much southbound cycle traffic as northbound	3
No response	No response	1269
Irrelevant comment	Not relevant	2

Package WL: Wightman Road / Ladder area package

- 3.23 The graphs in Figure 3.19 and Figure 3.20 below show the proportions of the responses made to each option, by all respondents and only study area respondents respectively. Figure 3.21 and Figure 3.22 below show the absolute number of opposing and supporting responses made for each option, again for all respondents and only study area respondents respectively.
- 3.24 This package included four alternatives (described by headline change):
- WL1: **two-way traffic retained** but with pavement parking moved to carriageway
 - WL2: Wightman Road converted to **one-way northbound**
 - WL3: Wightman Road converted to **one-way southbound**
 - WL4: Wightman Road **closed to through traffic** (but with filtered permeability possible for some modes)
- 3.25 A question was specifically asked regarding which package respondents would prefer (or whether they would prefer none of the alternatives). The results from this question are summarised in Figure 3.23 and Figure 3.24 below.
- 3.26 It can be seen that an extremely low proportion of respondents favoured either Alternative WL2 and WL3 (the two one-way alternatives). This is the case for both all respondents and those only within the study area. This is also reflected in the responses to the key options in each of these alternatives (WL2-01a and WL3-01a), which were opposed by a very large majority of respondents.
- 3.27 Alternative WL1 was preferred by just over a quarter of all respondents. Within this alternative package, there were varying levels of support for the specific options included. WL1-02 and WL1-05 clearly had more support than opposition, whereas there was a finer balance between support and opposition for the other options.
- 3.28 Alternative WL4 was preferred by about half of all respondents. However, based on the responses received, this is an extremely divisive alternative, as indicated by the response to Option WL4-01a (which is the key element of this alternative). Almost all the responses received were 'strongly oppose' or 'strongly support' (with very few for 'oppose' or 'support'). There was generally more support than opposition for the other options in this alternative, with Options WL4-01b, WL4-01d and WL4-02 having the highest levels of support relative to opposition.
- 3.29 Finally, 18% of respondents did not prefer any of the alternatives presented.

Figure 3.19: Views on Package WL options (all respondents)



Figure 3.20: Views on Package WL options (study area respondents only)

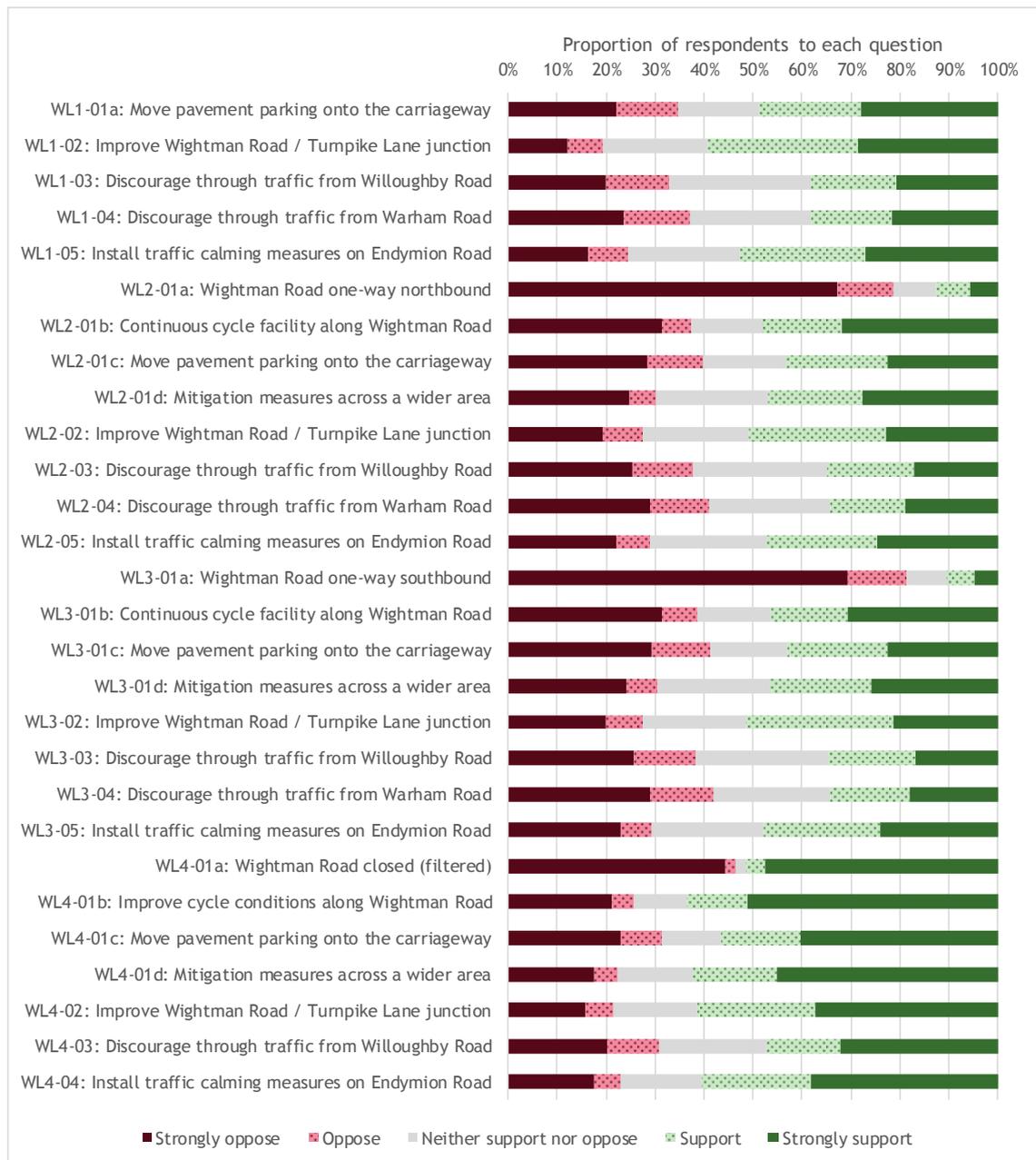


Figure 3.21: Balance of positive and negative views on Package WL options (all respondents)

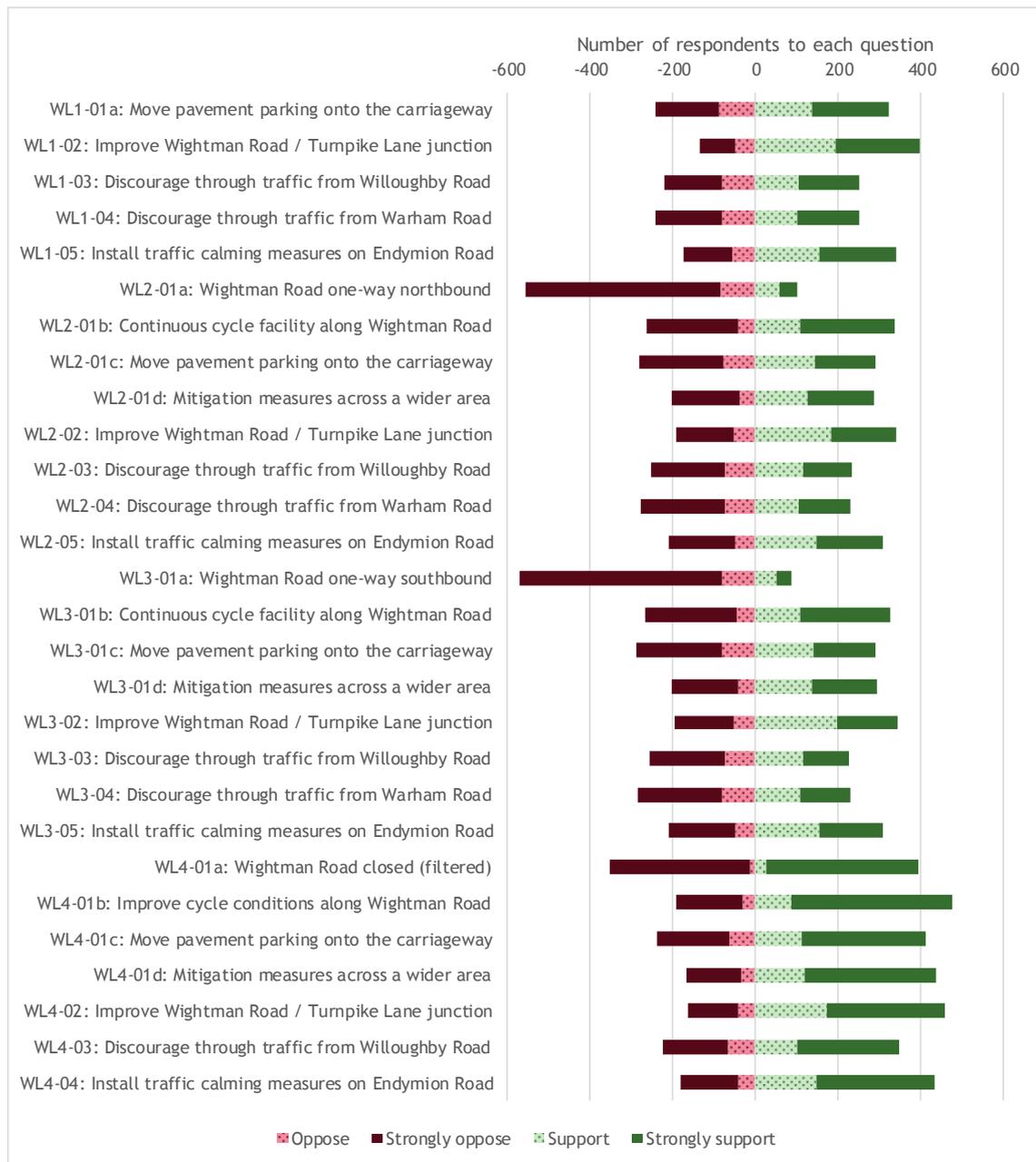


Figure 3.22: Balance of positive and negative views on Package WL options (study area respondents only)

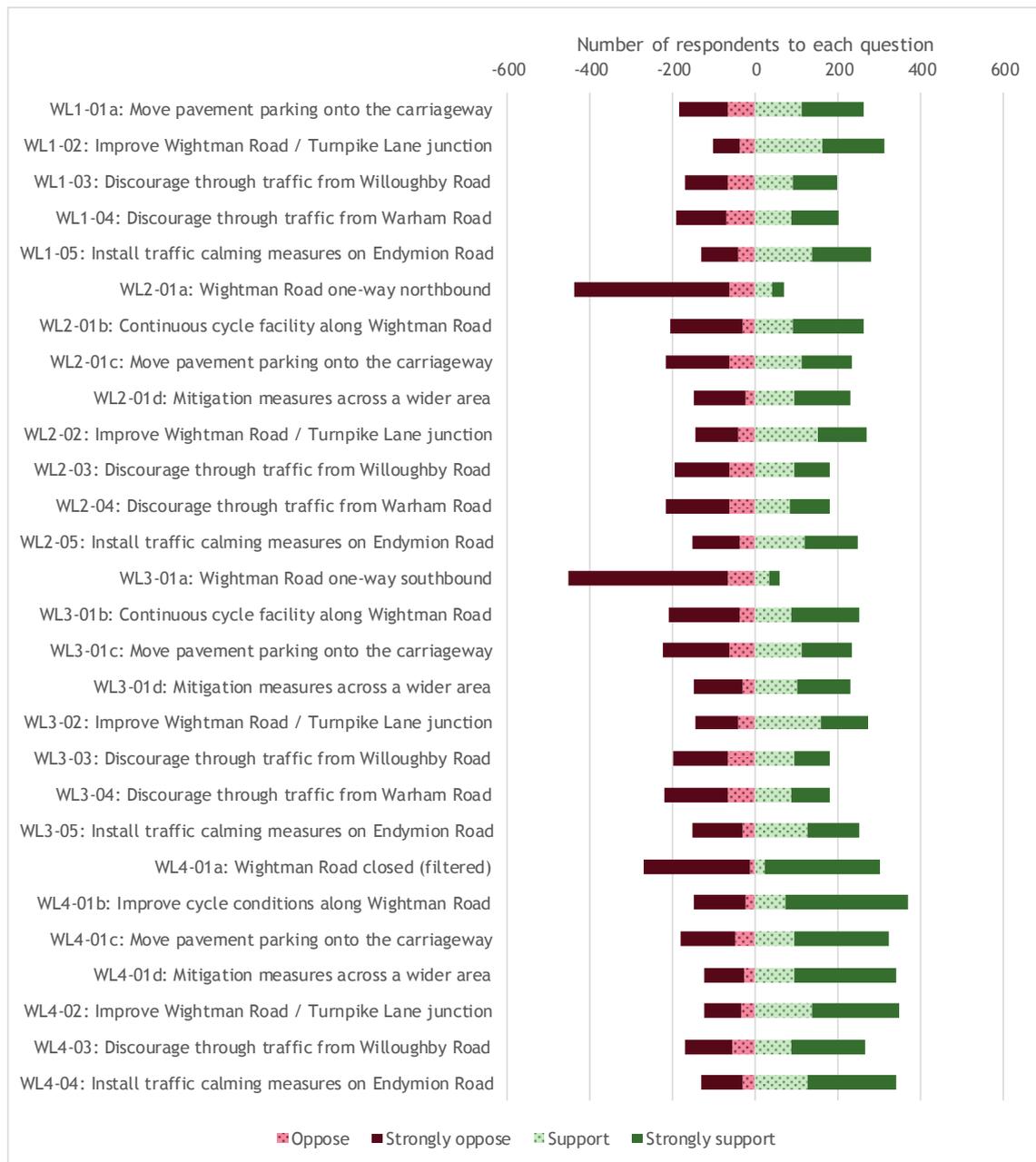


Figure 3.23: Views on preferred alternative for Package WL (by number of respondents in each category)

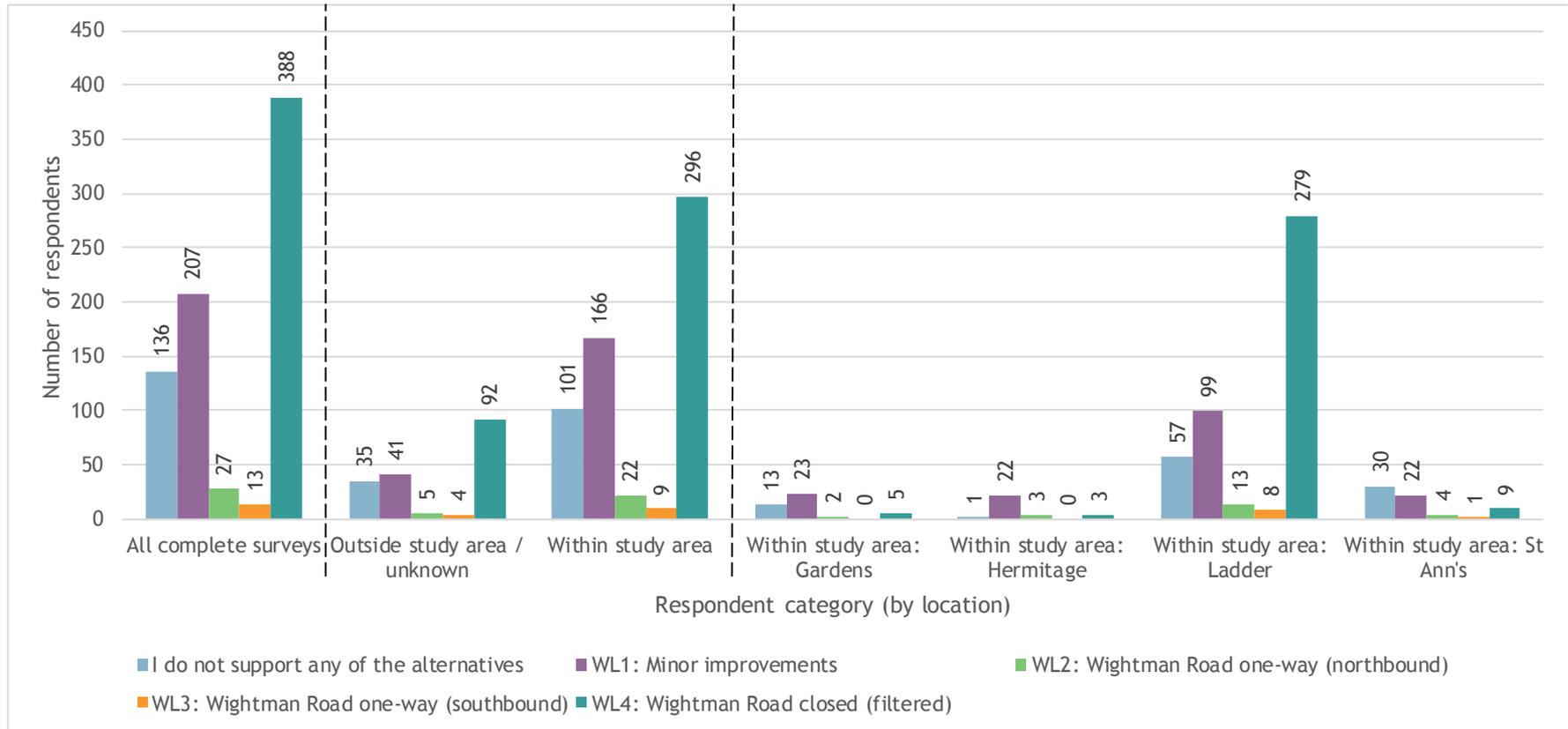
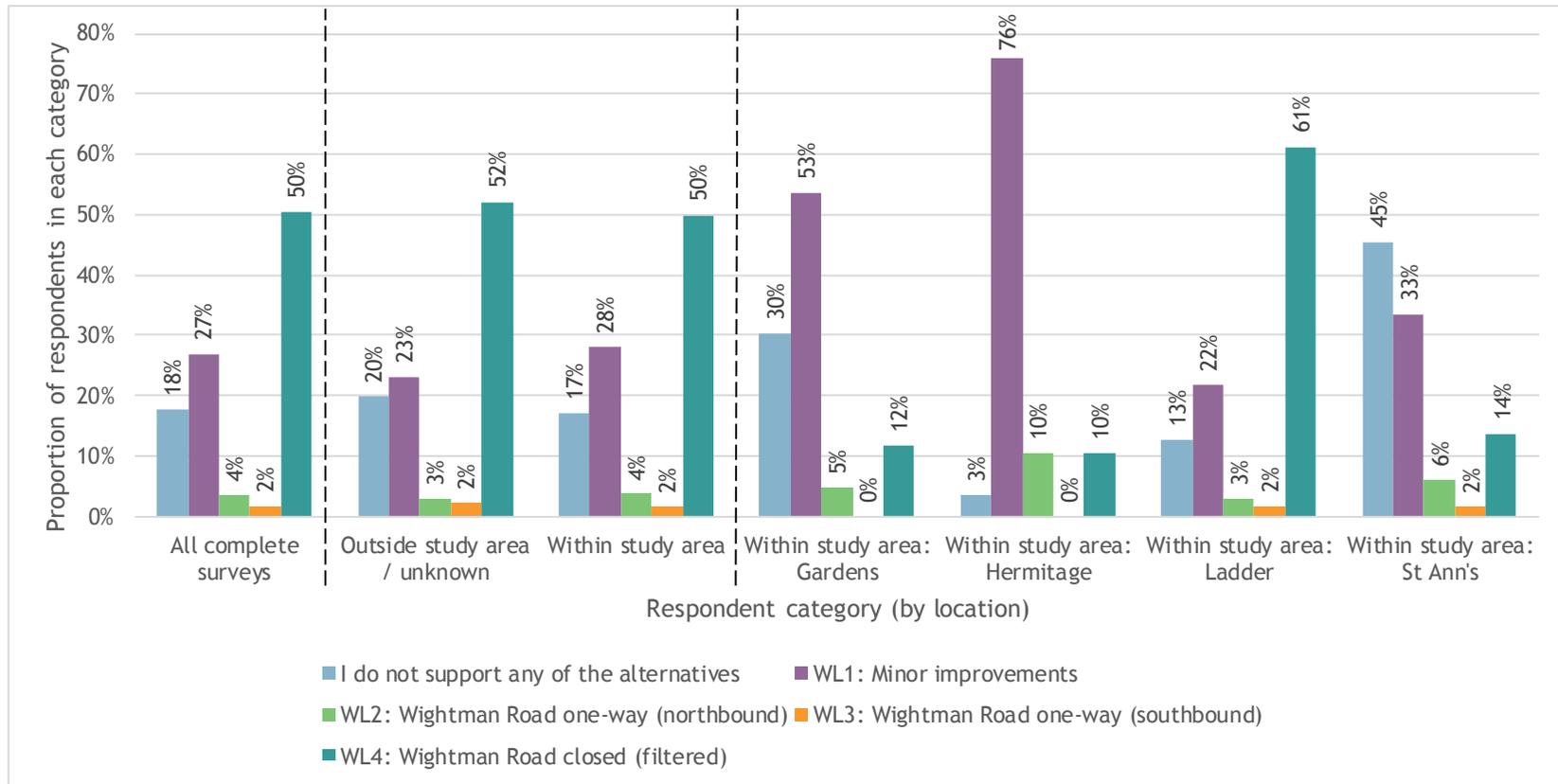


Figure 3.24: Views on preferred alternative for Package WL (by proportion of respondents in each category)



Open-ended responses

- 3.30 Table 3.4 below summarises the open-ended responses received in relation to Package WL. Many of the comments gave strong views on the alternatives presented as part of this package, and this strength of feeling was also reflected by the very high number of open-ended comments made (relative to the other packages).
- 3.31 In relation to Alternative WL1, many of the comments made were supportive of retaining through traffic access along Wightman Road. There were also many comments that expressed dissatisfaction with the alternatives that had been presented.
- 3.32 Many of the comments relating to Alternatives WL2 and WL3 expressed strong opposition to one-way operation along Wightman Road, in particular expressing concerns about increased vehicle flows and speeds.
- 3.33 Many comments were also made in relation to Alternative WL4, with most of them giving reasons for or against this alternative. The main reason given for opposing this alternative was that it would cause increased traffic congestion (as occurred during the 2016 closure), not only in the immediate vicinity but also in other areas including Crouch End and Stroud Green. Concerns were also expressed regarding reduced vehicular access in the area, both for residents and others. Many reasons were also provided in support of this alternative, relating to reduced traffic, improved air quality and a better community.

Table 3.4: Open-ended responses to Package WL

Theme	Comment	Number of responses
WL1-01a	Support carriageway parking	10
	Oppose carriageway parking	10
	Other parking restrictions	1
	Maintain parking levels	4
WL-01b	Support new cycle routes	12
WL1-03	Support traffic calming	14
	Oppose traffic calming	6
	Speed limit enforcement	4
WL1-04	No Warham changes	4
WL1-05	Endymion Road/Green Lanes junction redesign	4
WL2	Wightman Road traffic calming	2
	Ladder roads traffic calming	1
WL2-01a	Comment regarding the 2016 Wightman Road closure	23
	Wightman Road - maintain access to Places of Worship	7
WL2-02	Whiteman Road/Turnpike Lane junction improvements	5
WL4	Wightman Road - keep through traffic	58
	Wightman Road closed to through traffic	25
Consultation	Want different options to be proposed	39
General	Unsupportive comment	19
Suggestion	Pedestrian facility improvements	17
	Support introduction of HGV restrictions	4
	Request for cosmetic improvements	1
No response		1231

Theme	Comment	Number of responses
WL2-01a:	General negative comment regarding WL2-01a	155
Wightman Road one-way northbound	One-way traffic will be faster than existing situation, making the environment worse	33
	Concern that one-way system will increase traffic	30
	This would increase traffic in other areas	29
	Wightman Road was closed in 2016 due to bridge replacement with negative impact	21
	Pollution levels will increase	13
	Disagree with one way systems in residential areas	13
	General support for one way streets, but not necessarily WL2	11
	Feel this only benefits residents of certain streets	11
	Support modal filtering	10
	Further analysis/traffic modelling/surveys should be undertaken	9
	Haringey Council should consider residents more	8
	Haringey Council should consider car owners more	6
	Would prefer WL3	4
	Northbound only proposals will increase vehicle mileage	3
	Scheme would negatively impact buses	3
	Would like to see a companion scheme on Green Lanes	3
	A pilot scheme should be run to test proposal	1
	Wightman Road should remain as it is	1
WL2-01b:	Support new cycle routes/ cycle lanes	18
Continuous cycle facility along Wightman Road	Haringey Council should enforce cycle training more	4
	Disagree with a continuous cycle lane	3
	Oppose new cycle routes/ cycle lanes	2
	A continuous cycle facility on Green Lanes makes more sense	1
WL2-01c: Move pavement parking onto the carriageway	Support on-street parking	3
WL2-05: Install traffic calming	Current air quality levels is poor	5
	Traffic calming on Endymion Road is critical	4
Concern	Scheme is a waste of taxpayer money	2
	Oppose WL2-05	1
	There is currently lots of litter everywhere	1
Suggestion	Haringey Council should consider pedestrians more	11
	Installation of enforcement cameras	5
	Haringey Council should consider bus users more	2
No response		1234

Theme	Comment	Count
WL3-01a: Wightman Road one-way southbound	Proposals will increase congestion on neighbouring roads, particular Green Lanes	50
	One way traffic will increase vehicle flow and speeds with negative impact on pedestrian/cyclist safety	44
	Negative impact on residents in wider area - increased rat running, reduced accessibility	19
	This option would have greatest negative impact on surrounding area with limited benefits	15
	Proposals will increase pollution	12
	Oppose one way traffic on Wightman Road	12
	Traffic would be forced on to neighbouring roads	10
	Negative impact on local businesses	9
	Increased journey times for car and bus	6
	One-way southbound traffic is a better option than northbound traffic - improves access to Finsbury Park in the AM	2
	Support improved access to Finsbury Park	1
	Suggest one-way northbound traffic on Wightman Road instead	1
	One-way traffic would do little to mitigate local congestion	1
	Unsure if northbound or southbound one-way traffic is more practical	1
WL3-01b: Continuous cycle facility along Wightman Road	Support segregated cycle lanes	4
	Continuous cycle facility will pose safety risk to pedestrians	2
	Link continuous cycle facilities through the junctions either end of Wightman Road	1
WL3-01c: Move pavement parking onto the carriageway	Support parking being moved on to carriageway	2
WL3-01d: Mitigation measures across a wider area	Enforce 20 mph speed limits	3
	Oppose reduced parking for residents	2
	Ban private cars from Wightman Road	1
	Discourage cars from Wightman and Pemberton Road	1
	Discourage parking around Mattison Road	1
WL3-02: Improve Wightman Road / Turnpike Lane junction	Review Green Lanes / Endymion Rd and Green Lanes / Turnpike Lane junctions alongside changes to Wightman Road	4
	Support traffic calming	1
	Traffic calming measures will increase noise and air pollution	1
	Traffic calming on Endymion Road is unnecessary	1
Concern	Scheme needs to tie in with Wood Green area plan	3
	Proposals will increase crime	3
	Drivers pay to drive and park in the area so driving conditions shouldn't be worsened	2
	Negative impact on property prices	1
	Motorists run red light at signalised junction on Green Lanes	1
Consultation	Stakeholders should include faith communities & schools, etc	1
General supportive comment	General supportive comment	1
General unsupportive comment	General negative comment regarding proposals	8
Option	Prefer WL4	4
	Support all measures in this package except making Wightman Road one-way	1

Suggestion	Suggest one-way traffic on Green Lanes in opposite direction	3
	Street maintenance required, e.g. litter picking, management of wheelie bins	2
	Support promotion of cycling as an alternative to car use	2
	Support measures to reduce car use	2
	Enforcement of highway code on cyclists	1
	Find way to improve conditions for cyclists without worsening conditions for motorists	1
	Pilot and monitor changes before full implementation	1
	Zebra crossing required near Haringey station	1
	Put continuous cycle facility on Green Lanes rather than Wightman Street, less hilly and preferred route for cyclists	1
	Urban greening on Wightman Road	1
	Segregated cycle lanes on Green Lane as well	1
	Introduce slab paving on The Ladder roads	1
	Close Wightman Road to traffic	1
	Remove on-street parking between Burgoyne Rd and Hewitt Rd	1
	Keep the no right turn on Lothair Rd South	1
	Improve bus routes in area to encourage use of public transport	1
No response		1272

Theme	Comment	Responses
WL4-01a: Wightman Road closed (filtered)	Proposals will increase congestion on surrounding roads as in 2016, particular Green Lanes but also as far as Crouch End and Stroud Green	107
	Preferred option - will deliver the greatest benefits in terms of traffic reduction and improved environment	68
	Proposal would improve air quality with the associated health benefits	39
	Negative impact on residents in wider area - increased rat running, reduced accessibility, reduced access for emergency services and waste collectors	33
	Negative impact on local businesses	21
	Oppose suggestion, concern over increased journey times for car and bus	18
	Oppose closing Wightman Road to traffic	17
	Proposal would reduce noise pollution	15
	Proposal encourages use of active modes of travel, particularly among children and underrepresented groups	15
	Road closure in 2016 shows proposal is feasible	14
	Wightman Road is an important route for through traffic and local access	9
	Reduced access to places of worship, particularly for elderly people	8
	Proposals will reduce rat running on the Ladder	7
	Proposal puts health of residents above traffic	7
	Impact on bus services	6
	Area well served by public transport so no long-term impact on local businesses	3
	Proposals will increase safety risk for pedestrians in the surrounding roads	2
	Proposal will reduce crime in the area	2
	Restricted access to Sydney Road, Raleigh Road and Hampden Road	2
	Cost effective option	2
	Expensive / waste of money	2
	Oppose banning right hand turns on Warham Road, traffic will move to Seymour Road	2
	Support improved access to Finsbury Park	1
Concern one-way option will increase traffic speeds	1	
Concern whether residents still be able to park on Wightman Road	1	
Proposal will increase crime in the area	1	
New paving on Wightman Road is unnecessary	1	
WL4-01b: Improve cycle conditions along Wightman Road	Proposal would strengthen the feeling of community & improve health and wellbeing of residents in the area	28
	Proposals will improve safety for pedestrians and cyclists	22
	Support protected/segregated cycle routes	8
	There are ways to improve air quality and cycling and pedestrian conditions without impacting motorists to such an extent	6
	Would open up access to Wood Green shops & local amenities by bike	5
	Support measures to encourage cycling	4
	Drivers pay to drive and park in the area so driving conditions shouldn't deteriorate for the benefit of cyclists	1
	Consider how to calm cyclist speeds to ensure pedestrian safety	1
	Plans should be funded by TfL Quietway programme as an alternative to Crouch Hill Uplands Road	1
	Implement this option along with continuous cycle facility on Green Lanes	1
If filtering implemented segregated cycle facility would be unnecessary	1	
Support all measures in this package except filtering Wightman Road	1	
WL4-01c: Move pavement parking onto the carriageway	Pedestrians should be able to access full width of pavements	5
	Parking loss mitigated by shared use space	1
WL4-01d: Mitigation measures	Support measures to reduce through traffic	17
	Reduce parking on Wightman Road, Turnpike Road and Green Lanes	5
	Improve traffic management on Green Lanes	1
WL4-02: Improve Wightman Road / Turnpike Lane junction	Wightman Road / Turnpike Lane junction currently very unsafe for cyclists	2
WL4-04: Install traffic calming measures on Endymion Road	Proposals will increase pollution on neighbouring roads	20
	Scheme needs to tie in with Wood Green area plan & other local developments to mitigate further congestion	8

Concern	Support further traffic calming measures	4
	Willoughby Road one-way proposals will cause greater congestion.	2
	Traffic calming on Endymion Road is unnecessary	1
	Motorists run red light at signalised junction on Green Lanes	1
	Hampden Road should remain one-way	1
Consultation	No example mitigation measures given	5
	Proposals are anti-car	1
	Not enough publicity	1
General supportive comment	General positive response	5
General unresponsive comment	General negative response	9
Suggestion	Find ways to mitigate traffic impacts on neighbouring roads	14
	Enforce 20mph speed limits in the area	4
	Trial proposal with semi permanent infrastructure e.g. planters and rephrasing traffic signals	3
	This would require reconfiguration of Endymion Road / Green Lanes junction to reduce congestion	2
	Pilot and monitor impacts before full implementation	2
	Urban greening on Wightman Road	2
	Enforcement of highway code on cyclists	1
	Street maintenance required, e.g. litter picking, management of wheelie bins	1
	Zebra crossing required near Haringey station	1
	Introduce one way traffic on Wightman Road and Green Lanes	1
	Resident only parking on Wightman Road	1
	Proposals should be supported with London-wide policy to reduce car use & improve air quality	1
	Wightman Road one-way northbound between Lausanne Road and Hampden Road and one-way southbound over the railway bridge	1
	Explore variations such as closing off both ends of Wightman Road but allowing traffic to exit and move freely along Wightman Road	1
	Close Whightman Road at Hampden and Umfrevill Roads for better access whilst avoiding right turns from the ladder roads to Green Lanes	1
	Good signage for motorists required	1
	Ensure cars are aware of cyclists on roads leading to Wightman Road	1
	Roads marking require repainting	1
	Wightman Road / Turnpike Lane junction requires capacity increase	1
	Keep Lothair Road no right turn	1
Allow traffic to enter Wightman Road from Hornsey Park	1	
No response	No response	1117

Package HE: Hermitage area package

- 3.34 The graphs in Figure 3.25 and Figure 3.26 below show the proportions of the responses made to each option, by all respondents and only study area respondents respectively. Figure 3.27 and Figure 3.28 below show the absolute number of opposing and supporting responses made for each option, again for all respondents and only study area respondents respectively.
- 3.35 It can be seen that for all three options in this package, a large majority of respondents supported them. This is the case for both all respondents and study respondents only.

Figure 3.25: Views on Package HE options (all respondents)

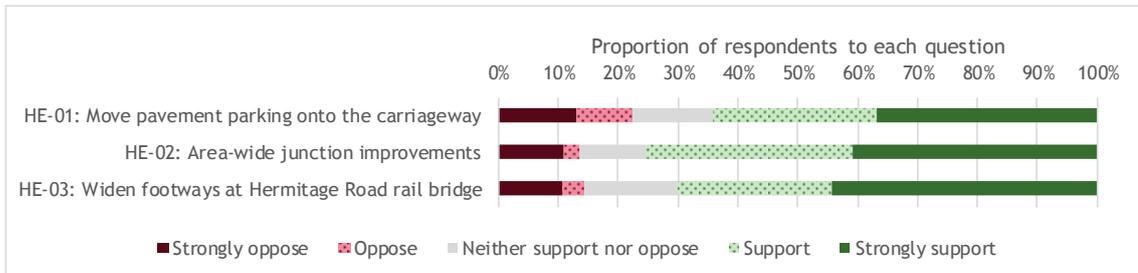


Figure 3.26: Views on Package HE options (study area respondents only)

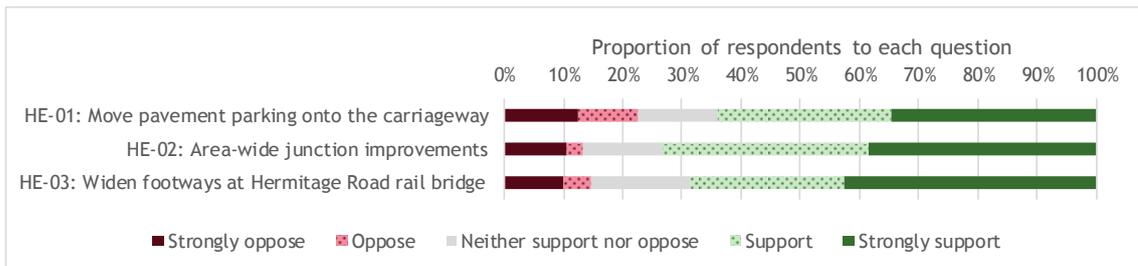


Figure 3.27: Balance of positive and negative views on Package HE options (all respondents)

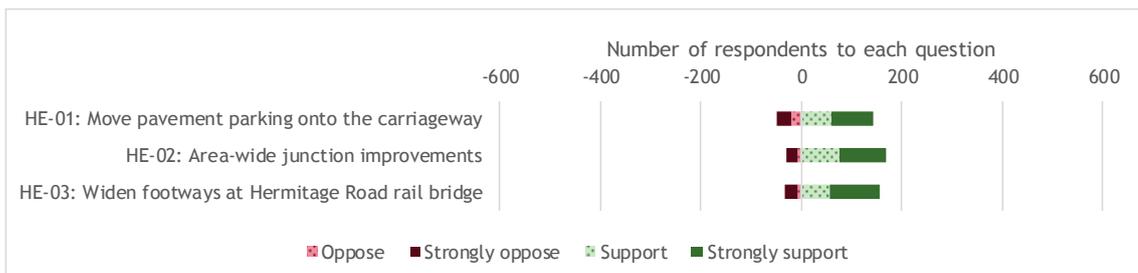
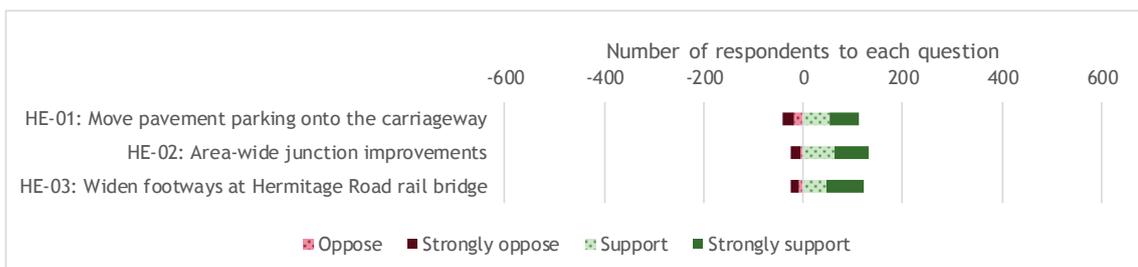


Figure 3.28: Balance of positive and negative views on Package HE options (study area respondents only)



Open-ended responses

- 3.36 The open-ended responses received in relation to Package HE are shown in Table 3.5 below. The comments made were diverse, with many of them reiterating support or opposition to certain options.
- 3.37 There were also various issues and suggestions made in the comments. Some of the more common ones were concern about rat-running in the area, suggesting the use of rising bollard; and concern about cycle safety.

Table 3.5: Open-ended responses to Package HE

Theme	Comment	Number of responses
HE-01: Move pavement parking onto the carriageway	Support moving pavement parking onto the carriageway	10
	Scheme will have a negative impact on cyclists using carriageway - already too narrow	3
	Support junction improvements	3
	Needs to consider access for emergency vehicles and lorries delivering to local businesses	1
	Passing places are likely to be required as road will become increasingly narrow	1
	Scheme will cause problems with parking availability	1
HE-02: Area-wide junction improvements	Support widening footways at Hermitage Road rail bridge	5
	Hermitage Road / Vale Road junction does not require any further improvements - very quiet	1
	The Harringay DIY example is not suitable to adopt here - doesn't reduce traffic speeds	1
	Scheme will disable local resident access to key parts of the highway network	1
HE-03: Widen footways at Hermitage Road rail bridge	Scheme needs to be carefully considered in light of the Hermitage Road / Templeton Road junction that is located nearby and existing traffic flows	2
	Scheme will cause additional congestion in the area	1
	Scheme does not appear feasible	1
	If footway is widened, it must be shared with cyclists	1
Concern	Area is used for rat running and vehicles often exceed speed limit	6
	The existing pavements along Hermitage Road are too narrow	5
	Disapprove of at least one of the schemes - money should be spent elsewhere	4
	Hermitage Road is currently very dangerous for cyclists	4
	Hermitage Road carriageway is too narrow for two vehicles to pass one another, causing accidents and congestion	1
	Area is heavily polluted	1
	The planned changes to St Ann's Hospital will cause more congestion in area	1
	Cars currently park illegally on pavement despite double yellow lines	1
General supportive comment	General supportive comment	4
Options	Support for GL schemes	2
Suggestion	Schemes must support the safety of cyclists as it is a popular cycle route, as well as pedestrians	7
	Hermitage Road should have demand responsive barriers to relieve congestion on Green Lanes / ladder roads, and mitigate proposed Wightman Road closure	7
	Speed calming initiatives must be enforced	3
	Point closures should be implemented to reduce rat running	3
	Remove parking entirely - not required on Hermitage Road	2
	Should entirely close Hermitage Road to eliminate rat running	2
	Improved streetscape would be more beneficial	1
	If roads are narrowed, signs must be installed indicating drivers to not pass too close	1
	Provide additional cycling provision on Hermitage Road	1
	Remove the large tree along Hermitage Road which sits at the narrowest point of the footway	1
	Build a footpath through the embankment	1
No response	No response	1379
Irrelevant comment	Not relevant	3

Package SA: St Ann’s / Gardens area package

- 3.38 The graphs in Figure 3.29 and Figure 3.30 below show the proportions of the responses made to each option, by all respondents and study area-only respondents respectively. Figure 3.31 and Figure 3.32 below show the absolute number of opposing and supporting responses made for each option, again for all respondents and study area-only respondents respectively.
- 3.39 For the first five options in this package (SA-01 to SA-05), the majority of respondents supported them. For these options, the level of support was split roughly evenly between ‘support’ and ‘strong support’.
- 3.40 There were more mixed views for Options SA-06, SA-07 and SA-08. For these options, there was no majority either supporting or opposing them, although in all cases the number of people supporting these options outweighed those against them. It is noticeable that respondents tended to have stronger feelings about Option SA-08, with a high proportion of ‘strongly oppose’ and ‘strongly support’ responses relative to ‘oppose’ and ‘support’ responses.

Figure 3.29: Views on Package SA options (all respondents)

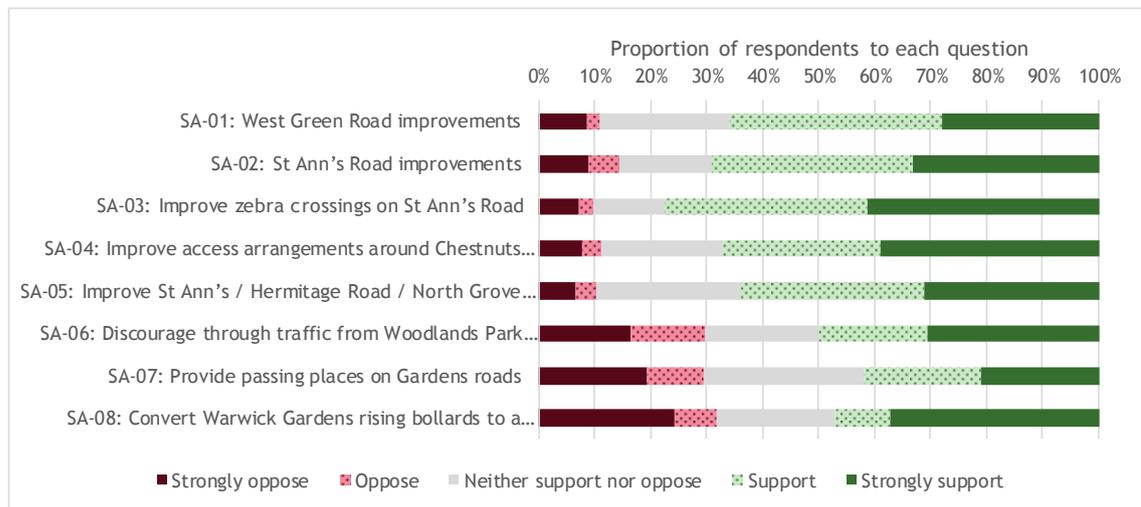


Figure 3.30: Views on Package SA options (study area respondents only)

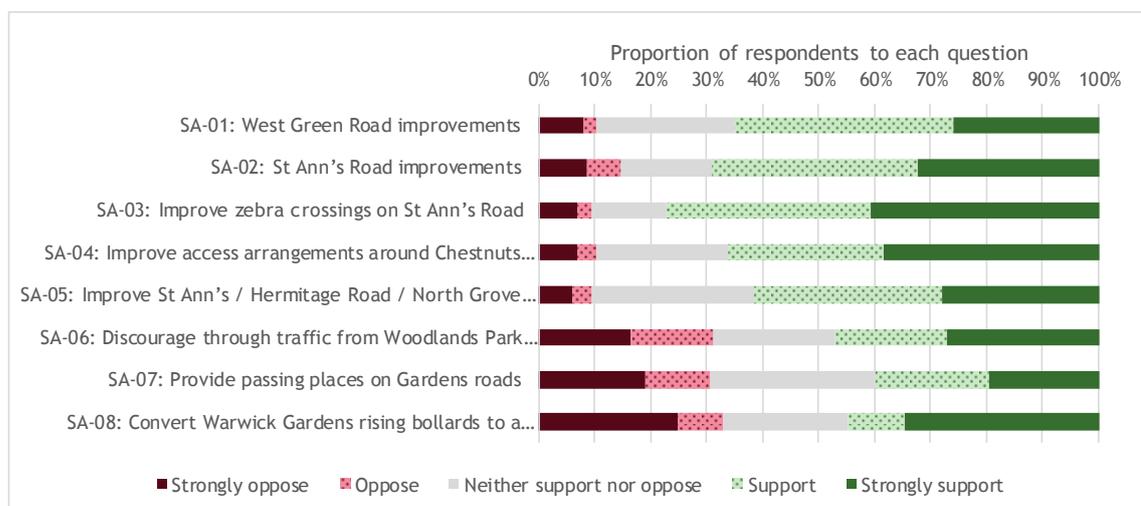


Figure 3.31: Balance of positive and negative views on Package SA options (all respondents)

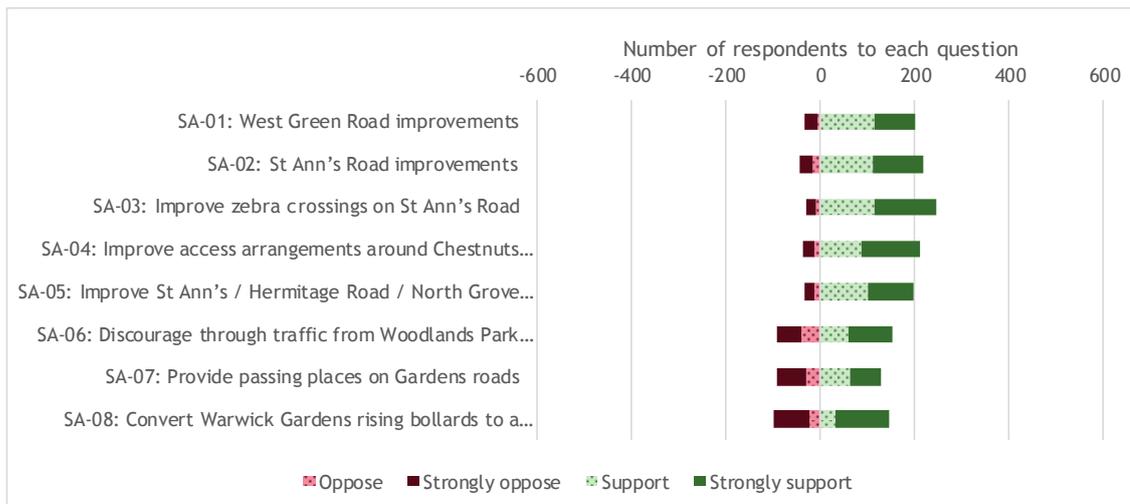
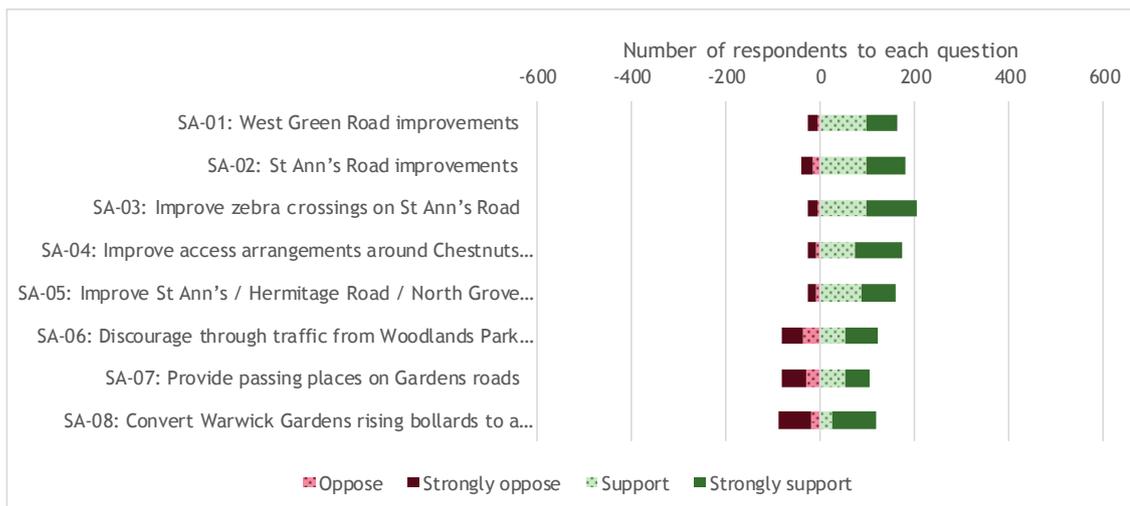


Figure 3.32: Balance of positive and negative views on Package SA options (study area respondents only)



Open-ended responses

- 3.41 The open-ended responses received in relation to Package SA are summarised in Table 3.6 below.
- 3.42 Many comments made specifically related to Option SA-08, reflecting the strength of feeling regarding this option. Many of these comments reiterated support or opposition to this option, and also mentioned impacts of residents and maintenance. There were also eight responses that asked for the current closure to be removed and for Warwick Gardens to be opened to all traffic.
- 3.43 The remainder of the comments related to various topics, with some of the more common themes being traffic speeds, pedestrian facilities, cycle facilities and traffic impacts.

Table 3.6: Open-ended responses to Package SA

Theme	Comment	Number of responses
SA-01	Support traffic calming measures and speed enforcement	15
	Support for traffic reduction	5
	Against traffic calming	3
SA-03	Support for more pedestrian facilities	14
SA-05	Concern over St Ann's Rd junctions	9
SA-07	Passing places not required	7
SA-08	Oppose SA-08- keep existing situation (with better maintenance)	23
	Feel proposals only benefit certain residents	18
	Support SA-08	30
	Oppose SA-08- road should be re-opened to all traffic	8
Concern	Concern over traffic impacts	11
	Concern over air quality	3
Consultation	Issue with survey	5
	Feel more analysis should be undertaken	2
General supportive comment	General supportive comment	5
General unsupportive response	General negative response to proposal	2
Other	Support filtering	8
Suggestion	Request for cycle facility improvements	13
	Alternative suggestion	9
No response	No response	1338

4 Other responses to Round 2 engagement

4.1 In addition to the responses received to the Round 2 engagement via the survey, a number of other submissions were made via email or post. This chapter summarises these responses, which include:

- Responses from 12 local stakeholders (including Councillors, campaign groups, local partnerships, places of worship and community centres)
- Responses from ten members of the public (who were not responding on behalf of an organisation or group)

Responses from stakeholders

Cllr Tim Gallagher & Cllr Kirsten Hearn, Stroud Green ward

4.2 Cllrs Tim Gallagher and Kirsten Hearn registered their concern about the option to filter traffic on Wightman Road and the subsequent traffic impact it would have on the Stroud Green ward, wards to the north of Stroud Green and the Green Lanes ward. The councillors oppose the permanent closure of Wightman Road, noting the considerable build-up of traffic in local residential roads during the temporary closure of Wightman Road in 2016. Cllr Kirsten Hearn added that the proposal will cause significant congestion across N4 on both sides of the railway line, with knock on effects on buses and wider consequences, and suggested traffic calming measures as an alternative to slow down traffic in the area to improve traffic flow and reduce pollution.

Cypriot Community Centre (CCC)

4.3 A response was received from the Cypriot Community Centre on behalf of its members and users. The CCC would prefer Wightman Road and Green Lanes to remain as they are, as the roads provide access to deliver services such as Meals-on-Wheels, transport to Cypriot Elderly & Disabled Day Care Services and Sheltered Accommodation for vulnerable residents in the area. The CCC also note that road closures and one-way systems create difficulties for parents accessing schools and feel that any of the proposed measures would increase congestion and health and safety issues, and reduce accessibility for emergency services. See **Appendix D** for the full response from the CCC.

Gardens Residents Association (GRA)

4.4 The Gardens Residents Association (GRA) sent a response questioning why no alternative option to retain the rising bollard on Warwick Gardens (and finding alternative ways to pay for its maintenance) was included in the shortlist. They also contended that the previous

consultations carried out in relation to the rising bollard were flawed, and as such requested that a fresh consultation should be held with those living in the Gardens and on Salisbury Road before any decision is taken regarding the future of the rising bollards. See **Appendix D** for the full response from the GRA.

Gospel Centre Church

- 4.5 The minister of the Gospel Centre Church raises concern about the Council's definition of a stakeholder and feels the engagement process is subsequently at risk of being narrow, selective and incomplete. The minister notes that the faith community and schools, as well as people living, working and visiting the wider area should have been included in the stakeholder engagement. *[Note: As noted previously, the two study newsletters were distributed to all properties in the study area. Emails regarding the study were also sent to a wider group of stakeholders (including schools and places of worship), although very few responses were received. The Gospel Centre Church was on the distribution list for these emails, although they may not have been received as they were sent to an out-of-date email address that was on their website at the time.]*
- 4.6 The Gospel Centre congregation opposes full or partial closure of Wightman Road. There is strong concern about the traffic impact on the wider area as a result of closing Wightman Road, due to its importance as an arterial route for people living in and visiting the borough. The minister stresses the importance of maintaining vehicular access to Wightman Road to provide essential services to the community. See **Appendix D** for the full response.

Harringay Traders Association

- 4.7 Harringay Traders Association has provided a detailed response about the packages proposed, the association supports several of the measures put forward but opposes some, including the option to filter Wightman Road due to the knock-on effect it will have on traffic in the wider area. The full response from Harringay Traders Association can be found in **Appendix D**.

Haringey Cycling Campaign (HCC)

- 4.8 HCC note the improvement to Wightman Road in summer 2016 during the temporary road closure, which saw an uplift in local cycling trips, particularly among typically under-represented groups. HCC supports options that would offer a high-quality provision for cycling, but note that a holistic approach aimed at making areas healthier and more liveable, reducing air pollution and reducing overall traffic levels would have wider benefits for those living in and visiting the area. For these reasons, HCC support options WL4 and WL2 and note that the Turnpike Lane / Wightman Road junction needs to be redesigned; the filtering of Wightman Road should be enforced by utilising fixed cameras; and cycles should be exempt from any new banned movements at roads entering Green Lanes. If other options are chosen, HCC would hope to work with Haringey Council to optimise the benefits for cycling. The full response from HCC is in **Appendix D**.

Harringay Online

- 4.9 A detailed response was received from the editor of Harringay Online with estimated timescales and costs for the measures within each package. For certain measures, it was noted that more detail about the scheme and/or traffic modelling would be required to assess the local and wider impacts on the road network. Other measures were considered outside the remit of this project due to their long timescales and/or high cost. See **Appendix D** for the full response from Harringay Online.

Ladder Community Safety Partnership (LCSP)

- 4.10 The LCSP Traffic Sub-Group submitted a detailed response on all packages in view of their twin objectives – reducing the traffic across Ladder Roads in an equitable manner and improving the quality of the traffic that remains in terms of reduced speeds, reduced vibration from speed humps and increased safety. See **Appendix D** for the full response from LCSP.

Living Wightman

- 4.11 Living Wightman submitted views as part of their community engagement regarding the Green Lanes Area Transport Study. Strong support for filtering Wightman Road is stressed, noting that the positive impact of reduced traffic will extend beyond the study area as a result of trip evaporation and mode shift towards active modes of travel. The campaign group encourage the Council to introduce measures to mitigate negative impacts and to communicate the wider benefits of the scheme to neighbouring areas. See **Appendix D** for the full response from Living Wightman. Living Wightman also submitted a petition containing 1,017 signatures from residents and local stakeholders which called upon the Council to reduce the flow of through traffic using Wightman Road (see **Chapter 5** for further details).

St John the Baptist Greek Orthodox Church

- 4.12 A response was received from the church committee on behalf of the parish of St John the Baptist Greek Orthodox Church. The committee register their grave concerns about the proposed changes to Wightman Road. The parish comprises the church as well as luncheon clubs, activities for vulnerable members of the community, Greek school, dancing and cultural activities for children and adults. The committee believes the Council has failed to engage with members of the parish sufficiently through its stakeholder engagement, failing to have due regard of the Equality Act 2010. The committee also note the engagement material was not translated into other languages to assist understanding among local residents and other stakeholders. *[Note: As noted previously, the two study newsletters were distributed to all properties in the study area. Emails regarding the study were also been sent to a wider group of stakeholders (including schools and places of worship), although very few responses were received. St John the Baptist Greek Orthodox Church was on the distribution list for these emails.]*
- 4.13 The committee feels insufficient detail is provided on the extent of impacts discussed in option WL1 and the remaining proposals (WL2-4) would threaten the existence of the parish in the long-term, with vast repercussions for the vulnerable groups it supports. See **Appendix D** for the full response from St John the Baptist Greek Orthodox Church.

Sustrans

- 4.14 Sustrans register their support for WL4 – the removal of through traffic from Wightman Road.

Wightman Road Mosque

- 4.15 A response was received from the Trustee at Wightman Road Mosque registering objection to all proposed measures on Wightman Road and strong concern about the resulting reduced access to the Mosque, along with other places of worship, local shops and services. The Trustee notes the knock-on impact the scheme would have on the surrounding areas and the importance of Wightman Road as a B road, particularly considering the large residential development planned in the area which will generate more local traffic. Wightman Road Mosque has joined with St John the Baptist church, The Gospel Centre, Turnpike Lane Traders

Association, Harringay Traders Association, and workers from Network Rail to submit approximately 3,500 signatures from residents and local stakeholders in opposition to the closure of Wightman Road (see Chapter 5 for further details).

- 4.16 The Trustee also flags concern about the engagement, particularly that the Council's definition of stakeholders excludes the faith community, schools and shops. *[Note: As noted previously, the two study newsletters were distributed to all properties in the study area. Emails regarding the study were also been sent to a wider group of stakeholders (including schools and places of worship), although very few responses were received. The Wightman Road Mosque was on the distribution list for these emails.]* See **Appendix D** for the full response from Wightman Road Mosque.

Responses from members of the public

- 4.17 Ten responses were from members of the public. The Wightman Road proposals were a focus of a number of these responses, issues discussed included:

- Support for option WL4 as an effective way to reduce through traffic and overall traffic levels (3 residents);
- Support for a flexible approach to filtering other roads in the area (1 resident);
- Opposition to WL4 proposal, it would reduce access to services in the local area, including places of worship and schools (4 residents);
- Suggest arrangements are put in place to ensure access to churches and mosques is maintained (1 resident);
- Opposition to WL4 due to knock-on impact of traffic and pollution in the surrounding area (4 residents);
- Opposition to WL4 due to negative impact on delivery vehicles, tradespersons and local businesses (1 residents)
- Concern about proposal to make Wightman Road one-way when Councils in other areas are reverting one-way roads back to two-way traffic (1 resident);
- Concern over space for cycle facility on Wightman Road, more cross section diagrams would be useful particularly at Alroy Road / Endymion Road (1 resident); and
- Request for rationale of Wightman Road / Alroy Road / Endymion Road junction redesign, in particular the suggested entry point to Finsbury Park to the east. A crossing at Alroy Road would better serve desire lines (1 resident).

- 4.18 Other issues and suggestions in letter / email responses received from members of the public included:

- Ensure risks across the borough resulting from the proposed schemes are mitigated (1 resident);
- Remove parking from footways and allocate parking to one side of the roads only to improve safety (1 resident);
- Opposition to making traffic on Warham Road eastbound only, there would be a knock-on impact on traffic in Seymour Road and Green Lanes (2 residents);
- Allow traffic to enter Green Lanes from St Ann's Road to avoid vehicles speeding down Harringay Road and Colina Road (1 resident);
- Importance of improving air quality in the area (1 resident);
- Local facilities should be offered for people with lung and other health conditions associated with poor air quality (1 resident);

- Need to consider the traffic impact of large planned developments in the area (e.g. Wood Green) (1 resident);
- More money should be allocated to monitoring and reducing pollution and congestion in the area (1 resident);
- Urban greening should be further encouraged to improve air quality and appearance of the area (1 resident);
- Some options require more detail (e.g. AW-04) (1 resident);
- Criticism of questions asked in the second round of engagement (1 resident);
- Suggest closing streets outside schools at school opening/closing times to reduce congestion (1 resident);
- Suggest review of people illegally using residential parking permits (1 resident);
- Suggest money should be dedicated to traffic calming measures, not reconfiguration of roads (1 resident);
- Find a way to improve conditions for cyclists without negatively impacting people who need to drive in the area (1 resident); and
- Concern about HGVs using residential Ladder Roads as rat runs causing noise and disturbance as they drive over speed humps (1 resident).

5 Petitions

Living Wightman petition

5.1 A petition from Living Wightman was delivered to LB Haringey on 9 December 2016. According to the cover sheet delivered with the petition, the signatures were collected between June and early August 2016. The wording on the petition was as follows:

We the undersigned residents of Harringay, call upon Haringey Council

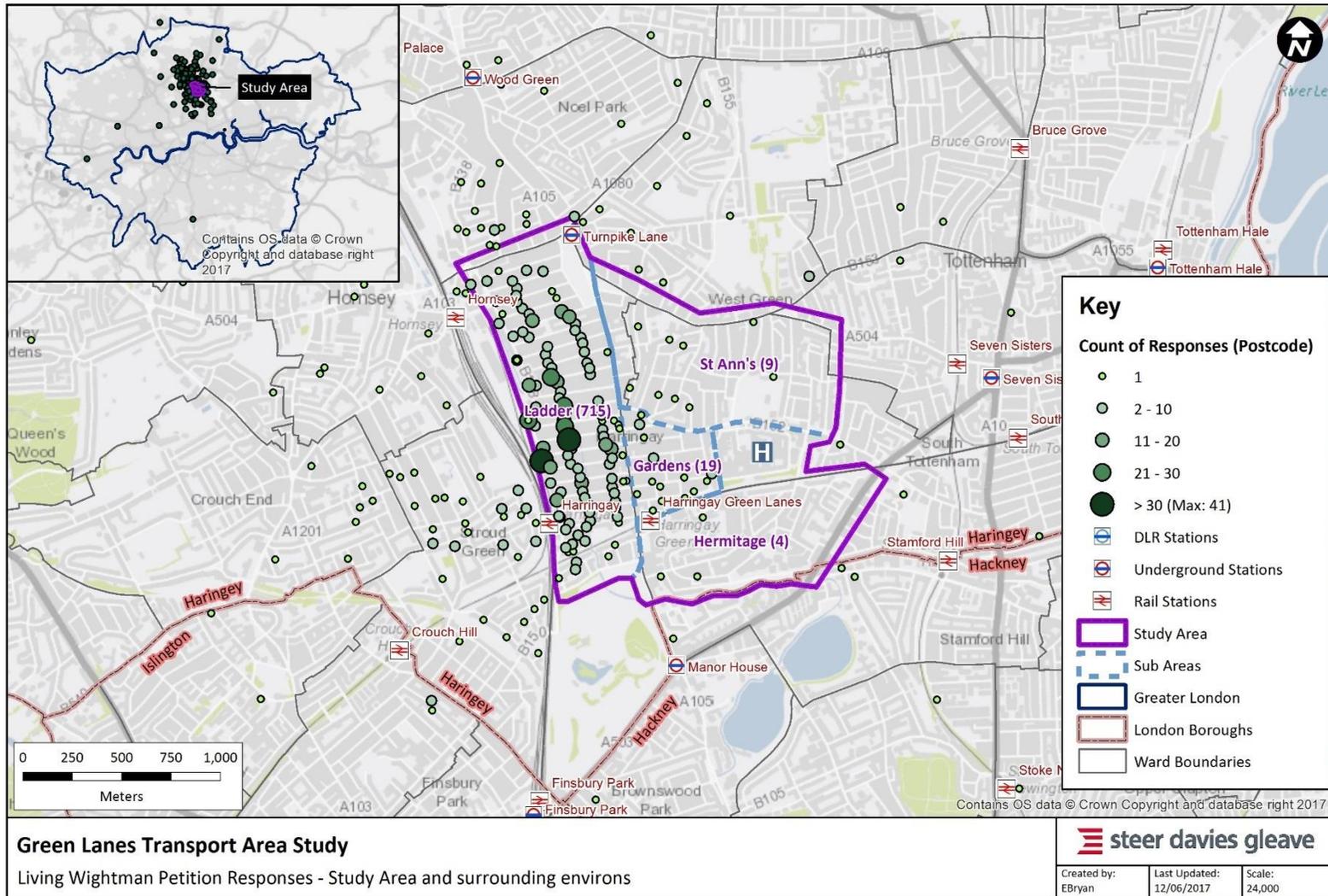
- **To extend the no through road arrangement on Wightman Road beyond September 2016 to allow time to find a long-term solution that drastically reduces the 120,000 vehicles a week on Wightman Road**
- **To put in place a long-term solution which allows access, but stops Wightman Road being used as a rat run through route, together with effective measures which improve traffic flow in the surrounding area.**

5.2 There was a total of 1,017 signatures on this petition.

5.3 As with the survey responses, we have completed an analysis of the locations of the signatories to this petition, based on address and postcode information from the petition. Postcodes from approximately 96% of signatories could be mapped successfully, while the remaining 38 signatories could not be mapped due to incorrect, incomplete or illegible postcodes.

5.4 Some key characteristics relating to the locations of survey respondents include:

- As shown in Figure 5.1 below, just under three quarters of signatories were from within the study area. Just under a quarter were from outside the study area, and the remainder of signatories could not be mapped.
- Out of those signatories that could be mapped, about 91% were from within Haringey. A further 7% were from neighbouring boroughs. This is shown in Figure 5.2 below.
- For the signatures received from within Haringey (as shown in Figure 5.3 below), the most by far were from Harringay ward (81%). 6% were from Stroud Green ward, with 3% from St Ann's ward.
- Within the study area (as shown in Figure 5.4 below), the overwhelming majority of signatures came from the Ladder sub-area (96%). 3% came from the Gardens sub-area, 1% from the St Ann's sub-area and less than 1% from the Hermitage sub-area.



U:\London\Projects\229\3\37\01\GIS\MAPPING\ARCGIS\Map_Documents\Petition Postcodes\Living Wightman Petition Postcodes.mxd

Figure 5.1: Living Wightman petition signatories by location (within or outside study area)

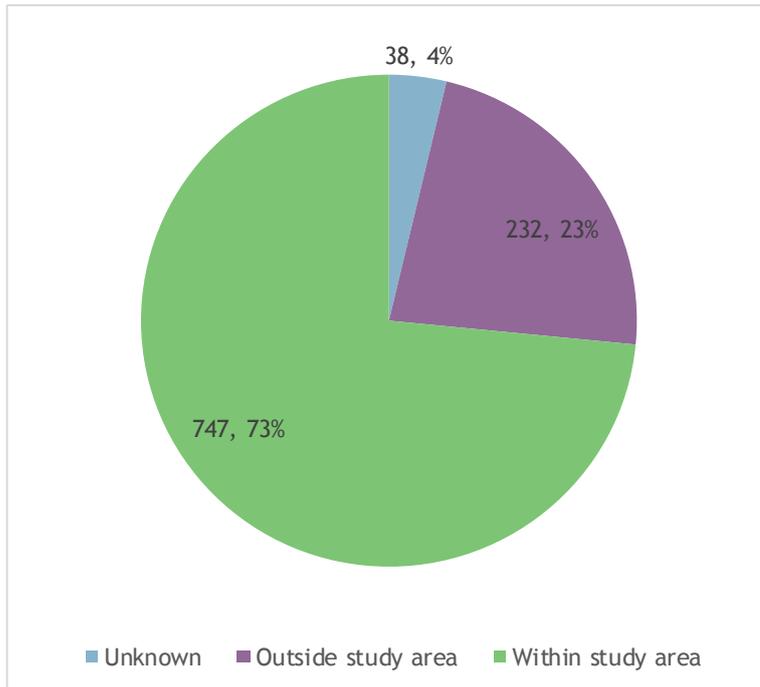
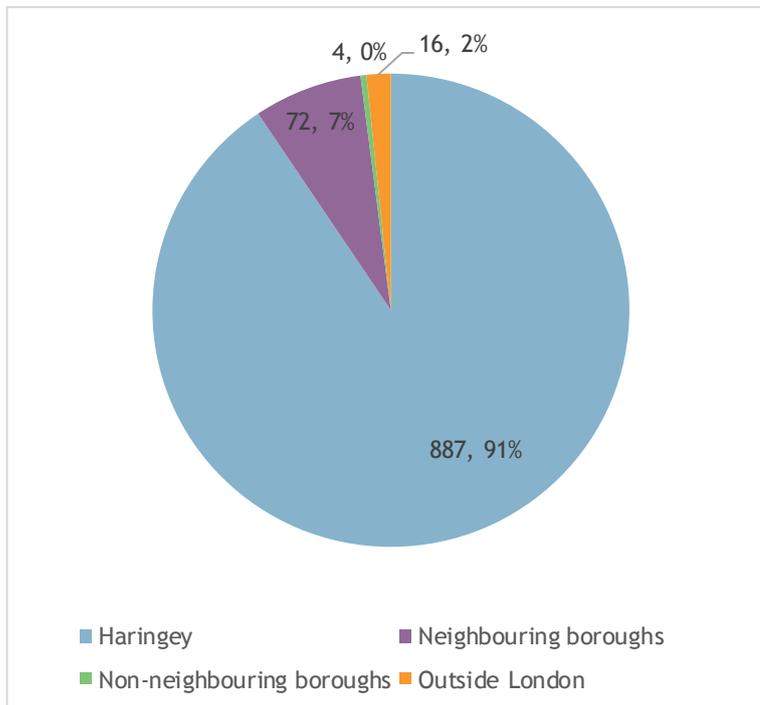
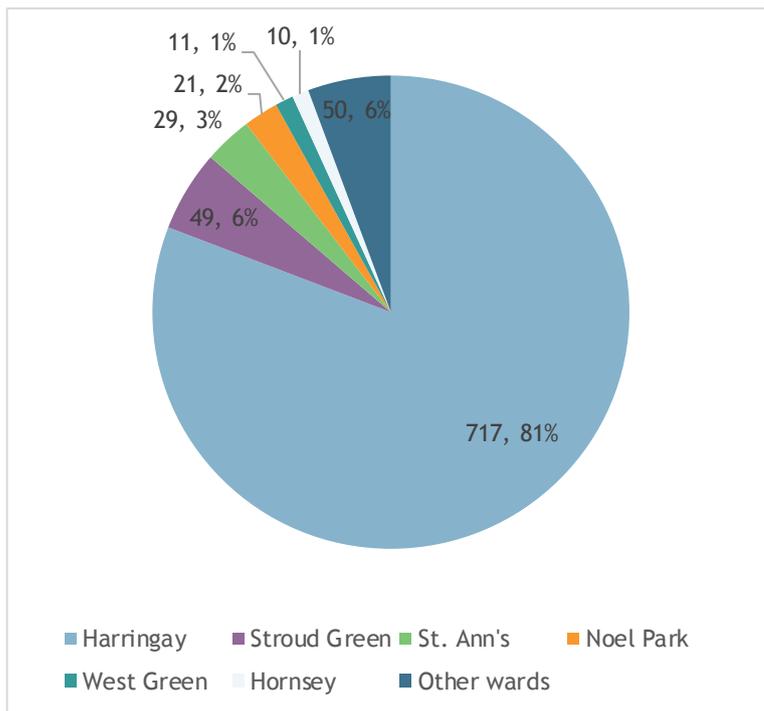


Figure 5.2: Living Wightman petition signatories by borough



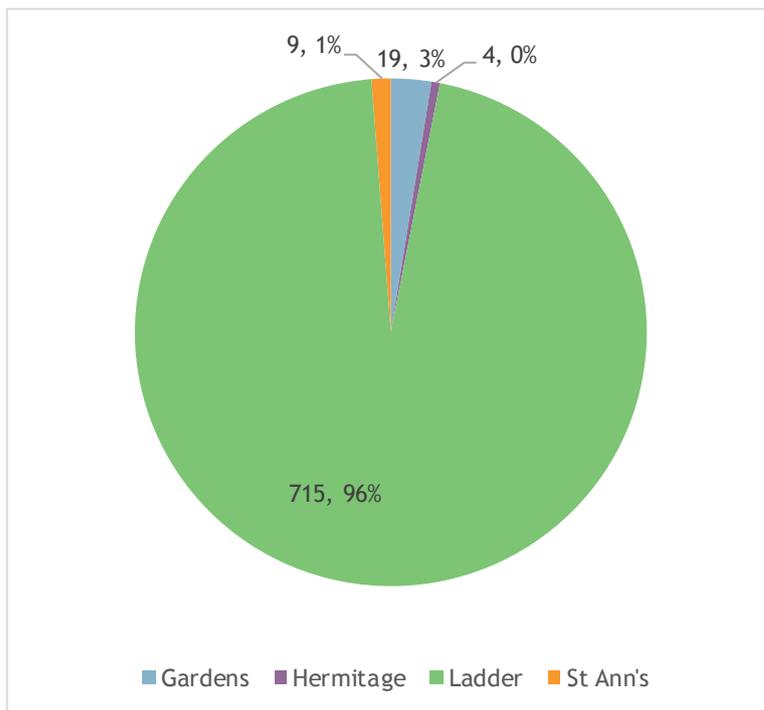
Note: Signatories with an unknown location are not included

Figure 5.3: Living Wightman petition signatories by Haringey ward



Note: Only includes signatories located within Haringey

Figure 5.4: Living Wightman petition signatories by study sub-area



Note: Only includes signatories located within the study area

Against changes petition

- 5.5 A petition compiled by the organisations below was delivered to LB Haringey on 12 May 2017. There was a total of 3,478 signatures on this petition.

Wightman Road Mosque
St John The Baptist Church
St John The Baptist Church & Resident [WR]
St John The Baptist Church
The Gospel Centre [Wightman Rd]
Turnpike Traders Association
Haringay Traders Association
Haringay Traders Association

- 5.6 There were two slightly different versions of the wording on this petition, although the two versions do not differ in substance. The two versions of the wording are set out below.

Petition summary	Wightman Road Ladder Area packages 2-4 outline permanent proposed changes to vehicular access to Wightman Road, ranging from making it one way only in either direction, to closing the road completely. We believe these changes would have a significant negative impact on access to vital community facilities including schools, places of work and places of worship of several faiths. We feel that the subsequent increase in traffic on surrounding roads would have a severe impact on journey times and cause considerable delays and inconvenience, as experienced during the temporary road closure in 2016.
Action Petitioned for	We, the undersigned, are local residents and road users who wish Haringey council to leave Wightman Road as it is.

Petition to Haringey Council	
NO to changes or Closure of Wightman Road	
Petition Summary	<p>Item 2-4 of the Transport Study for Wightman Road Ladder Area outlines permanent proposed changes to vehicular access to Wightman Road. This ranges from:</p> <ol style="list-style-type: none"> 1. Making Wightman Road one way only in either direction; to 2. Closing the road completely; and 3. Removing access into ladder roads by blocking with barriers <p>We believe that these changes would have a significant and negative impact on access to vital community facilities including schools, places of work, health services and places of worship for several faith groups.</p> <p>We feel that the subsequent increase in traffic on surrounding roads would have a severe impact on journey times and cause considerable delays and inconvenience as was experienced during the temporary closure in 2016.</p>
Action Needed:	We, the undersigned are local residents and road users who wish Haringey Council to leave Wightman Road as it is.

5.7 As with the Living Wightman petition, we have completed an analysis of the locations of the signatories to this petition, based on information on the hard copy of the petition. The quality of the address information provided on this petition was variable, which means that only approximately 90% of signatories could be mapped successfully, while the remaining 359 signatories could not be mapped due to incorrect, incomplete or illegible postcodes.

5.8 Some key characteristics relating to the locations of survey respondents include:

- As shown in Figure 5.5 below, about 35% of signatories were from within the study area. About 55% were from outside the study area, and the remainder of signatories could not be mapped.
- Out of those signatories that could be mapped, about 70% were from within Haringey. A further 24% were from neighbouring boroughs. This is shown in Figure 5.6 below.
- For the signatures received from within Haringey (as shown in Figure 5.7 below), the most were from Harringay ward (45%). 10% were from St Ann's ward, with 9% from Noel Park ward.
- Within the study area (as shown in Figure 5.8 below), most signatures came from the Ladder sub-area (75%). 11% came from the St Ann's sub-area, 9% from the Gardens sub-area and 5% from the Hermitage sub-area.

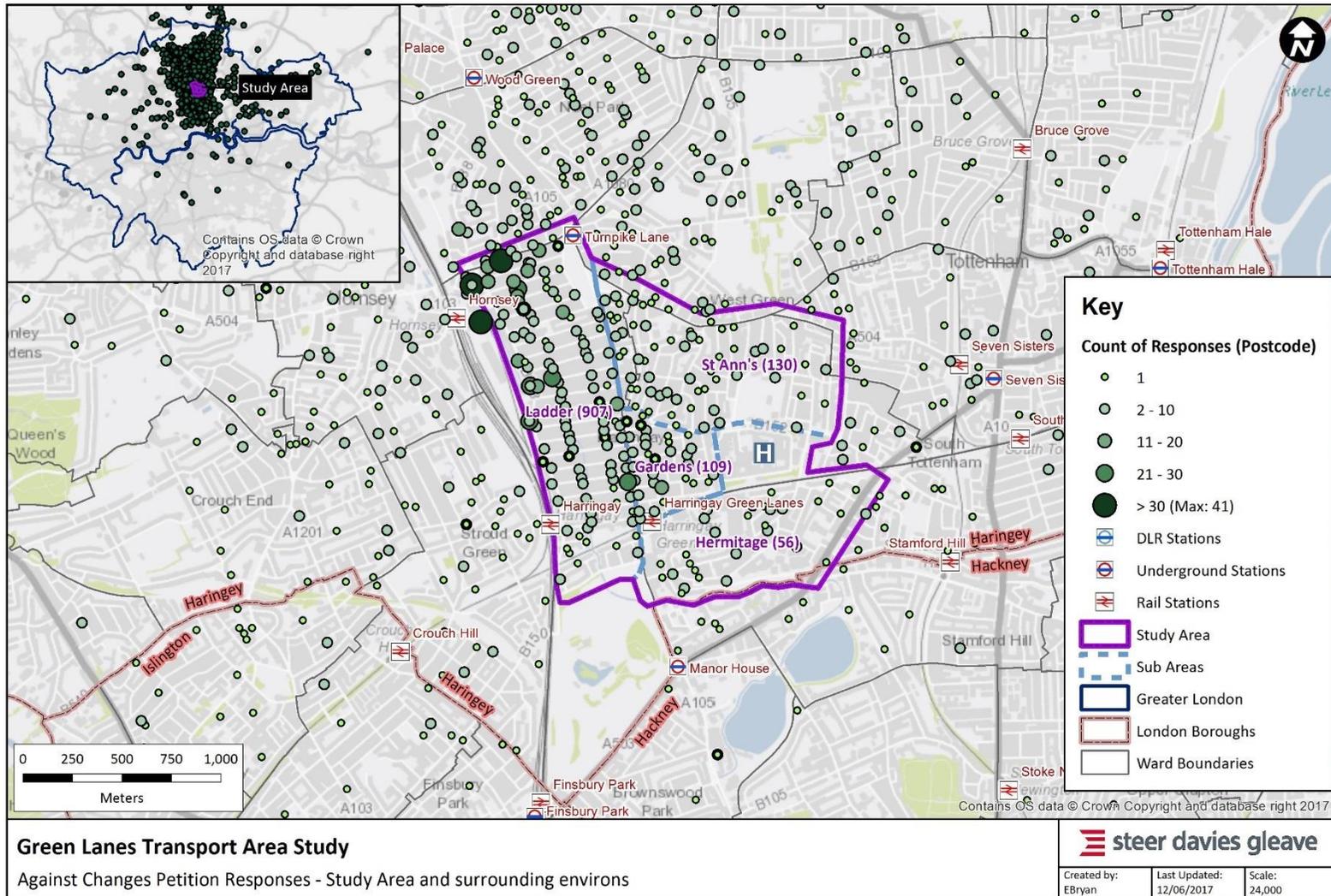


Figure 5.5: Against changes petition signatories by location (within or outside study area)

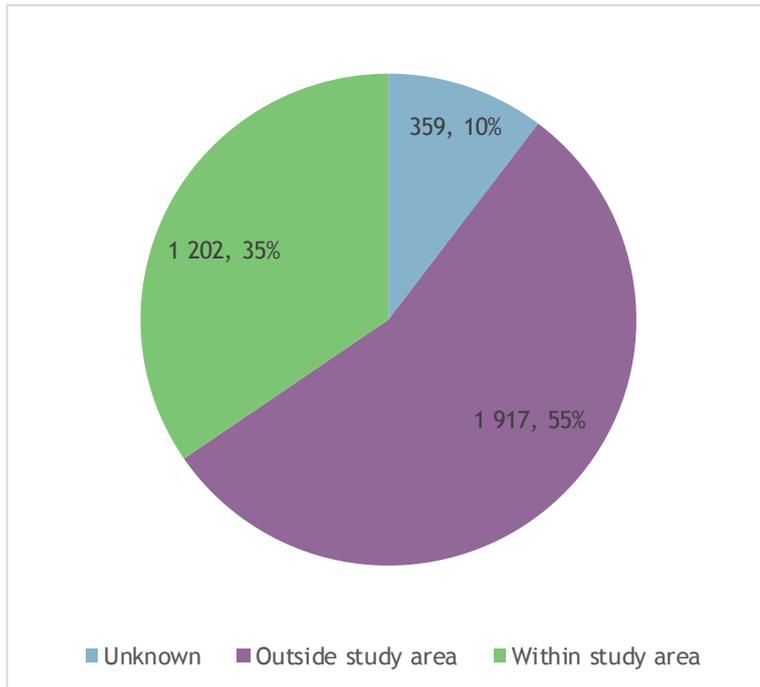
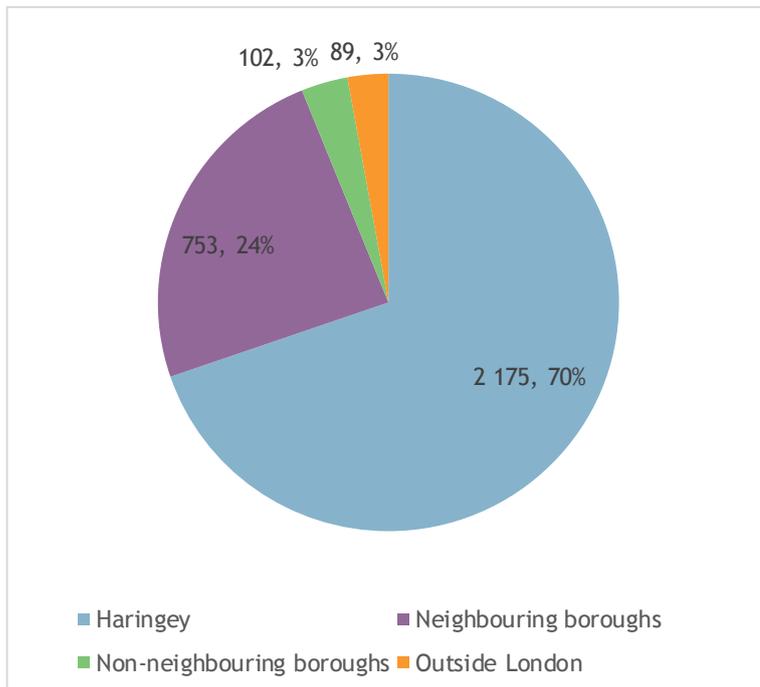
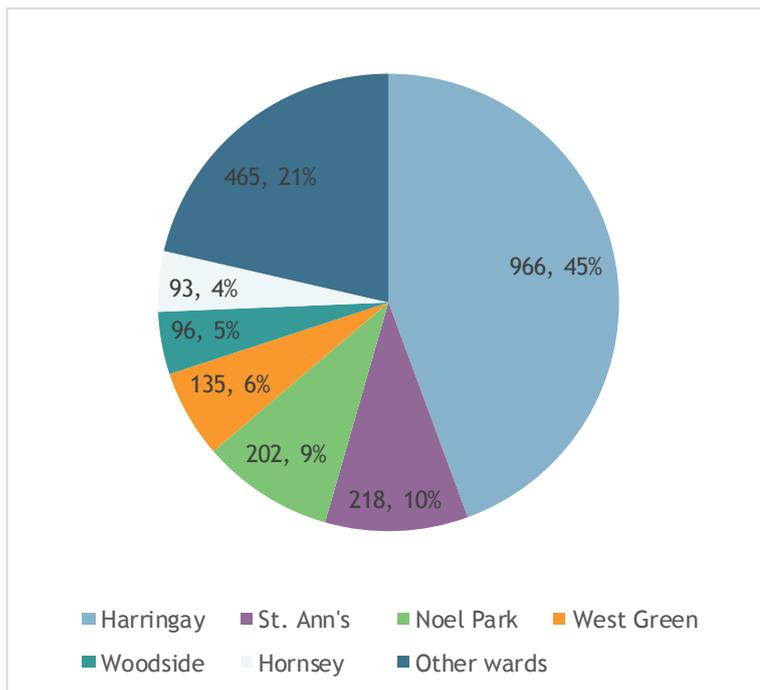


Figure 5.6: Against changes petition signatories by borough



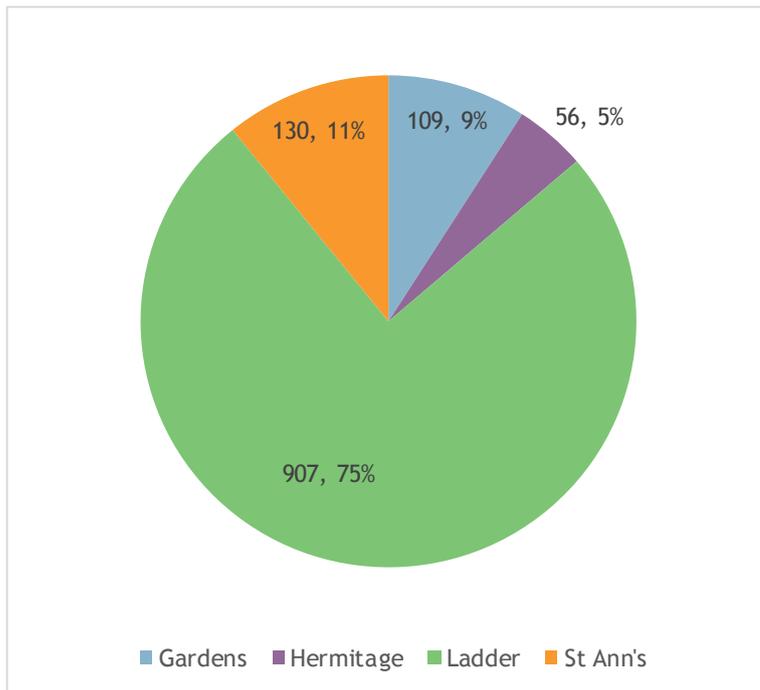
Note: Signatories with an unknown location are not included

Figure 5.7: Against changes petition signatories by Haringey ward



Note: Only includes signatories located within Haringey

Figure 5.8: Against changes petition signatories by study sub-area



Note: Only includes signatories located within the study area

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A Community newsletters

A.1 This appendix includes the newsletters that were distributed to all properties in the study area:

- Round 1 newsletter (distributed in June 2016)
- Round 2 newsletter (distributed in April 2017)

Traffic Management

Ann Cunningham: Head of Traffic Management



24 June 2016

Traffic and Transport in Your Area: Green Lanes Area Transport Study

Dear Resident or Business,

We have been listening to your concerns about traffic conditions in the Green Lanes area, and in response we commissioned the Green Lanes Area Transport Study. The study area covers parts of Haringay, St Ann's and Seven Sisters wards, as indicated on the map overleaf. Taking an informed, evidence-based approach the study will identify measures designed to:

- Improve the 'street scene' environment
- Help manage traffic volume and routes
- Develop additional road safety measures
- Improve bus journey times and reliability
- Provide additional pedestrian and cycle accessibility measures
- Actively promote improved public health outcomes

The study commenced in March, and so far we have been busy building an evidence base by looking at a range of data sources (including traffic counts). Interesting facts revealed by the Census, London Travel Demand Survey, and 2016 traffic surveys include the following:

- Between 2001 and 2011, the population of the study area has increased by 25%, but car ownership has fallen by 2%
- Traffic flows vary significantly. Green Lanes carries over 20,000 vehicles a day, but most residential roads carry less than 1,000 vehicles a day
- Walking is the most common mode of transport for trips within the study area
- Study area residents using a private vehicle for their commute has declined from 30% in 1991 to 18% in 2011
- 61% of households in the study area do not have a car

We want to hear from you! The most important part of the study is getting your input and hearing your views on the main transport issues affecting your local area.

To help this process, we have set up an interactive map on which you can mark the issues important to you. The interactive map will be live until Sunday 24th July 2016, so make sure you visit it on our website before then using this link: <http://www.haringey.gov.uk/transport/green-lanes-area-transport-study>.

Alternatively, you can email your feedback to frontline.consultation@haringey.gov.uk. Please put 'Green Lanes Study' in the header of your email for ease of reference.

Level 5 Alexandra House
10 Station Road, Wood Green
London N22 7TR

020 8489 1000

www.haringey.gov.uk

The Sustainable Transport team will also be holding drop-in sessions, where you can meet with officers and find out more about the study. The date and locations of these sessions are listed below:

- Wednesday 29 June, 6:30-8:30pm at St Paul's Parish Hall, Wightman Road N8
- Friday 1 July, 6:30-8:30pm at the New River Studios, 199 Eade Road N4
- Saturday 2 July, 12noon-3pm at St Ann's Library on Cissbury Road N15

Next steps

Once we have had a chance to study your feedback, we will develop a number of possible options to improve the study area and will be consulting on these in autumn, before finalising proposals by the end of the year.

For more information, please email frontline.consultation@haringey.gov.uk or visit the website.

With thanks for your attention, we look forward to hearing from you.

Yours faithfully,

Ann Cunningham

Head of Traffic Management

Map of Green Lanes Transport Study Area



3 April 2017

Traffic and Transport in Your Area: Green Lanes Area Transport Study (GLATS)

Dear Resident or Business,

As you may be aware, we are currently undertaking the Green Lanes Area Transport Study, which covers parts of Harringay, St Ann's and Seven Sisters wards (as shown on the map overleaf). We first wrote to you about the study in June last year, asking for your views on the main transport issues affecting your local area. We would like to thank you for your feedback—we received an overwhelming response, with over one thousand comments made on our interactive website.

Since then, we have been busy considering your comments, and we now have a range of potential options on which we would like your views. These options vary in nature—some are relatively straightforward, whilst others are more aspirational schemes that may take longer to implement.

Please note that many of these options have been developed based on suggestions made by stakeholders, and do not necessarily reflect Haringey policy at this stage.

The potential options under consideration have been developed into a series of 'packages' by our consultants:

- **AW: Area-wide improvements:** Various options applicable to many locations throughout the study area
- **PC: Area-wide pedestrian and cycle network:** Various options that would work together to create a series of attractive pedestrian and cycle links across the study area
- **GL: Green Lanes package:** Two alternatives that represent different potential levels of intervention:
 - **Alternative package GL1: Minor improvements:** Generally leaving the existing layout of Green Lanes as it is, with some minor improvements along Green Lanes, particularly at signalised junctions
 - **Alternative package GL2: Continuous cycle facility:** Includes more radical changes to Green Lanes, including a continuous northbound cycle facility along Green Lanes
- **WL: Wightman Road / Ladder area package:** Four alternatives representing varying degrees of transformation:
 - **Alternative package WL1: Minor improvements:** Minor improvements relating to Wightman Road and the Ladder area, but with lower traffic impacts and costs
 - **Alternative package WL2: Wightman Road one-way (northbound):** An intermediate alternative (with intermediate traffic impacts and costs), that would make Wightman Road one-way

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northbound, with the opportunity to create a continuous cycle facility along Wightman Road

- **Alternative package WL3: Wightman Road one-way (southbound):** The opposite of alternative package WL2, that would make Wightman Road one-way southbound
 - **Alternative package WL4: Wightman Road closed (filtered):** The most radical and transformational alternative, that includes the closure (filtering) of Wightman Road, similar to the arrangement that was in place during the bridge replacement works in 2016; this alternative would have significant traffic impacts and costs
- **HE: Hermitage area package:** A range of options relating to the Hermitage area
 - **SA: St Ann's / Gardens area package:** A range of options relating to the St Ann's and Gardens areas

We now want to hear from you again! A very important part of this study is getting your input, to enable your views to be taken into account when deciding which packages and options may be implemented.

We have set up a study website, which contains full details on the packages and options, and also includes a survey to capture your views. The survey will be open until **Sunday 14 May 2017**, so make sure you visit before then.

<http://www.haringey.gov.uk/transport/green-lanes-area-transport-study>

If you are unable to access the online survey, please write to us to request a hard copy of the survey.

We will also be holding drop-in sessions, where you can meet with the study team and find out more about the packages and options. The dates and locations of these sessions are listed below:

- Wednesday 5 April, from 6:30-8:30pm at the St Paul's Parish Hall, Wightman Road N8
- Friday 7 April, from 6:30-8:30pm at the Turkish Cypriot Community Association, 628-630 Green Lanes, N8 0SD
- Saturday 8 April, from 12-2pm at the Woodlands Park Nursery School & Children's Centre, Woodlands Park Road, N15 3SD

Next steps

Once the survey has closed, we will consider your feedback before finalising the study this summer. The implementation of any options would be subject to the availability of funding, further consultation and normal decision making processes.

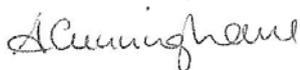
A bid for £350k was included within the Local Implementation Plan (LIP) funding applications for the 2017/18 financial year. If successful this would help deliver short term objectives of the study. Depending on the level of future LIP funding from Transport for London (TfL); there is potential for similar allocations in the 2018/19 and 2019/20 financial years making a total of £1m.

Implementation of medium and long term objectives would be subject to funding from appropriate sources, including Section 106 development funding in addition to that from various TfL programmes.

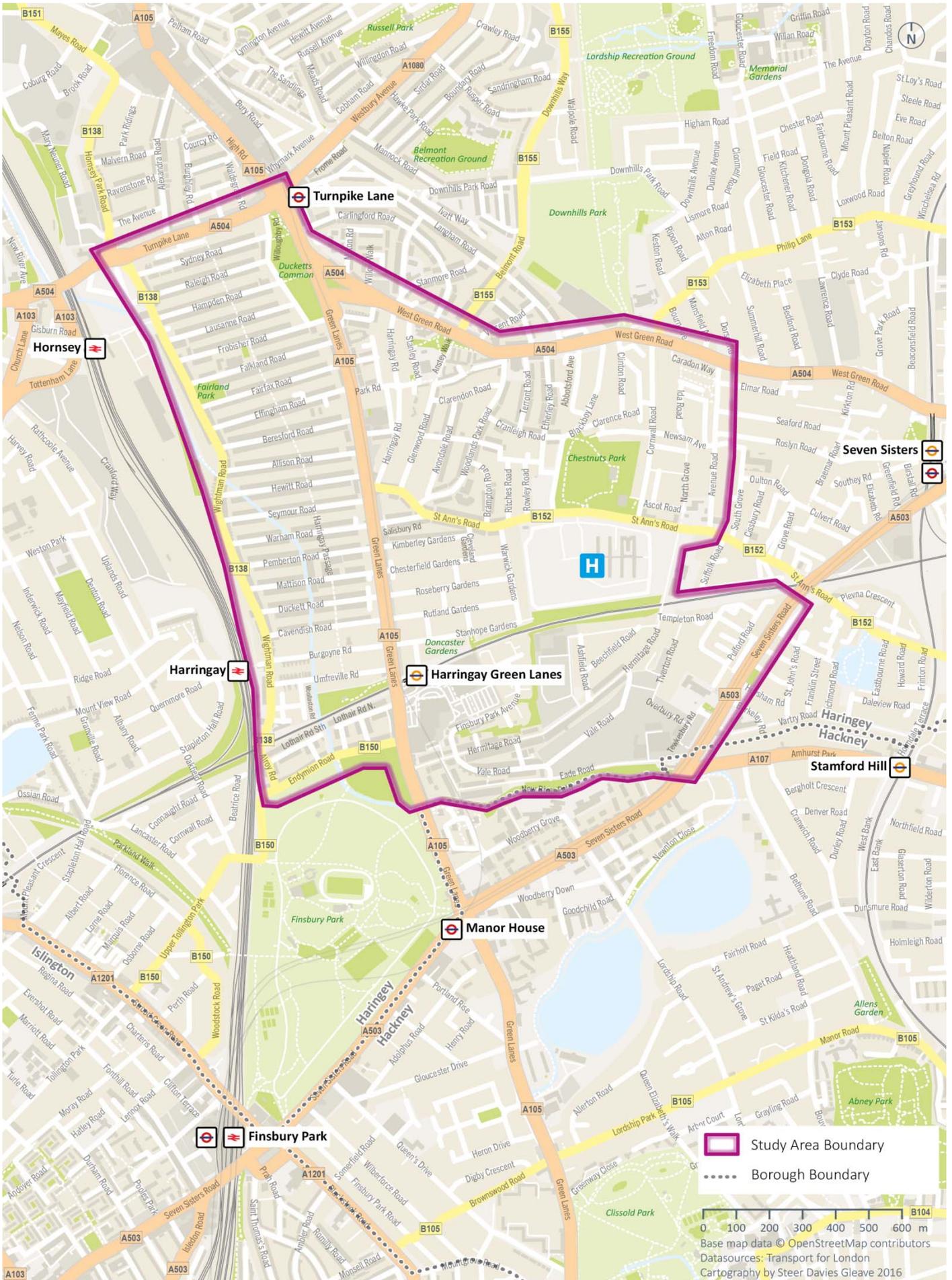
For more information, please email frontline.consultation@haringey.gov.uk (quoting GLATS) or visit the study webpage.

With thanks for your attention, we look forward to hearing from you.

Yours faithfully,



Ann Cunningham
Head of Traffic Management



Turnpike Lane

Harringay Green Lanes

Manor House

Seven Sisters

Haringey Hackney

Stamford Hill

Harringay

Hornsey

Finsbury Park

Study Area Boundary

Borough Boundary

0 100 200 300 400 500 600 m

Base map data © OpenStreetMap contributors

Datasources: Transport for London

Cartography by Steer Davies Gleave 2016

B Summary of Round 1 engagement responses

B.1 This appendix contains a summary of the response received to the Round 1 engagement:

- Summary of responses organised by theme
- Summary of responses organised by area

Green Lanes Area Transport Study

Round 1 engagement response analysis (includes website, email and written responses)

Categorised by theme

This list is an unfiltered summary of all issues raised by respondents to the Round 1 engagement, and does not necessarily reflect LB Haringey policy.

Ref	Issue description	Number of responses mentioning issue	Sub-area / road
TRAFFIC			
T-1	Against permanent closure of Wightman Road	62	Wightman Road [B138]
T-2	Keep bollards on Garden roads/ consider permanent closure	53	Gardens
T-3	Keep Wightman Road filtered as it was during the bridge replacement	39	Wightman Road [B138]
T-4	Improve Green Lanes/Hermitage Road junction - dangerous for cyclists/peds, light phasing not long enough for vehicles	35	Green Lanes [A105]
T-5	Against opening of Hermitage Road	34	Hermitage
T-6	Must retain barriers on Eade Road and Vale Road	33	Hermitage
T-7	Traffic calming measures needed on residential roads across the study area	33	General
T-8	Different and effective traffic calming measures needed (not speed bumps)	28	General
T-9	Improve existing junction to Arena	26	Green Lanes [A105]
T-10	Add bollards to ladder streets/make residents and local traffic only	25	Ladder
T-11	Introduce further traffic calming on the Gardens roads	22	Gardens
T-12	Bollards are costly and open to abuse	21	Gardens
T-13	Replan junction of Wightman Road/Turnpike Lane - very dangerous for cyclists and pedestrians	20	Turnpike Lane [A504]
T-14	Better to limit traffic on Wightman Road than to shut it completely e.g. local traffic only	17	Wightman Road [B138]
T-15	Gardens Roads bollard system should be seen as traffic calming best practice and rolled out further	17	Gardens
T-16	Reopen all closed roads to spread traffic burden	15	General
T-17	Traffic calming measures needed to make Eade Road safer	15	Hermitage
T-18	Quality of life for local residents should not be compromised to cater for drivers from outside the area	12	General
T-19	Need to enforce speed limits better - drivers ignore these at present	11	General
T-20	General issue with rat running on smaller streets in the area	9	General
T-21	HGV access on residential streets should be restricted, monitored and enforced (including Hermitage Road)	9	General
T-22	Traffic calming/restrictions needed on Endymion Road	9	Endymion Road [B150]
T-23	No right turn out of Beresford Road, to reduce through traffic	8	Ladder
T-24	Speed bumps ineffective: drivers speed between them; shaking damages properties	8	General
T-25	St Ann's Road/Salisbury Road junction and ped improvements needed	8	Green Lanes [A105]
T-26	Cornwall Road: Drivers ignoring one way system and speeding, speed bumps worn down and need replacing	7	St Ann's
T-27	Junction of Frobisher / Green Lanes / Alfoxton is dangerous; look at ways to address	7	Green Lanes [A105]
T-28	Make St. Ann's junction two way	7	Green Lanes [A105]
T-29	Need to improve junction at Endymion Road/Green Lanes (esp. light sequencing)	7	Green Lanes [A105]
T-30	Salisbury Road carries too much traffic; should be residents only access	7	St Ann's Road [B152]
T-31	Seven Sisters/Amhurst Park junction is very dangerous	6	Seven Sisters Road [A503]
T-32	Hermitage Road/Vale Road junction is dangerous	5	Hermitage
T-33	Look at light phasing/parking removal/lane layout on St Ann's road	5	St Ann's Road [B152]
T-34	Reduce traffic near schools (and therefore pollution) e.g. Chestnuts Primary School	5	General
T-35	Barrier on Hermitage Road should be a moving barrier to allow resident access	4	Hermitage
T-36	Improve light phasing at Salisbury Rd/Green Lanes junction	4	Green Lanes [A105]
T-37	Keep all ladder roads open, but: install CCTV congestion charge camera that charge non-residents/HGVs for access	4	Ladder
T-38	Road closure plans should consider disabled residents who are dependent on their car	4	General
T-39	Speed camera/deterrent light up sign needed on St Ann's Road	4	St Ann's Road [B152]
T-40	Allow right turn at Manor House junction	3	Green Lanes [A105]
T-41	Ban U-turns on Green Lanes	3	Green Lanes [A105]
T-42	Do not remove gate on Harringay Gardens - only leads to derelict alleyway	3	St Ann's
T-43	Don't remove control barrier at St Ann's Road to West Green Road	3	St Ann's
T-44	General support for reduction in traffic in the area	3	General
T-45	Make Wightman Road one-way southbound only	3	Wightman Road [B138]
T-46	Need a passing place on Kimberley Gardens	3	Gardens
T-47	No right turn out of Willoughby Road onto Turnpike Lane/or block off entrance	3	Turnpike Lane [A504]
T-48	Open the 'Gardens' Roads to relieve congestion	3	Gardens
T-49	Ped crossing on Williamson Road (inside Arena) needs to be made safer. At present drivers speed/can't see it's a crossing	3	Hermitage
T-50	Remove Hermitage Road barrier to allow traffic access to Green Lanes	3	Hermitage
T-51	Remove no right turn on Wightman Road to Turnpike Lane so traffic is not forced onto the Ladder roads	3	Turnpike Lane [A504]
T-52	Salisbury Road is the only way to reach Green Lanes for some residents and access should not be restricted	3	St Ann's Road [B152]
T-53	Against Garden roads becoming one-way	2	Gardens
T-54	Blind corner at Hermitage Road/Finsbury Park Ave is dangerous	2	Hermitage
T-55	Block access into Frobisher Road from Green Lanes	2	Ladder
T-56	Do not agree with 'no right turn' out of Beresford Road	2	Ladder
T-57	Hermitage Road closure leads to congestion in surrounding roads	2	Hermitage
T-58	Make Etherley Road one-way	2	St Ann's
T-59	Need signage that Eade Road is not a through route	2	Hermitage
T-60	Remodel Green Lanes more like Wood Green High Street	2	Green Lanes [A105]
T-61	Remove control barrier at St Ann's Road to West Green Road and make Haringay Road two-way	2	St Ann's
T-62	St Ann's Road/Black Boy Lane changes need to be future proof, e.g. take new hospital dev site into account	2	St Ann's Road [B152]
T-63	Avenue Road sees heavy traffic use - used as a cut through to St Ann's Road	1	St Ann's

This list is an unfiltered summary of all issues raised by respondents to the Round 1 engagement, and does not necessarily reflect LB Haringey policy.

Ref	Issue description	Number of responses mentioning issue	Sub-area / road
T-64	Ban through traffic from Ladder roads	1	Ladder
T-65	Block entrance of Falkland Road onto Green Lanes	1	Ladder
T-66	Cornwall Road should be right turn only onto St Ann's Road	1	St Ann's
T-67	Double yellow lines needed the whole length of Finsbury Park Avenue	1	Hermitage
T-68	Improve Langham Road/West Green Road junction - currently causes bad congestion on Langham Road	1	West Green Road [A504]
T-69	Install west-bound right-turn lane from West Green Road to Belmont Road	1	West Green Road [A504]
T-70	Make Green Lanes one way	1	Green Lanes [A105]
T-71	Make the Garden roads one-way	1	Gardens
T-72	McDonalds Drive Thru at odds with reduction in car use	1	Hermitage
T-73	Narrowing of Ladder roads to one lane has made exit to Green lanes difficult	1	Ladder
T-74	No left turn from Umfreville Road	1	Ladder
T-75	No right turn from Hewitt Road has caused traffic to increase on Beresford Road	1	Ladder
T-76	Problem with traffic diverting from Harringay Road down Colina Road	1	St Ann's
T-77	Remove barrier on Tiverton Road to allow traffic access to Tavistock and Overbury Roads	1	Hermitage
T-78	Remove North Grove barrier to St Ann's Road, and replace with a no entry sign	1	St Ann's
T-79	Reverse one-way direction on Beresford Road	1	Ladder
T-80	Too costly to install a congestion charging system on the Ladder	1	Ladder
T-81	Work with Islington Council to improve traffic conditions on Seven Sisters Road	1	Seven Sisters Road [A503]
T-82	Yellow box needed at Green Lanes junction with Alfoxton Avenue and Frobisher Road	1	Green Lanes [A105]
Traffic subtotal		724	
PUBLIC TRANSPORT			
PT-1	Introduce 24hr bus and cycle lanes on Green Lanes	19	Green Lanes [A105]
PT-2	Green Lanes bus lane operational hours should be extended	11	Green Lanes [A105]
PT-3	Improve accessibility and staffing hours at stations	9	General
PT-4	Move bottleneck southbound bus stop at Arena south towards Endymion/Hermitage Roads or set back into pavement	8	Green Lanes [A105]
PT-5	Reduce number of bus stops on Green Lanes - too many at present and causes congestion	8	Green Lanes [A105]
PT-6	Green Lanes bus lane should be tidal - southbound in the AM, northbound in the PM	7	Green Lanes [A105]
PT-7	Piccadilly Line should stop at Harringay Green Lanes station	5	General
PT-8	Do not move southbound bus stop at Arena Shopping Centre as this will discourage public transport use	4	Green Lanes [A105]
PT-9	Move bottleneck bus stop on Green Lanes by Umfreville Road one block north	4	Green Lanes [A105]
PT-10	Against more buses on Green Lanes	1	Green Lanes [A105]
PT-11	Bus stops on Green Lanes should all be maintained for elderly/disabled	1	Green Lanes [A105]
PT-12	Do not remove bus stop on south west corner of Turnpike Lane junction	1	Green Lanes [A105]
PT-13	Enforce bus lane parking restrictions	1	General
PT-14	Green Lanes bus stop positioning could be altered to improve traffic flow	1	Green Lanes [A105]
PT-15	Increase frequency and length of overground trains at Harringay Green Lanes station	1	General
PT-16	Increase frequency of 41 bus route	1	General
PT-17	Increase number of buses at peak time on Green Lanes	1	Green Lanes [A105]
PT-18	Introduce a school bus service to reduce school drop off traffic	1	General
PT-19	Introduce park and ride service in the Green Lanes area	1	General
PT-20	Remove bottleneck bus stop on south west corner of Turnpike Lane junction	1	Green Lanes [A105]
PT-21	Increase the frequency of the 67 bus route	1	General
PT-22	Re-route bus lanes	1	General
Public transport subtotal		88	

This list is an unfiltered summary of all issues raised by respondents to the Round 1 engagement, and does not necessarily reflect LB Haringey policy.

Ref	Issue description	Number of responses mentioning issue	Sub-area / road
PARKING AND LOADING			
P-1	Remove parking on Green Lanes	85	Green Lanes [A105]
P-2	Discourage driving for local shopping by making parking difficult/encourage use of sustainable modes/off peak travelling	24	General
P-3	Introduce CPZ on residential roads surrounding Green Lanes. Review CPZ arrangements for all residential streets in study area	22	General
P-4	Move on-pavement parking to the carriageway on Wightman Road and Hermitage Road	18	General
P-5	On-pavement parking on Wightman Road impedes pedestrians/wheelchair users/prams	11	Wightman Road [B138]
P-6	Removing parking on Green Lanes will force people to park on residential streets	6	Green Lanes [A105]
P-7	Introduce controlled parking bays on ladder roads	5	Ladder
P-8	Encourage parking at the Arena car park	4	Hermitage
P-9	Encourage parking on the Garden roads	4	Gardens
P-10	Reduce carriageway width on Wightman Road to slow traffic	4	Wightman Road [B138]
P-11	Double Yellow needs better enforcement/ review on Finsbury park avenue	3	Hermitage
P-12	Require better enforcement of illegal parking outside schools	3	General
P-13	Kerbstones need repair/ lowering where pavement parking is permitted	2	General
P-14	Better enforcement of blue badge parking needed	1	General
P-15	Free Sunday parking on Gardens streets causes congestion	1	Gardens
P-16	Parking restriction on Green Lanes will be unpopular with traders	1	Green Lanes [A105]
P-17	Provide designated lorry route for heavy vehicles making deliveries to avoid damage to buildings	1	General
Parking and loading subtotal		195	
WALKING			
W-1	Increase the size of pedestrian footpaths/ reduce traffic by Hermitage Road rail bridge	11	Hermitage
W-2	Add a safe crossing on Blackboy Lane between Chestnut's School and the park, and across St Ann's Road	8	St Ann's
W-3	Add additional entrances to Finsbury park	8	Ladder
W-4	Need to review number/location of pedestrian crossings on Green Lanes	8	Green Lanes [A105]
W-5	Build a bridge over the railway to continue the Harringay Passage to link to Finsbury Park	7	Ladder
W-6	Suggest a new entrance to Finsbury Park on Endymion Road	7	Ladder
W-7	The Harringay Passage is dirty and unsafe	7	Ladder
W-8	Improve pedestrian crossing at Green Lanes junction with Alfoxton Avenue and Frobisher Road	6	Green Lanes [A105]
W-9	New pedestrian crossing needed on Endymion Road at Wightman Road junction	6	Endymion Road [B150]
W-10	Pedestrianise Green Lanes	6	Green Lanes [A105]
W-11	Remove all mini roundabouts in the borough; not pedestrian or cyclist friendly	5	General
W-12	Improve pedestrian path on the New River	4	General
W-13	New pedestrian crossing needed on Green Lanes at Colina Road	4	Green Lanes [A105]
W-14	St Ann's road is dangerous for pedestrians and zebra crossings are frequently ignored	4	St Ann's Road [B152]
W-15	Replace zebra crossing on Endymion Road with traffic light crossing to improve safety	4	Endymion Road [B150]
W-16	Add pedestrian crossing at Frobisher Road and Green Lanes junction	3	Green Lanes [A105]
W-17	Bridge access to Harringay Station is too steep - consider adding steps/lessening steepness	3	Ladder
W-18	Resurface footpaths	3	General
W-19	Traffic islands are dangerous	3	General
W-20	Improve access across railway lines	2	General
W-21	Open a pedestrian route through Ducketts common	2	Ladder
W-22	Widen narrow pavements to improve pedestrian safety	2	General
W-23	Widen pavement on Green Lanes adjacent to the park	2	Green Lanes [A105]
W-24	Create a direct walking route from Green Lanes to Sainsbury's	1	Hermitage
W-25	More pedestrian crossings needed on Green Lanes	1	Green Lanes [A105]
W-26	Pedestrian crossing needed at Langham Road/West Green Road	1	West Green Road [A504]
W-27	Rationalise street furniture to remove pedestrian pinch points	1	General
W-28	Remove pedestrian crossings to help traffic flow	1	General
W-29	Resurface footpath leading to Harringay Station and add drainage	1	Ladder
W-30	Schools should have time controlled crossings to stop many individual crossings being made	1	General
Walking subtotal		122	

This list is an unfiltered summary of all issues raised by respondents to the Round 1 engagement, and does not necessarily reflect LB Haringey policy.

Ref	Issue description	Number of responses mentioning issue	Sub-area / road
OTHER			
O-1	Concern over pollution levels	26	General
O-2	Create a second entrance/exit to Arena Shopping Centre at the rear	13	Hermitage
O-3	Install CCTV cameras to catch fly tippers	10	General
O-4	Against creating a second exit/entrance to Arena via residential roads	9	Hermitage
O-5	Redevelop Arena to limit retail and parking space, and increase housing there	8	Hermitage
O-6	Do not limit retail at Arena; vital to local residents and economy	5	Hermitage
O-7	Make Green Lanes more 'green' - plant more trees, turn Homebase wall into a living wall	5	Green Lanes [A105]
O-8	All changes should encourage/support walking, cycling and public transport use	4	General
O-9	Improve street scape e.g. clear overgrown foliage, remove satellite dishes, more bins	3	General
O-10	Remove Arena shopping centre altogether	3	Hermitage
O-11	Drug dealers frequent Ducketts Common	2	Ladder
O-12	Improve lighting and general conditions in parks	2	General
O-13	Opportunity to create more wildlife/natural env. On the north bank of the New River	2	Hermitage
O-14	Provide clearer signage and accessibility to parks	2	General
O-15	Extend the safety barrier on Ducketts Common	1	Green Lanes [A105]
O-16	Lamp posts missing at the entrance to Finsbury Park Avenue - safety risk at present	1	Hermitage
O-17	New residential development at St Ann's hospital should restrict car ownership	1	St Ann's
O-18	Replace fence to Finsbury Park with iron fencing	1	Ladder
O-19	Resurface West Green Road - uneven and many potholes	1	West Green Road [A504]
Other subtotal		99	
CYCLING			
C-1	Cycle lane needed in both directions the full length of Green Lanes	12	Green Lanes [A105]
C-2	Gardens Community Garden should not be sacrificed for cycle route	12	Gardens
C-3	Would like more on street bike hangars	9	General
C-4	Improve cycling conditions on Wightman Road	7	Wightman Road [B138]
C-5	Improve cycling conditions on Green Lanes	6	Green Lanes [A105]
C-6	Safer junctions for cyclists needed along Green Lanes	6	Green Lanes [A105]
C-7	Bricked up railway arches to be used as cycle routes	5	Gardens
C-8	Build a designated off road cycle lane on Turnpike Lane	5	Turnpike Lane [A504]
C-9	Create a cycle/ped path along the New River path	4	General
C-10	Do not allow cyclists to use Harringay Passage	3	Ladder
C-11	Improve road surface for cyclists e.g. verges potholed and uneven	3	General
C-12	Improved signange needed that cyclists join the roundabout emerging from North Grove	3	St Ann's Road [B152]
C-13	Lothair Road should be signposted as an official cycle route	3	Ladder
C-14	Safe cycle route needed through to Stanhope Gardens/Create official route	3	Gardens
C-15	The area needs a fully segregated north-south cycle lane	3	General
C-16	Create a cycling and walking bridge over the New River, linking Green Lanes and Clissold park	2	Hermitage
C-17	Improve drainage at kerbsides	2	General
C-18	Introduce ASL on major junctions in the area	2	General
C-19	Allow cyclists to use Harringay Passage	1	Ladder
C-20	Create official cycle routes through Finsbury park	1	Ladder
C-21	Engage with London Cycling Campaign to improve cyclist routes in the area	1	General
C-22	Increase cycle only route network	1	General
C-23	Install cyclist contraflows on one-way streets	1	General
Cycling subtotal		95	
GRAND TOTAL		1323	

Green Lanes Area Transport Study

Round 1 engagement response analysis (includes website, email and written responses)

Categorised by road / area

This list is an unfiltered summary of all issues raised by respondents to the Round 1 engagement, and does not necessarily reflect LB Haringey policy.

Ref	Issue description	Theme	Number of responses mentioning issue
General			
T-7	Traffic calming measures needed on residential roads across the study area	TRAFFIC	33
T-8	Different and effective traffic calming measures needed (not speed bumps)	TRAFFIC	28
O-1	Concern over pollution levels	OTHER	26
P-2	Discourage driving for local shopping by making parking difficult/encourage use of sustainable modes/off peak travelling	PARKING AND LOADING	24
P-3	Introduce CPZ on residential roads surrounding Green Lanes. Review CPZ arrangements for all residential streets in study area	PARKING AND LOADING	22
P-4	Move on-pavement parking to the carriageway on Wightman Road and Hermitage Road	PARKING AND LOADING	18
T-16	Reopen all closed roads to spread traffic burden	TRAFFIC	15
T-18	Quality of life for local residents should not be compromised to cater for drivers from outside the area	TRAFFIC	12
T-19	Need to enforce speed limits better - drivers ignore these at present	TRAFFIC	11
O-3	Install CCTV cameras to catch fly tippers	OTHER	10
C-3	Would like more on street bike hangars	CYCLING	9
PT-3	Improve accessibility and staffing hours at stations	PUBLIC TRANSPORT	9
T-20	General issue with rat running on smaller streets in the area	TRAFFIC	9
T-21	HGV access on residential streets should be restricted, monitored and enforced (including Hermitage Road)	TRAFFIC	9
T-24	Speed bumps ineffective: drivers speed between them; shaking damages properties	TRAFFIC	8
PT-7	Piccadilly Line should stop at Haringay Green Lanes station	PUBLIC TRANSPORT	5
T-34	Reduce traffic near schools (and therefore pollution) e.g. Chestnuts Primary School	TRAFFIC	5
W-11	Remove all mini roundabouts in the borough; not pedestrian or cyclist friendly	WALKING	5
C-9	Create a cycle/ped path along the New River path	CYCLING	4
O-8	All changes should encourage/support walking, cycling and public transport use	OTHER	4
T-38	Road closure plans should consider disabled residents who are dependent on their car	TRAFFIC	4
W-12	Improve pedestrian path on the New River	WALKING	4
C-11	Improve road surface for cyclists e.g. verges potholed and uneven	CYCLING	3
C-15	The area needs a fully segregated north-south cycle lane	CYCLING	3
O-9	Improve street scape e.g. clear overgrown foliage, remove satellite dishes, more bins	OTHER	3
P-12	Require better enforcement of illegal parking outside schools	PARKING AND LOADING	3
T-44	General support for reduction in traffic in the area	TRAFFIC	3
W-18	Resurface footpaths	WALKING	3
W-19	Traffic islands are dangerous	WALKING	3
C-17	Improve drainage at kerbsides	CYCLING	2
C-18	Introduce ASL on major junctions in the area	CYCLING	2
O-12	Improve lighting and general conditions in parks	OTHER	2
O-14	Provide clearer signage and accessibility to parks	OTHER	2
P-13	Kerbstones need repair/ lowering where pavement parking is permitted	PARKING AND LOADING	2
W-20	Improve access across railway lines	WALKING	2
W-22	Widen narrow pavements to improve pedestrian safety	WALKING	2
C-21	Engage with London Cycling Campaign to improve cyclist routes in the area	CYCLING	1
C-22	Increase cycle only route network	CYCLING	1
C-23	Install cyclist contraflows on one-way streets	CYCLING	1
P-14	Better enforcement of blue badge parking needed	PARKING AND LOADING	1
P-17	Provide designated lorry route for heavy vehicles making deliveries to avoid damage to buildings	PARKING AND LOADING	1
PT-13	Enforce bus lane parking restrictions	PUBLIC TRANSPORT	1
PT-15	Increase frequency and length of overground trains at Haringay Green Lanes station	PUBLIC TRANSPORT	1
PT-16	Increase frequency of 41 bus route	PUBLIC TRANSPORT	1
PT-18	Introduce a school bus service to reduce school drop off traffic	PUBLIC TRANSPORT	1
PT-19	Introduce park and ride service in the Green Lanes area	PUBLIC TRANSPORT	1
PT-21	Increase the frequency of the 67 bus route	PUBLIC TRANSPORT	1
PT-22	Re-route bus lanes	PUBLIC TRANSPORT	1
W-27	Rationalise street furniture to remove pedestrian pinch points	WALKING	1
W-28	Remove pedestrian crossings to help traffic flow	WALKING	1
W-30	Schools should have time controlled crossings to stop many individual crossings being made	WALKING	1
Subtotal			324
Green Lanes [A105]			
P-1	Remove parking on Green Lanes	PARKING AND LOADING	85
T-4	Improve Green Lanes/Hermitage Road junction - dangerous for cyclists/peds, light phasing not long enough for vehicles	TRAFFIC	35
T-9	Improve existing junction to Arena	TRAFFIC	26
PT-1	Introduce 24hr bus and cycle lanes on Green Lanes	PUBLIC TRANSPORT	19
C-1	Cycle lane needed in both directions the full length of Green Lanes	CYCLING	12
PT-2	Green Lanes bus lane operational hours should be extended	PUBLIC TRANSPORT	11
PT-4	Move bottleneck southbound bus stop at Arena south towards Endymion/Hermitage Roads or set back into pavement	PUBLIC TRANSPORT	8
PT-5	Reduce number of bus stops on Green Lanes - too many at present and causes congestion	PUBLIC TRANSPORT	8
T-25	St Ann's Road/Salisbury Road junction and ped improvements needed	TRAFFIC	8
W-4	Need to review number/location of pedestrian crossings on Green Lanes	WALKING	8
PT-6	Green Lanes bus lane should be tidal - southbound in the AM, northbound in the PM	PUBLIC TRANSPORT	7
T-27	Junction of Frobisher / Green Lanes / Alfoxton is dangerous; look at ways to address	TRAFFIC	7
T-28	Make St. Ann's junction two way	TRAFFIC	7
T-29	Need to improve junction at Endymion Road/Green Lanes (esp. light sequencing)	TRAFFIC	7
C-5	Improve cycling conditions on Green Lanes	CYCLING	6
C-6	Safer junctions for cyclists needed along Green Lanes	CYCLING	6
P-6	Removing parking on Green Lanes will force people to park on residential streets	PARKING AND LOADING	6
W-10	Pedestrianise Green Lanes	WALKING	6
W-8	Improve pedestrian crossing at Green Lanes junction with Alfoxton Avenue and Frobisher Road	WALKING	6
O-7	Make Green Lanes more 'green' - plant more trees, turn Homebase wall into a living wall	OTHER	5
PT-8	Do not move southbound bus stop at Arena Shopping Centre as this will discourage public transport use	PUBLIC TRANSPORT	4
PT-9	Move bottleneck bus stop on Green Lanes by Umfrville Road one block north	PUBLIC TRANSPORT	4
T-36	Improve light phasing at Salisbury Rd/Green Lanes junction	TRAFFIC	4
W-13	New pedestrian crossing needed on Green Lanes at Colina Road	WALKING	4
T-40	Allow right turn at Manor House junction	TRAFFIC	3
T-41	Ban U-turns on Green Lanes	TRAFFIC	3
W-16	Add pedestrian crossing at Frobisher Road and Green Lanes junction	WALKING	3
T-60	Remodel Green Lanes more like Wood Green High Street	TRAFFIC	2
W-23	Widen pavement on Green Lanes adjacent to the park	WALKING	2
O-15	Extend the safety barrier on Ducketts Common	OTHER	1
P-16	Parking restriction on Green Lanes will be unpopular with traders	PARKING AND LOADING	1
PT-10	Against more buses on Green Lanes	PUBLIC TRANSPORT	1
PT-11	Bus stops on Green Lanes should all be maintained for elderly/disabled	PUBLIC TRANSPORT	1
PT-12	Do not remove bus stop on south west corner of Turnpike Lane junction	PUBLIC TRANSPORT	1
PT-14	Green Lanes bus stop positioning could be altered to improve traffic flow	PUBLIC TRANSPORT	1
PT-17	Increase number of buses at peak time on Green Lanes	PUBLIC TRANSPORT	1
PT-20	Remove bottleneck bus stop on south west corner of Turnpike Lane junction	PUBLIC TRANSPORT	1
T-70	Make Green Lanes one way	TRAFFIC	1
T-82	Yellow box needed at Green Lanes junction with Alfoxton Avenue and Frobisher Road	TRAFFIC	1
W-25	More pedestrian crossings needed on Green Lanes	WALKING	1
Subtotal			323

This list is an unfiltered summary of all issues raised by respondents to the Round 1 engagement, and does not necessarily reflect LB Haringey policy.

Ref	Issue description	Theme	Number of responses mentioning issue
Turnpike Lane [A504]			
T-13	Replan junction of Wightman Road/Turnpike Lane - very dangerous for cyclists and pedestrians	TRAFFIC	20
C-8	Build a designated off road cycle lane on Turnpike Lane	CYCLING	5
T-47	No right turn out of Willoughby Road onto Turnpike Lane/or block off entrance	TRAFFIC	3
T-51	Remove no right turn on Wightman Road to Turnpike Lane so traffic is not forced onto the Ladder roads	TRAFFIC	3
Subtotal			31
West Green Road [A504]			
O-19	Resurface West Green Road - uneven and many potholes	OTHER	1
T-68	Improve Langham Road/West Green Road junction - currently causes bad congestion on Langham Road	TRAFFIC	1
T-69	Install west-bound right-turn lane from West Green Road to Belmont Road	TRAFFIC	1
W-26	Pedestrian crossing needed at Langham Road/West Green Road	WALKING	1
Subtotal			4
Seven Sisters Road [A503]			
T-31	Seven Sisters/Amhurst Park junction is very dangerous	TRAFFIC	6
T-81	Work with Islington Council to improve traffic conditions on Seven Sisters Road	TRAFFIC	1
Subtotal			7
Wightman Road [B138]			
T-1	Against permanent closure of Wightman Road	TRAFFIC	62
T-3	Keep Wightman Road filtered as it was during the bridge replacement	TRAFFIC	39
T-14	Better to limit traffic on Wightman Road than to shut it completely e.g. local traffic only	TRAFFIC	17
P-5	On-pavement parking on Wightman Road impedes pedestrians/wheelchair users/prams	PARKING AND LOADING	11
C-4	Improve cycling conditions on Wightman Road	CYCLING	7
P-10	Reduce carriageway width on Wightman Road to slow traffic	PARKING AND LOADING	4
T-45	Make Wightman Road one-way southbound only	TRAFFIC	3
Subtotal			143
St Ann's Road [B152]			
T-30	Salisbury Road carries too much traffic; should be residents only access	TRAFFIC	7
T-33	Look at light phasing/parking removal/lane layout on St Ann's road	TRAFFIC	5
T-39	Speed camera/deterrent light up sign needed on St Ann's Road	TRAFFIC	4
W-14	St Ann's road is dangerous for pedestrians and zebra crossings are frequently ignored	WALKING	4
C-12	Improved signage needed that cyclists join the roundabout emerging from North Grove	CYCLING	3
T-52	Salisbury Road is the only way to reach Green Lanes for some residents and access should not be restricted	TRAFFIC	3
T-62	St Ann's Road/Black Boy Lane changes need to be future proof, e.g. take new hospital dev site into account	TRAFFIC	2
Subtotal			28
Endymion Road [B150]			
T-22	Traffic calming/restrictions needed on Endymion Road	TRAFFIC	9
W-9	New pedestrian crossing needed on Endymion Road at Wightman Road junction	WALKING	6
W-15	Replace zebra crossing on Endymion Road with traffic light crossing to improve safety	WALKING	4
Subtotal			19
Sub-area: Gardens			
T-2	Keep bollards on Garden roads/ consider permanent closure	TRAFFIC	53
T-11	Introduce further traffic calming on the Gardens roads	TRAFFIC	22
T-12	Bollards are costly and open to abuse	TRAFFIC	21
T-15	Gardens Roads bollard system should be seen as traffic calming best practice and rolled out further	TRAFFIC	17
C-2	Gardens Community Garden should not be sacrificed for cycle route	CYCLING	12
C-7	Bricked up railway arches to be used as cycle routes	CYCLING	5
P-9	Encourage parking on the Garden roads	PARKING AND LOADING	4
C-14	Safe cycle route needed through to Stanhope Gardens/Create official route	CYCLING	3
T-46	Need a passing place on Kimberley Gardens	TRAFFIC	3
T-48	Open the 'Gardens' Roads to relieve congestion	TRAFFIC	3
T-53	Against Garden roads becoming one-way	TRAFFIC	2
P-15	Free Sunday parking on Gardens streets causes congestion	PARKING AND LOADING	1
T-71	Make the Garden roads one-way	TRAFFIC	1
Subtotal			147
Sub-area: Hermitage			
T-5	Against opening of Hermitage Road	TRAFFIC	34
T-6	Must retain barriers on Eade Road and Vale Road	TRAFFIC	33
T-17	Traffic calming measures needed to make Eade Road safer	TRAFFIC	15
O-2	Create a second entrance/exit to Arena Shopping Centre at the rear	OTHER	13
W-1	Increase the size of pedestrian footpaths/ reduce traffic by Hermitage Road rail bridge	WALKING	11
O-4	Against creating a second exit/entrance to Arena via residential roads	OTHER	9
O-5	Redevelop Arena to limit retail and parking space, and increase housing there	OTHER	8
O-6	Do not limit retail at Arena; vital to local residents and economy	OTHER	5
T-32	Hermitage Road/Vale Road junction is dangerous	TRAFFIC	5
P-8	Encourage parking at the Arena car park	PARKING AND LOADING	4
T-35	Barrier on Hermitage Road should be a moving barrier to allow resident access	TRAFFIC	4
O-10	Remove Arena shopping centre altogether	OTHER	3
P-11	Double Yellow needs better enforcement/ review on Finsbury park avenue	PARKING AND LOADING	3
T-49	Ped crossing on Williamson Road (inside Arena) needs to be made safer. At present drivers speed/can't see it's a crossing	TRAFFIC	3
T-50	Remove Hermitage Road barrier to allow traffic access to Green Lanes	TRAFFIC	3
C-16	Create a cycling and walking bridge over the New River, linking Green Lanes and Clissold park	CYCLING	2
O-13	Opportunity to create more wildlife/natural env. On the north bank of the New River	OTHER	2
T-54	Blind corner at Hermitage Road/Finsbury Park Ave is dangerous	TRAFFIC	2
T-57	Hermitage Road closure leads to congestion in surrounding roads	TRAFFIC	2
T-59	Need signage that Eade Road is not a through route	TRAFFIC	2
O-16	Lamp posts missing at the entrance to Finsbury Park Avenue - safety risk at present	OTHER	1
T-67	Double yellow lines needed the whole length of Finsbury Park Avenue	TRAFFIC	1
T-72	McDonalds Drive Thru at odds with reduction in car use	TRAFFIC	1
T-77	Remove barrier on Tiverton Road to allow traffic access to Tavistock and Overbury Roads	TRAFFIC	1
W-24	Create a direct walking route from Green Lanes to Sainsbury's	WALKING	1
Subtotal			168

This list is an unfiltered summary of all issues raised by respondents to the Round 1 engagement, and does not necessarily reflect LB Haringey policy.

Ref	Issue description	Theme	Number of responses mentioning issue
Sub-area: Ladder			
T-10	Add bollards to ladder streets/make residents and local traffic only	TRAFFIC	25
T-23	No right turn out of Beresford Road, to reduce through traffic	TRAFFIC	8
W-3	Add additional entrances to Finsbury park	WALKING	8
W-5	Build a bridge over the railway to continue the Harringay Passage to link to Finsbury Park	WALKING	7
W-6	Suggest a new entrance to Finsbury Park on Endymion Road	WALKING	7
W-7	The Harringay Passage is dirty and unsafe	WALKING	7
P-7	Introduce controlled parking bays on ladder roads	PARKING AND LOADING	5
T-37	Keep all ladder roads open, but: install CCTV congestion charge camera that charge non-residents/HGVs for access	TRAFFIC	4
C-10	Do not allow cyclists to use Harringay Passage	CYCLING	3
C-13	Lothair Road should be signposted as an official cycle route	CYCLING	3
W-17	Bridge access to Harringay Station is too steep - consider adding steps/lessening steepness	WALKING	3
O-11	Drug dealers frequent Ducketts Common	OTHER	2
T-55	Block access into Frobisher Road from Green Lanes	TRAFFIC	2
T-56	Do not agree with 'no right turn' out of Beresford Road	TRAFFIC	2
W-21	Open a pedestrian route through Ducketts common	WALKING	2
C-19	Allow cyclists to use Harringay Passage	CYCLING	1
C-20	Create official cycle routes through Finsbury park	CYCLING	1
O-18	Replace fence to Finsbury Park with iron fencing	OTHER	1
T-64	Ban through traffic from Ladder roads	TRAFFIC	1
T-65	Block entrance of Falkland Road onto Green Lanes	TRAFFIC	1
T-73	Narrowing of Ladder roads to one lane has made exit to Green lanes difficult	TRAFFIC	1
T-74	No left turn from Umfreville Road	TRAFFIC	1
T-75	No right turn from Hewitt Road has caused traffic to increase on Beresford Road	TRAFFIC	1
T-79	Reverse one-way direction on Beresford Road	TRAFFIC	1
T-80	Too costly to install a congestion charging system on the Ladder	TRAFFIC	1
W-29	Resurface footpath leading to Harringay Station and add drainage	WALKING	1
Subtotal			99
Sub-area: St Ann's			
W-2	Add a safe crossing on Blackboy Lane between Chestnut's School and the park, and across St Ann's Road	WALKING	8
T-26	Cornwall Road: Drivers ignoring one way system and speeding, speed bumps worn down and need replacing	TRAFFIC	7
T-42	Do not remove gate on Harringay Gardens - only leads to derelict alleyway	TRAFFIC	3
T-43	Don't remove control barrier at St Ann's Road to West Green Road	TRAFFIC	3
T-58	Make Etherley Road one-way	TRAFFIC	2
T-61	Remove control barrier at St Ann's Road to West Green Road and make Harringay Road two-way	TRAFFIC	2
O-17	New residential development at St Ann's hospital should restrict car ownership	OTHER	1
T-63	Avenue Road sees heavy traffic use - used as a cut through to St Ann's Road	TRAFFIC	1
T-66	Cornwall Road should be right turn only onto St Ann's Road	TRAFFIC	1
T-76	Problem with traffic diverting from Harringay Road down Colina Road	TRAFFIC	1
T-78	Remove North Grove barrier to St Ann's Road, and replace with a no entry sign	TRAFFIC	1
Subtotal			30
GRAND TOTAL			1323

C Round 2 survey

C.1 This appendix includes a copy of the survey used for the Round 2 engagement.

Green Lanes Area Transport Study: Round 2 engagement

Welcome

Steer Davies Gleave, on behalf of the London Borough of Haringey, is conducting this survey to capture your views on the potential options that have been developed as part of the Green Lanes Area Transport Study. A very important part of this study is getting your input, so that we can take your views into account when deciding which packages and options may be implemented.

Before completing the survey, please take some time to review the information on the various options on the [study webpage](#). The survey should be completed only once per household. Please note that this survey closes on **Sunday 14 May 2017**.

Please note your responses to the survey will be collected by Survey Monkey and analysed by Steer Davies Gleave on behalf of the London Borough of Haringey but will not be passed on to any third party. All data will be processed in adherence to the Market Research Society's Code of Conduct and the Data Protection Act 1998.

Green Lanes Area Transport Study: Round 2 engagement

Package AW: Area-wide improvements

This package includes various options that are applicable to many locations throughout the study area:

- AW-01: Improve streetscape
- AW-02: Greater provision of car clubs
- AW-03: More effective traffic calming
- AW-04: Minimise impacts of school run
- AW-05: Improve efficiency and reduce impacts of deliveries
- AW-06: Introduce ASLs at junctions throughout area
- AW-07: Provide more on-street Bikehangars
- AW-08: Make the study area more green
- AW-09: Minimise noise and vibration through the use of improved road design
- AW-10: Emissions based parking charges

Further details on this package can be found [here](#).

* 1. Would you like to comment on this package (AW: Area-wide improvements)?

Yes

No

Green Lanes Area Transport Study: Round 2 engagement

Package AW: Area-wide improvements

Further details on the options included in this package can be found [here](#).

* 2. To what extent do you support each of the options in this package?

	Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose	I don't know / not applicable
AW-01: Improve streetscape	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
AW-02: Greater provision of car clubs	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
AW-03: More effective traffic calming	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
AW-04: Minimise impacts of school run	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
AW-05: Improve efficiency and reduce impacts of deliveries	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
AW-06: Introduce ASLs at junctions throughout area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
AW-07: Provide more on-street Bikehangars	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
AW-08: Make the study area more green	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
AW-09: Minimise noise and vibration through the use of improved road design	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
AW-10: Emissions based parking charges	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

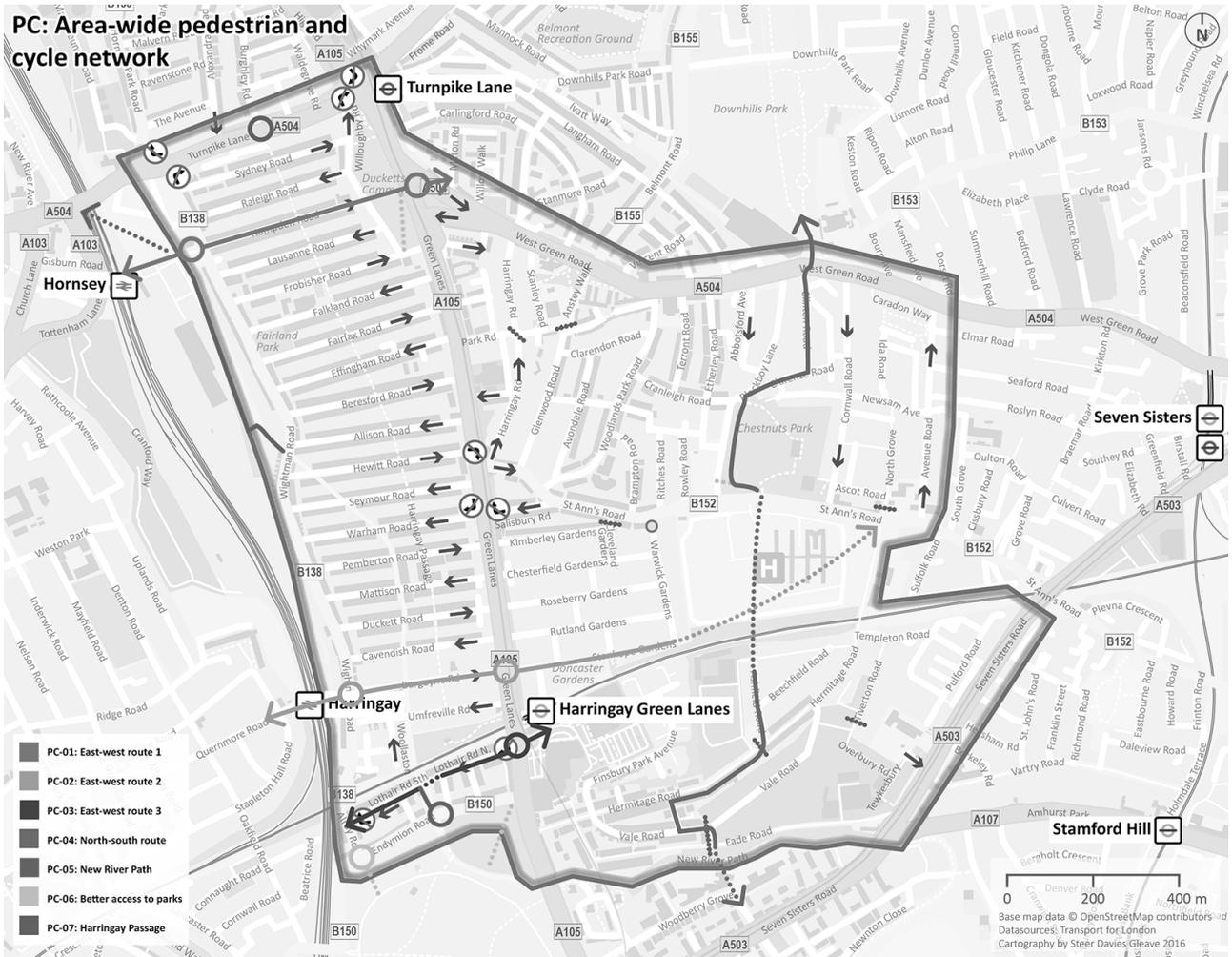
3. Do you have any further comments to make on this package? (optional)

Green Lanes Area Transport Study: Round 2 engagement

Package PC: Area-wide pedestrian and cycle network

This package include various options that vary in terms of scale. However, when put together, they have the potential to create a series of attractive pedestrian and cycle links across the study area, that largely avoid busier roads.

This package includes the options shown on the map below. Further details on this package can be found [here](#).



* 4. Would you like to comment on this package (PC: Area-wide pedestrian and cycle network)?

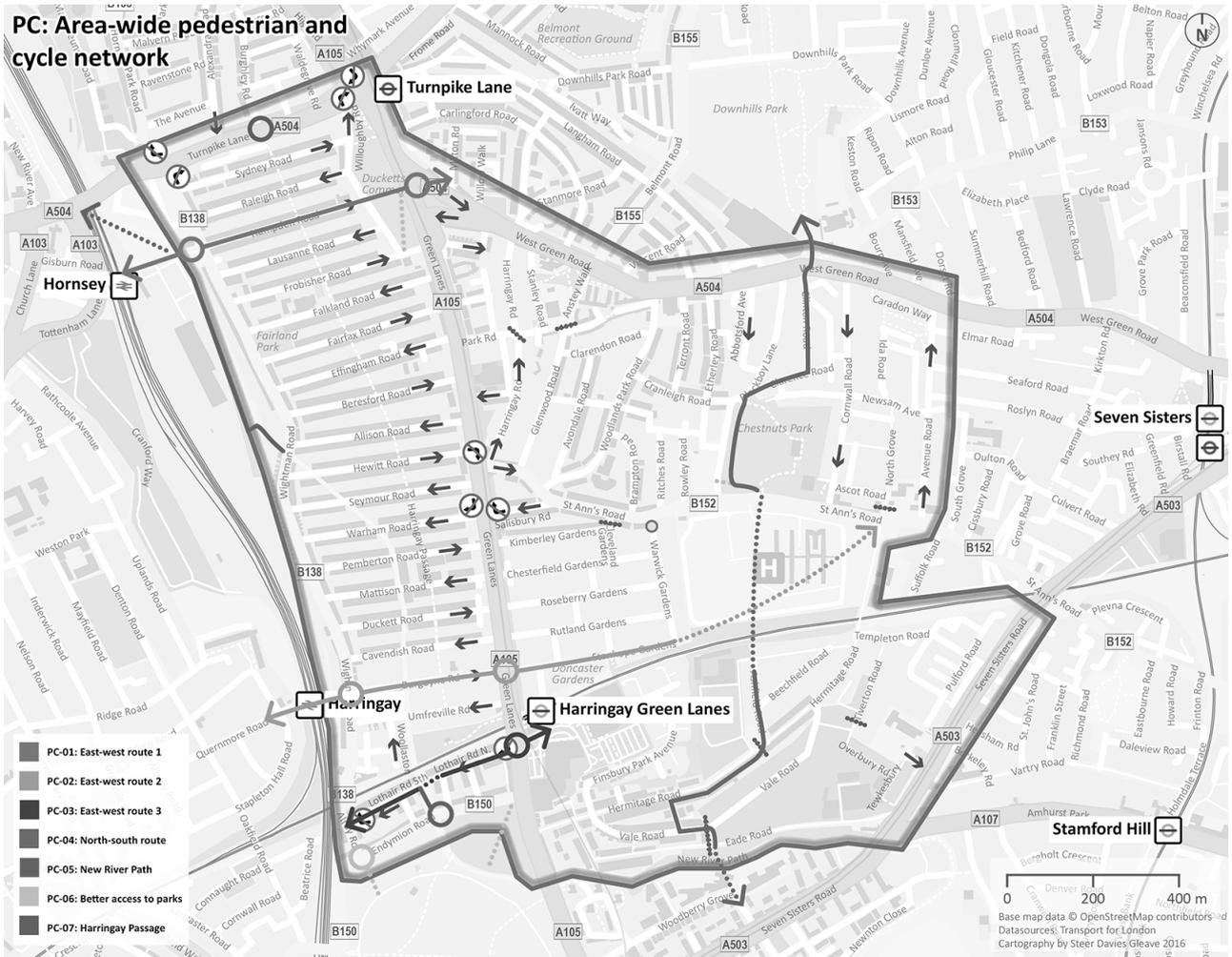
Yes

No

Green Lanes Area Transport Study: Round 2 engagement

Package PC: Area-wide pedestrian and cycle network

The map below shows a summary of the options in this package, and further details on the options can be found [here](#).



* 5. To what extent do you support each of the options in this package?

	Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose	I don't know / not applicable
PC-01: East-west route 1	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
PC-02: East-west route 2	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
PC-03: East-west route 3	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
PC-04: North-south route	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
PC-05: New River Path	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
PC-06: Better access to parks	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
PC-07: Harringay Passage	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

6. Do you have any further comments to make on this package? (optional)

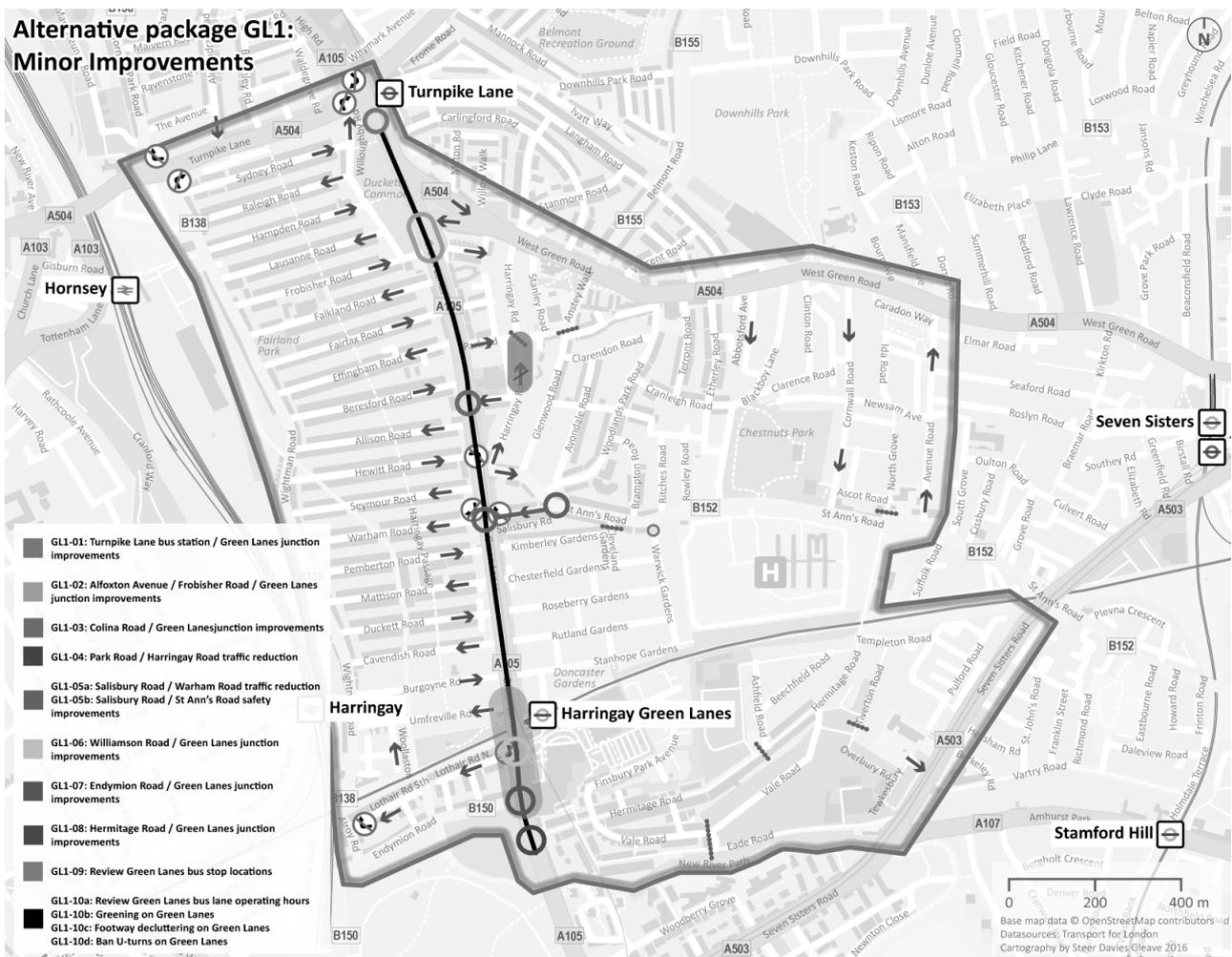
Green Lanes Area Transport Study: Round 2 engagement

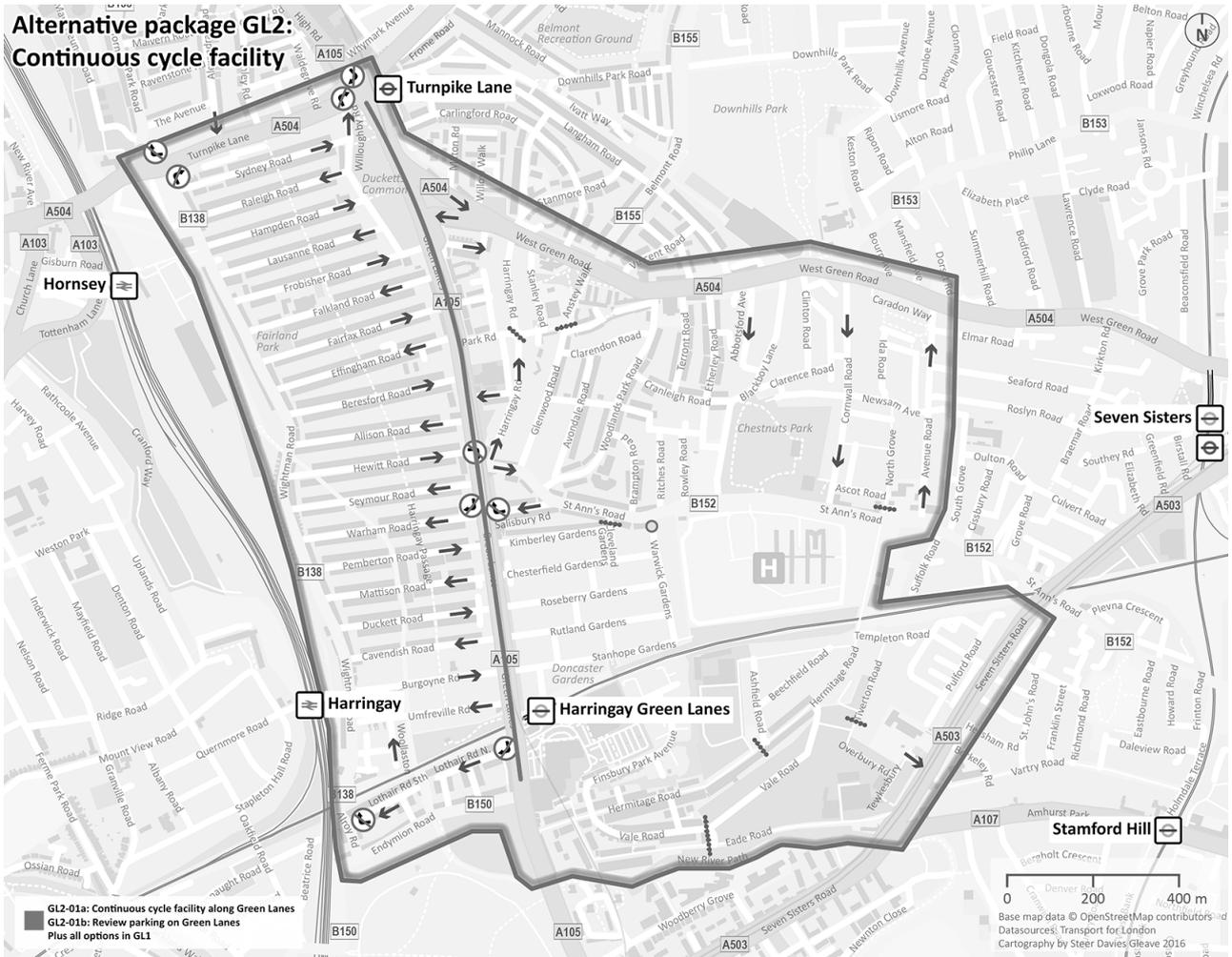
Package GL: Green Lanes package

This package has two alternatives:

- GL1: Minor improvements
- GL2: Continuous cycle facility

These two alternatives represent different potential levels of intervention. The options included in each alternative are shown on the maps below, and further details on them can be found [here](#).





* 7. Would you like to comment on this package (GL: Green Lanes package)?

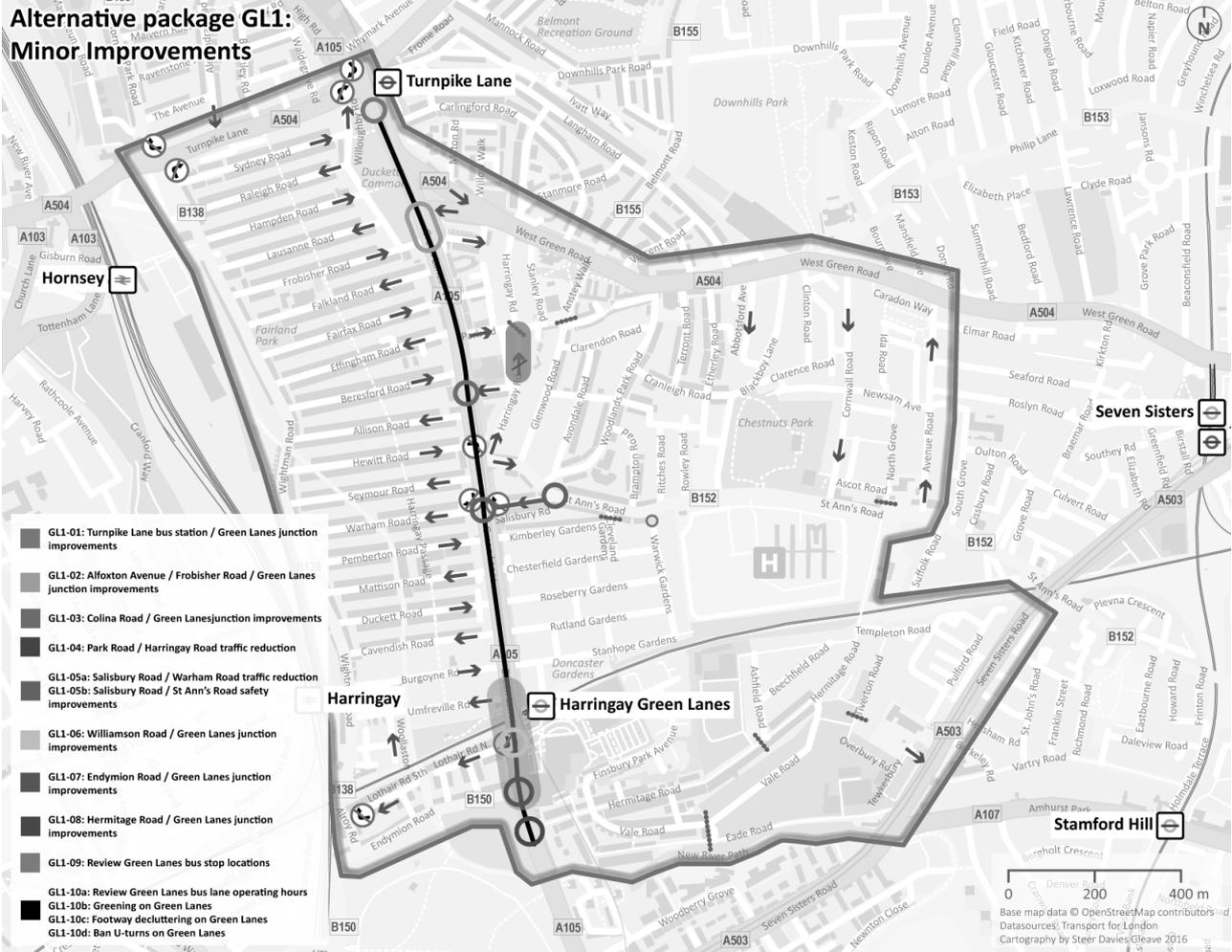
- Yes
- No

Green Lanes Area Transport Study: Round 2 engagement

Alternative package GL1: Minor improvements

The map below shows a summary of the options in this package, and further details on the options can be found [here](#).

**Alternative package GL1:
Minor Improvements**



- GL1-01: Turnpike Lane bus station / Green Lanes junction improvements
- GL1-02: Alfoxton Avenue / Frobisher Road / Green Lanes junction improvements
- GL1-03: Colina Road / Green Lanes junction improvements
- GL1-04: Park Road / Harringay Road traffic reduction
- GL1-05a: Salisbury Road / Warham Road traffic reduction
- GL1-05b: Salisbury Road / St Ann's Road safety improvements
- GL1-06: Williamson Road / Green Lanes junction improvements
- GL1-07: Endymion Road / Green Lanes junction improvements
- GL1-08: Hermitage Road / Green Lanes junction improvements
- GL1-09: Review Green Lanes bus stop locations
- GL1-10a: Review Green Lanes bus lane operating hours
- GL1-10b: Greening on Green Lanes
- GL1-10c: Footway decluttering on Green Lanes
- GL1-10d: Ban U-turns on Green Lanes

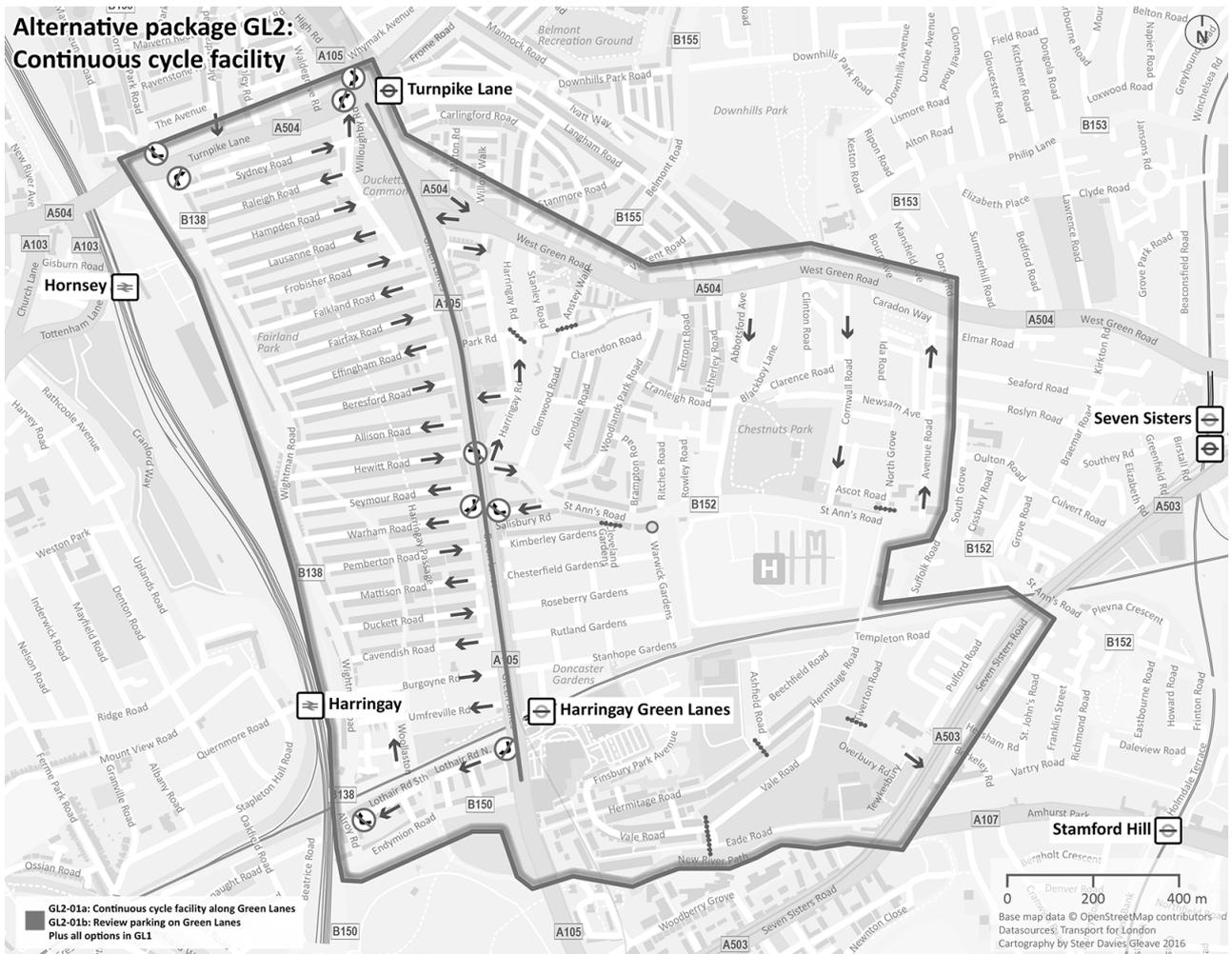
* 8. To what extent do you support each of the options in this alternative?

	Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose	I don't know / not applicable
GL1-01: Turnpike Lane bus station / Green Lanes junction improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
GL1-02: Alfoxton Avenue / Frobisher Road / Green Lanes junction improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
GL1-03: Colina Road junction improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
GL1-04: Park Road / Harringay Road traffic reduction	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
GL1-05a: Salisbury Road / Warham Road traffic reduction	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
GL1-05b: Salisbury Road / St Ann's Road safety improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
GL1-06: Williamson Road / Green Lanes junction improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
GL1-07: Endymion Road / Green Lanes junction improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
GL1-08: Hermitage Road / Green Lanes junction improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
GL1-09: Review Green Lanes bus stop locations	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
GL1-10a: Review Green Lanes bus lane operating hours	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
GL1-10b: Greening on Green Lanes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
GL1-10c: Footway decluttering on Green Lanes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
GL1-10d: Ban U-turns on Green Lanes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

9. Do you have any further comments to make on this alternative? (optional)

Alternative package GL2: Continuous cycle facility

The map below shows a summary of the options in this package, and further details on the options can be found [here](#).



* 10. To what extent do you support each of the options in this alternative?

	Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose	I don't know / not applicable
GL2-01a: Continuous cycle facility along Green Lanes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
GL2-01b: Review parking on Green Lanes	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

11. Do you have any further comments to make on this alternative? (optional)

Green Lanes Area Transport Study: Round 2 engagement

Package GL: Green Lanes package

* 12. There are two alternatives for this package. Please select your preferred package (one only).

- GL1: Minor improvements
- GL2: Continuous cycle facility
- I do not support either of the alternatives

Green Lanes Area Transport Study: Round 2 engagement

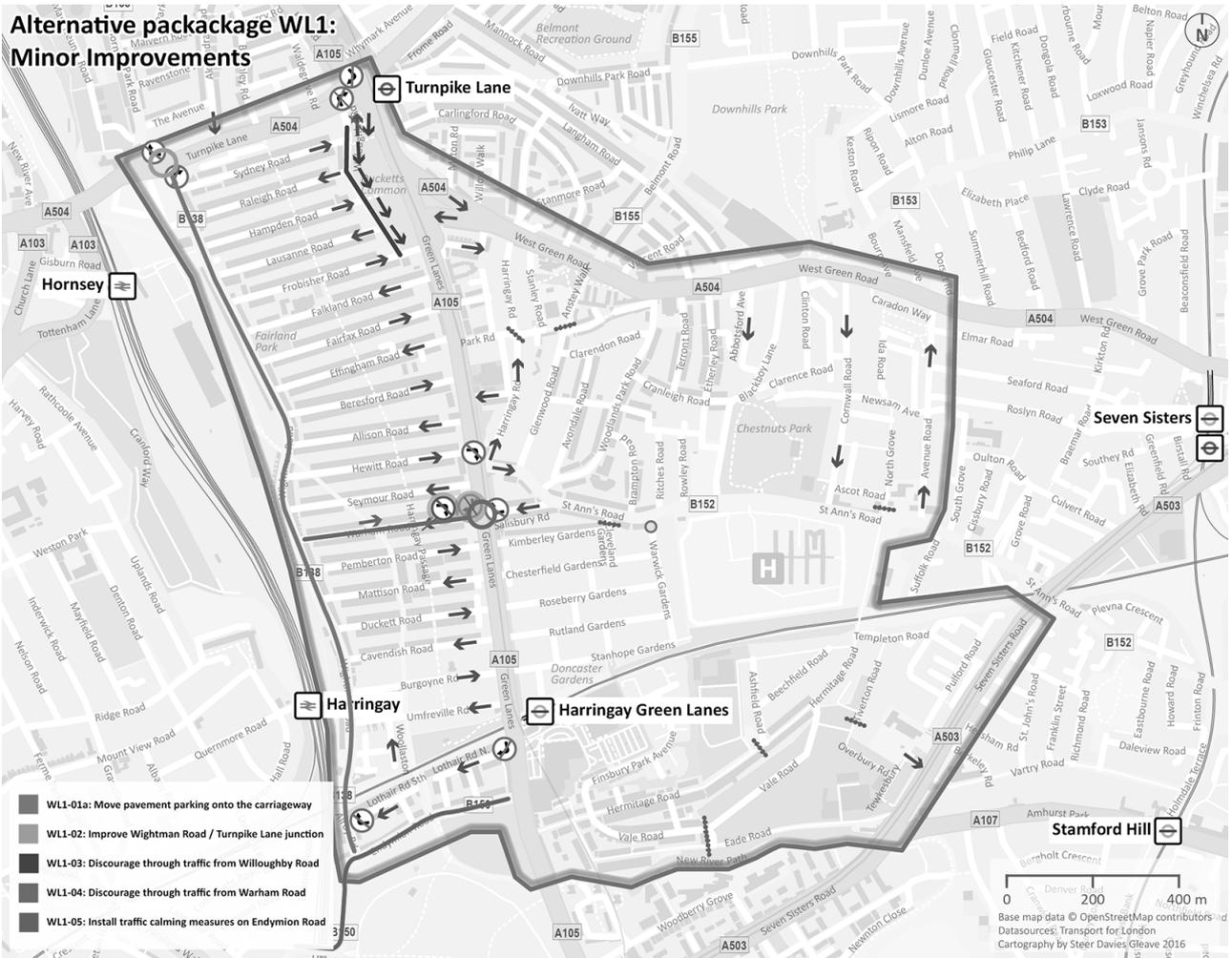
Package WL: Wightman Road / Ladder area package

This package has four alternatives:

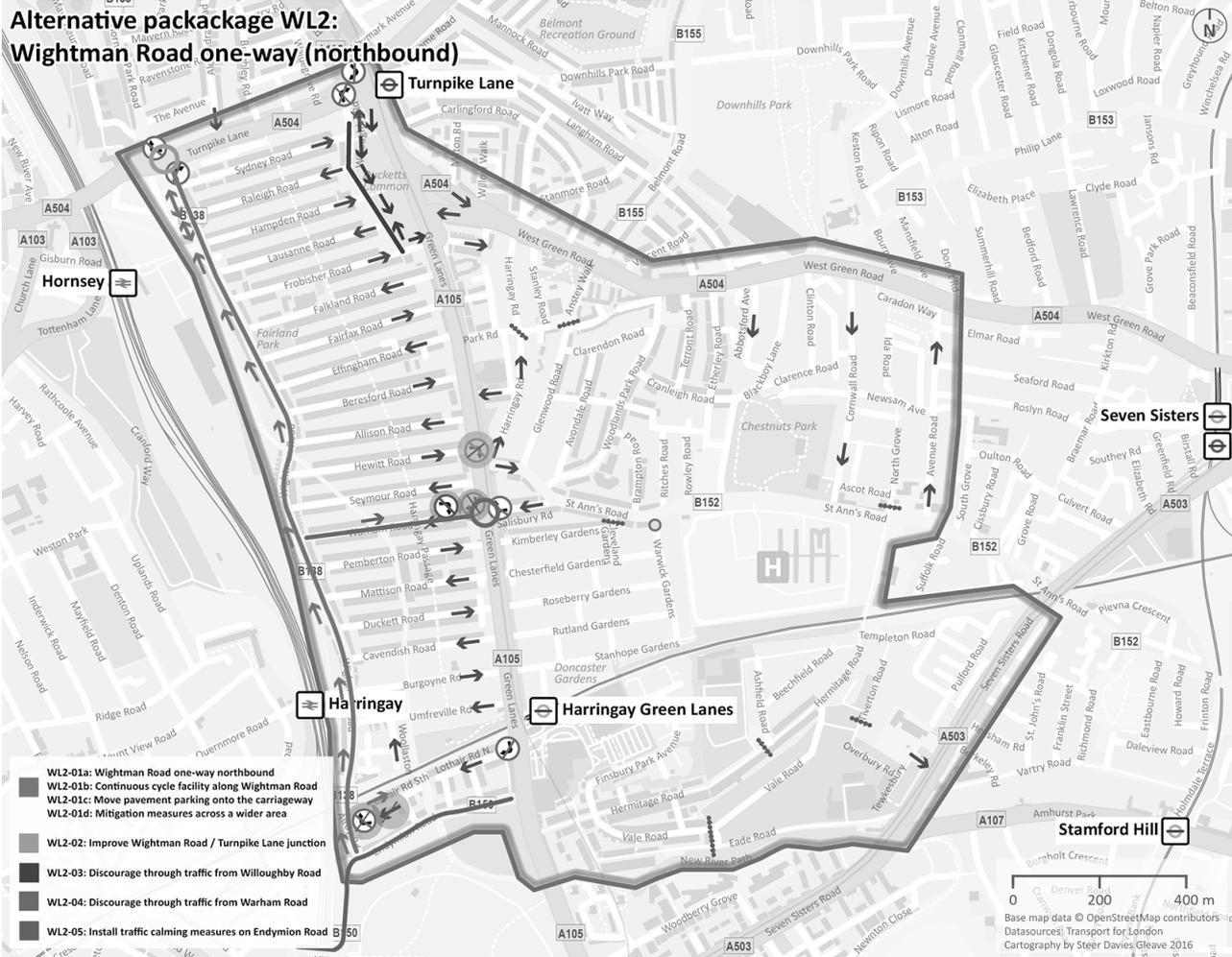
- WL1: Minor improvements
- WL2: Wightman Road one-way (northbound)
- WL3: Wightman Road one-way (southbound)
- WL4: Wightman Road closed (filtered)

These four alternatives represent different potential levels of intervention. The options included in each alternative are shown on the maps below, and further details on them can be found [here](#).

**Alternative package WL1:
Minor Improvements**



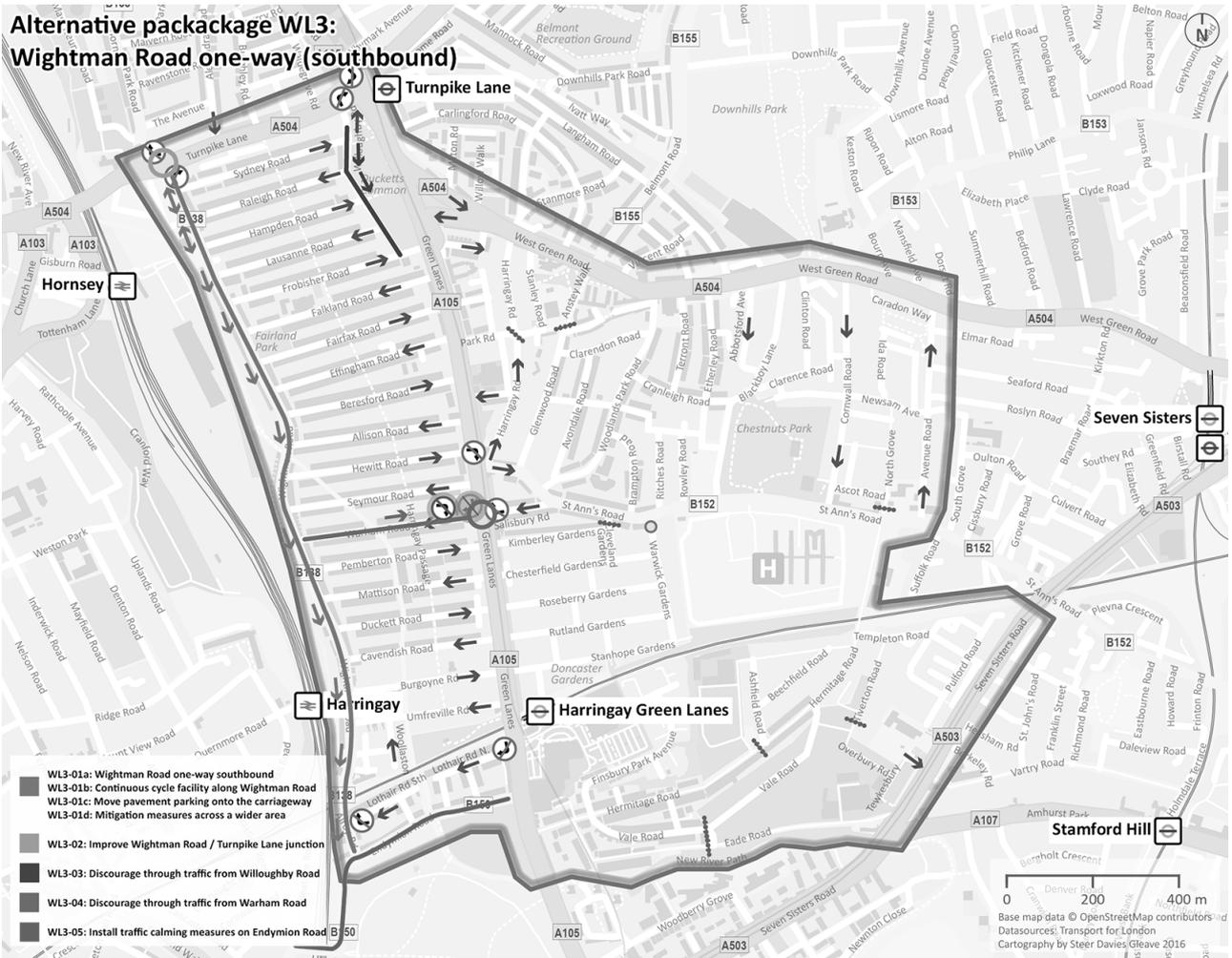
Alternative package WL2: Wightman Road one-way (northbound)

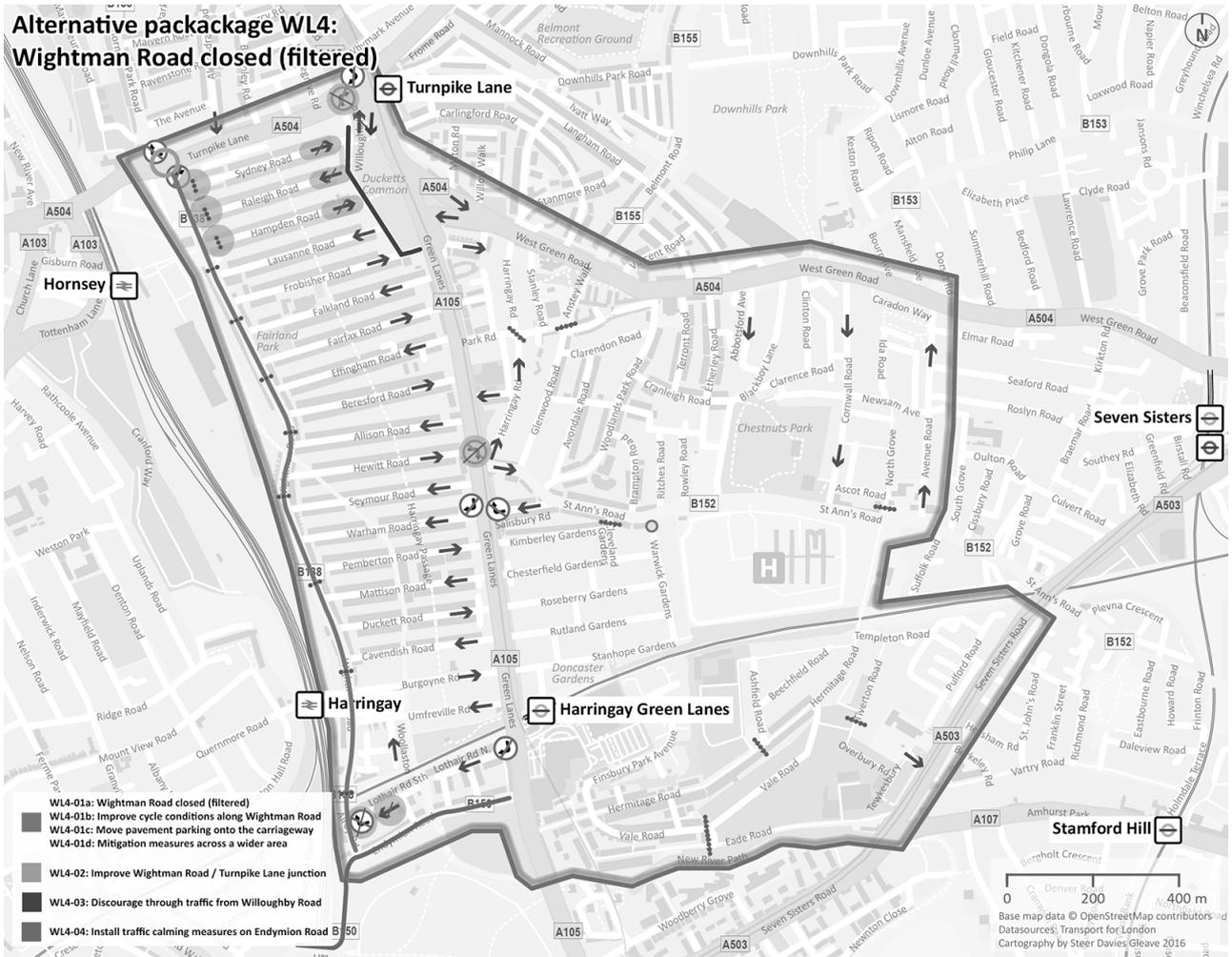


- WL2-01a: Wightman Road one-way northbound
- WL2-01b: Continuous cycle facility along Wightman Road
- WL2-01c: Move pavement parking onto the carriageway
- WL2-01d: Mitigation measures across a wider area
- WL2-02: Improve Wightman Road / Turnpike Lane junction
- WL2-03: Discourage through traffic from Willoughby Road
- WL2-04: Discourage through traffic from Warham Road
- WL2-05: Install traffic calming measures on Endymion Road

0 200 400 m
 Base map data © OpenStreetMap contributors
 Datasources: Transport for London
 Cartography by Steer Davies Gleave 2016

Alternative package WL3: Wightman Road one-way (southbound)





* 13. Would you like to comment on this package (WL: Wightman Road / Ladder area package)?

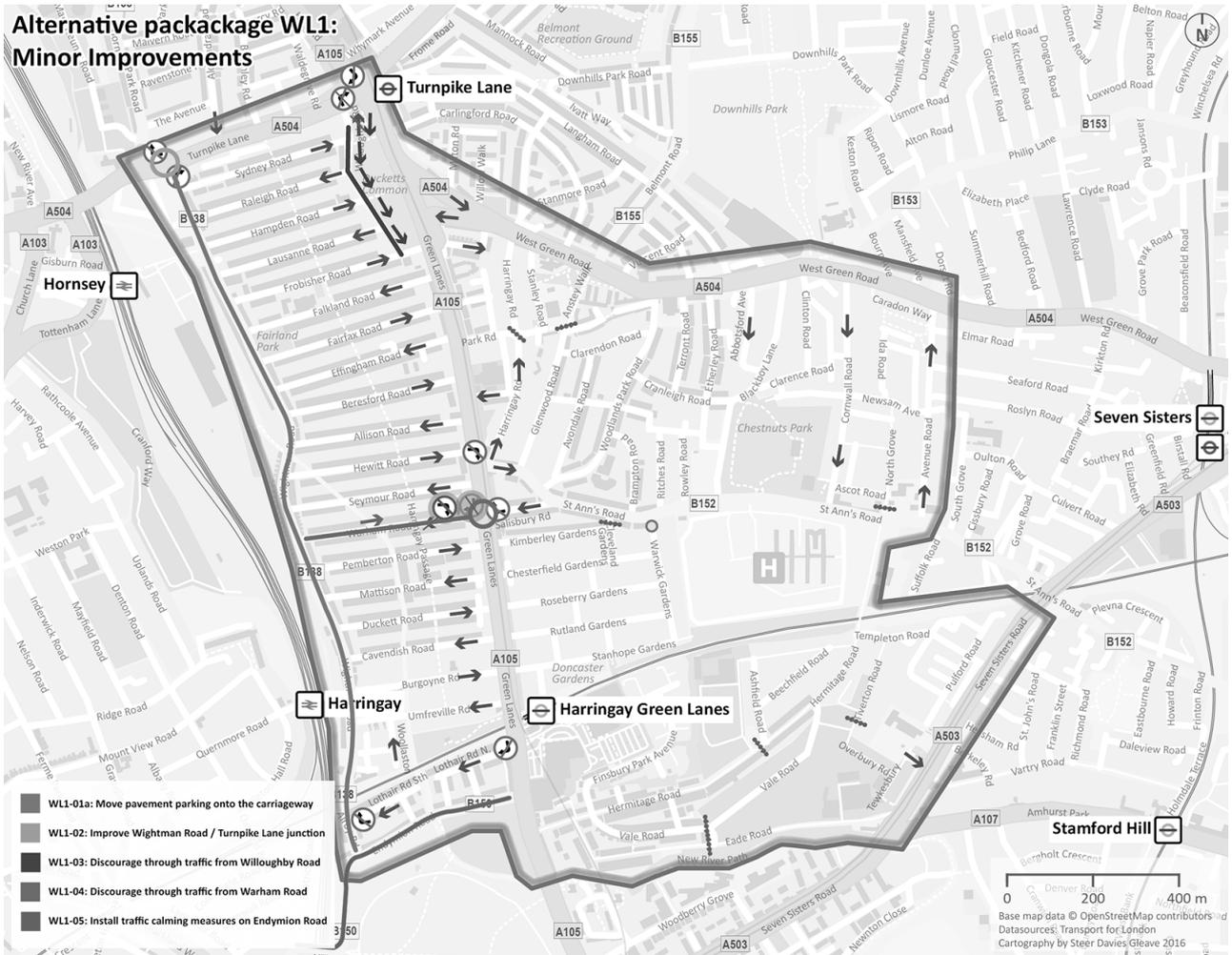
Yes

No

Green Lanes Area Transport Study: Round 2 engagement

Alternative package WL1: Minor improvements

The map below shows a summary of the options in this package, and further details on the options can be found [here](#).



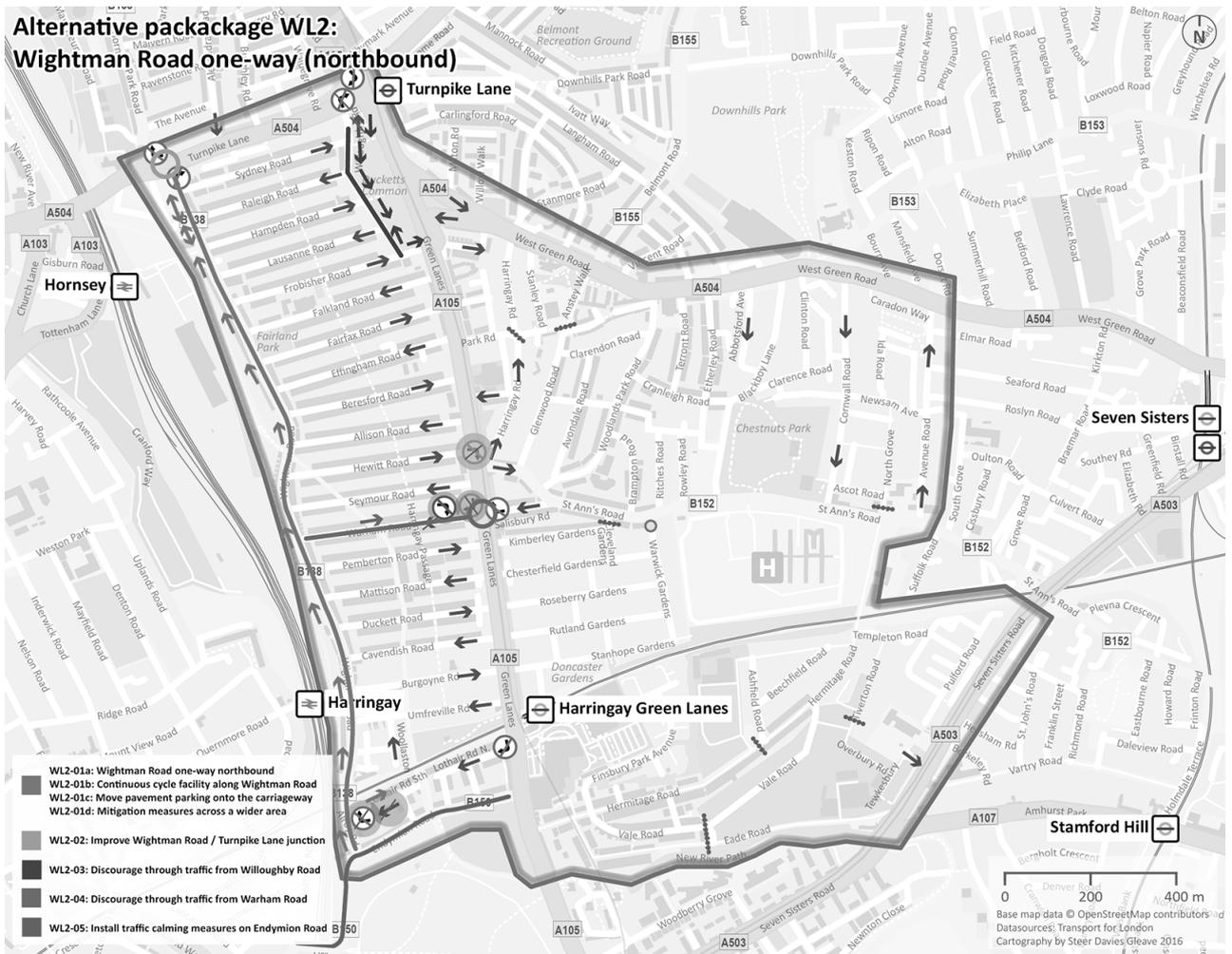
* 14. To what extent do you support each of the options in this alternative?

	Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose	I don't know / not applicable
WL1-01a: Move pavement parking onto the carriageway	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
WL1-02: Improve Wightman Road / Turnpike Lane junction	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
WL1-03: Discourage through traffic from Willoughby Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
WL1-04: Discourage through traffic from Warham Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
WL1-05: Install traffic calming measures on Endymion Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

15. Do you have any further comments to make on this alternative? (optional)

Alternative package WL2: Wightman Road one-way (northbound)

The map below shows a summary of the options in this package, and further details on the options can be found [here](#).



* 16. To what extent do you support each of the options in this alternative?

	Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose	I don't know / not applicable
WL2-01a: Wightman Road one-way northbound	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
WL2-01b: Continuous cycle facility along Wightman Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
WL2-01c: Move pavement parking onto the carriageway	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
WL2-01d: Mitigation measures across a wider area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
WL2-02: Improve Wightman Road / Turnpike Lane junction	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
WL2-03: Discourage through traffic from Willoughby Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
WL2-04: Discourage through traffic from Warham Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
WL2-05: Install traffic calming measures on Endymion Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

17. Do you have any further comments to make on this alternative? (optional)

Green Lanes Area Transport Study: Round 2 engagement

Alternative package WL3: Wightman Road one-way

The map below shows a summary of the options in this package, and further details on the options can be found [here](#).

* 18. To what extent do you support each of the options in this alternative?

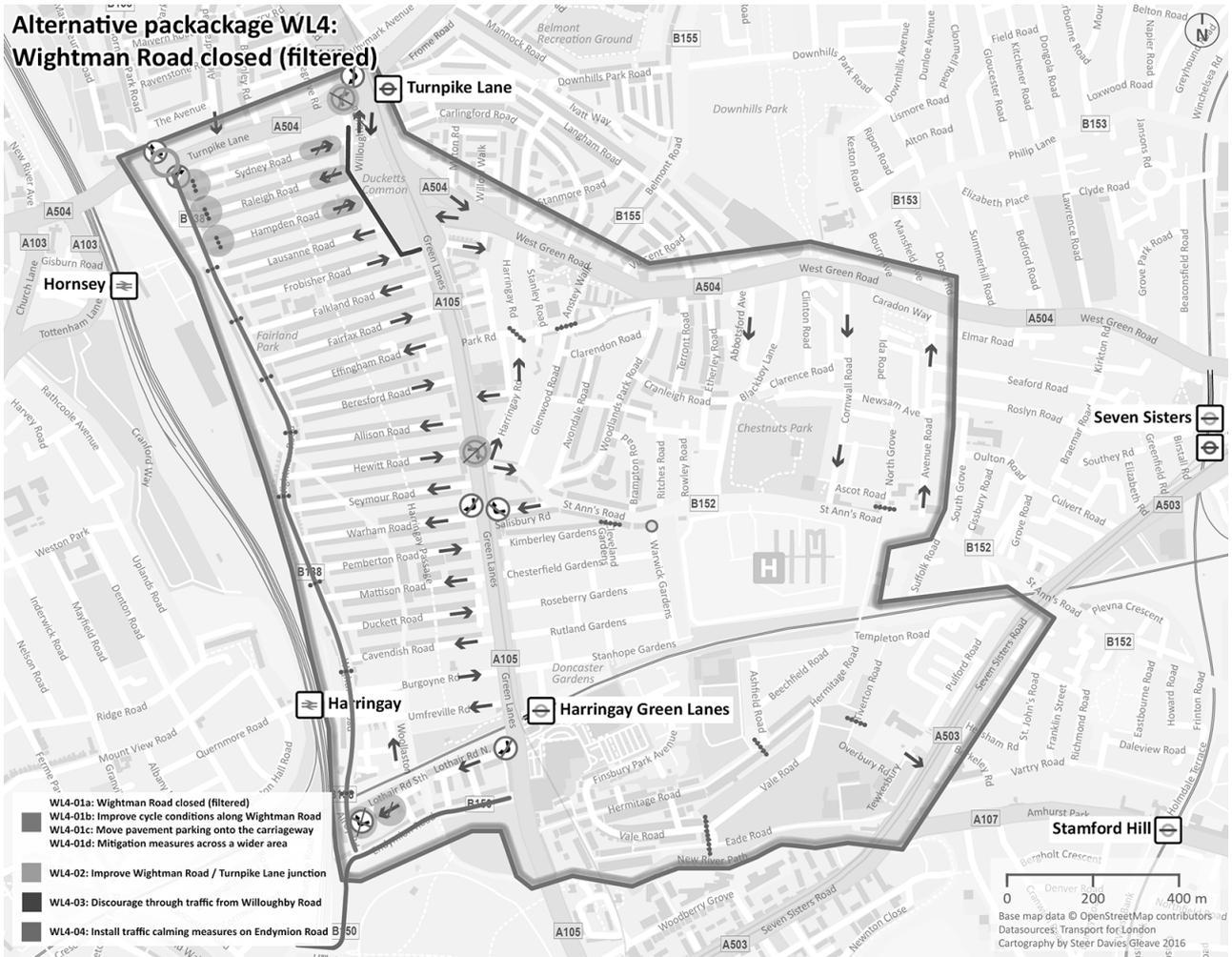
	Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose	I don't know / not applicable
WL3-01a: Wightman Road one-way southbound	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
WL3-01b: Continuous cycle facility along Wightman Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
WL3-01c: Move pavement parking onto the carriageway	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
WL3-01d: Mitigation measures across a wider area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
WL3-02: Improve Wightman Road / Turnpike Lane junction	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
WL3-03: Discourage through traffic from Willoughby Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
WL3-04: Discourage through traffic from Warham Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
WL3-05: Install traffic calming measures on Endymion Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

19. Do you have any further comments to make on this alternative? (optional)

Green Lanes Area Transport Study: Round 2 engagement

Alternative package WL4: Wightman Road filtered

The map below shows a summary of the options in this package, and further details on the options can be found [here](#).



* 20. To what extent do you support each of the options in this alternative?

	Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose	I don't know / not applicable
WL4-01a: Wightman Road closed (filtered)	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
WL4-01b: Improve cycle conditions along Wightman Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
WL4-01c: Move pavement parking onto the carriageway	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
WL4-01d: Mitigation measures across a wider area	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
WL4-02: Improve Wightman Road / Turnpike Lane junction	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
WL4-03: Discourage through traffic from Willoughby Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
WL4-04: Install traffic calming measures on Endymion Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

21. Do you have any further comments to make on this alternative? (optional)

Green Lanes Area Transport Study: Round 2 engagement

Package WL: Wightman Road / Ladder area package

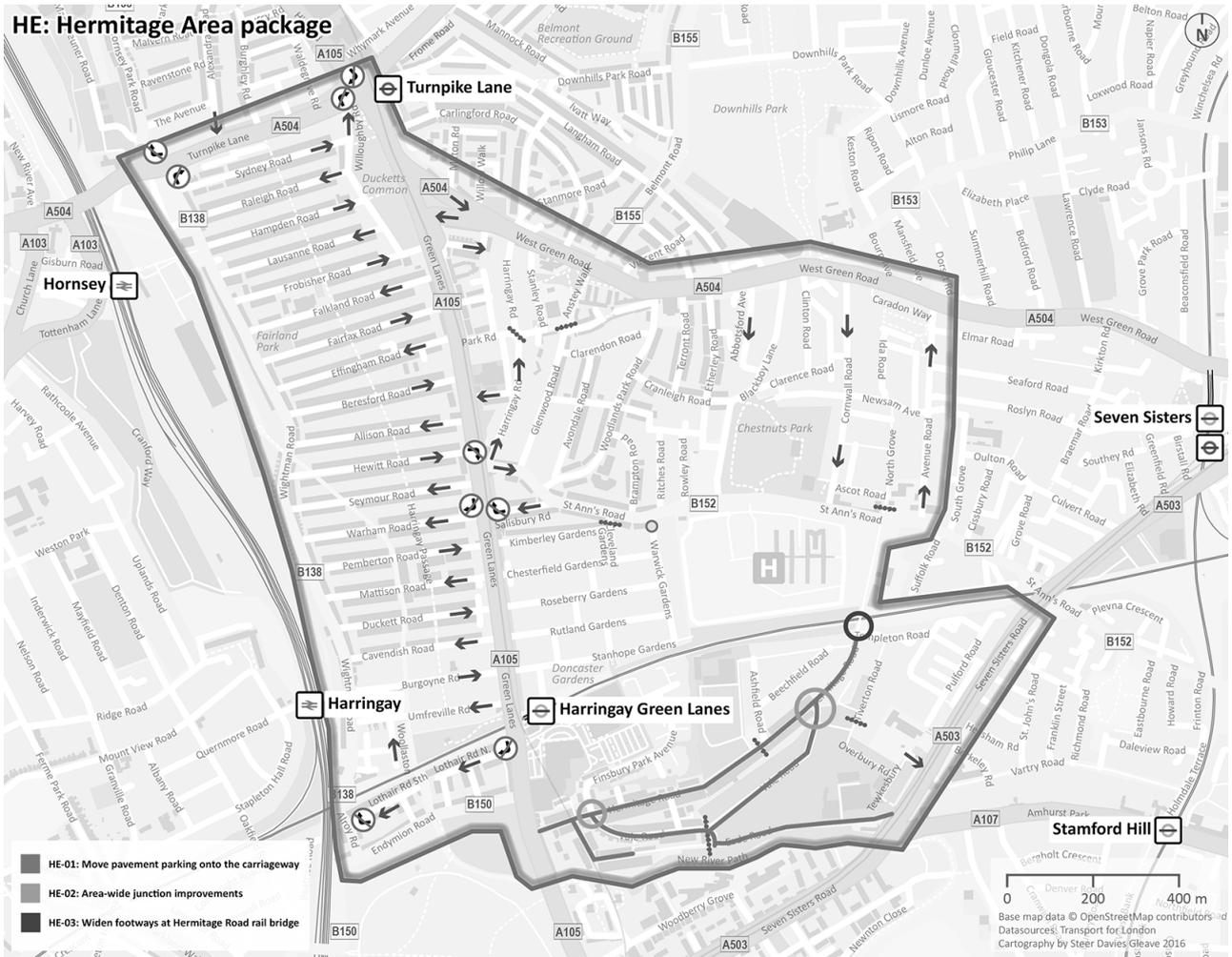
* 22. There are four alternatives for this package. Please select your preferred package (one only).

- WL1: Minor improvements
- WL2: Wightman Road one-way (northbound)
- WL3: Wightman Road one-way (southbound)
- WL4: Wightman Road closed (filtered)
- I do not support any of the alternatives

Green Lanes Area Transport Study: Round 2 engagement

Package HE: Hermitage area package

This package includes a range of options relating to the Hermitage area, which are shown on the map below. Further details on this package can be found [here](#).



* 23. Would you like to comment on this package (HE: Hermitage area package)?

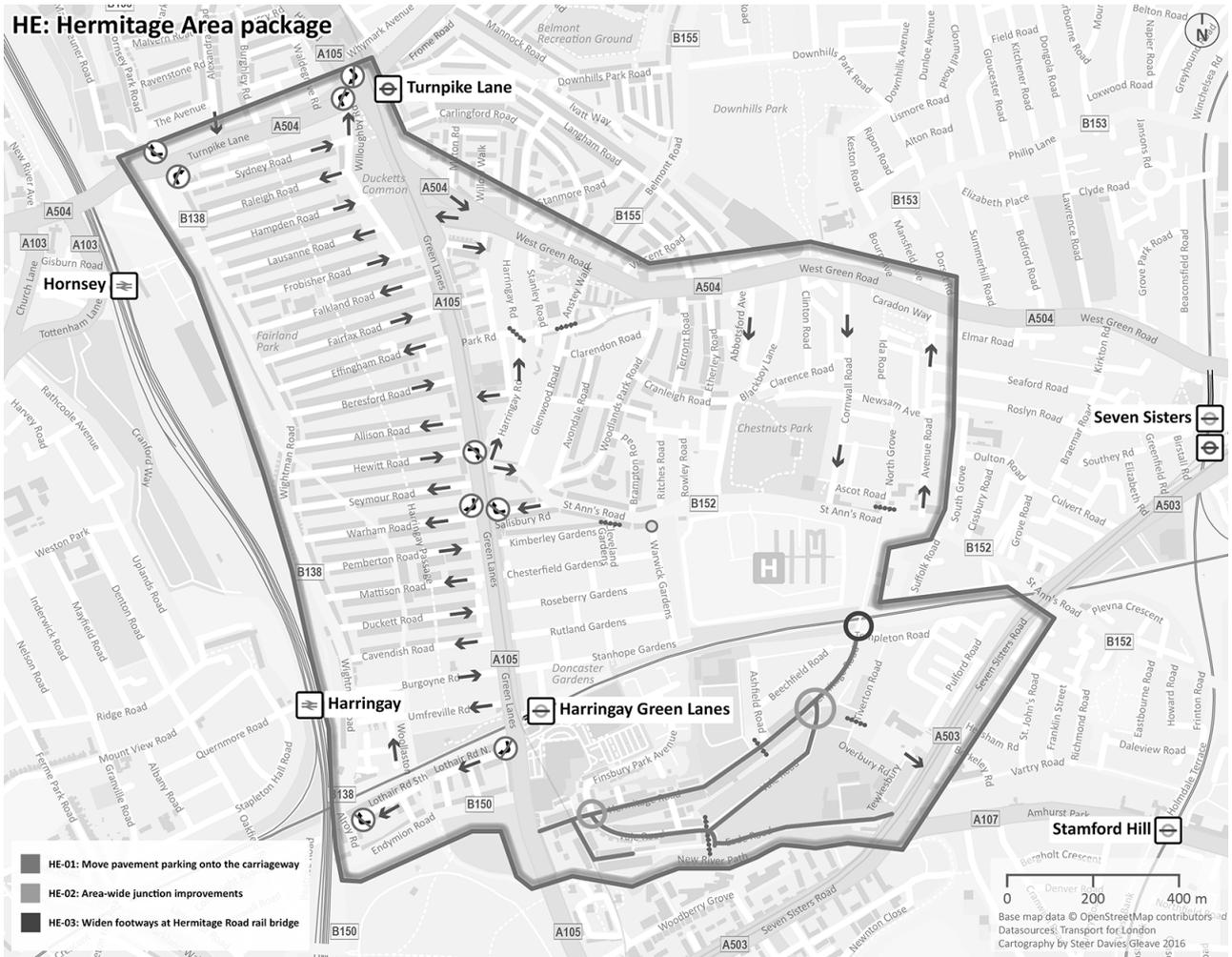
Yes

No

Green Lanes Area Transport Study: Round 2 engagement

Package HE: Hermitage area package

The map below shows a summary of the options in this package, and further details on the options can be found [here](#).

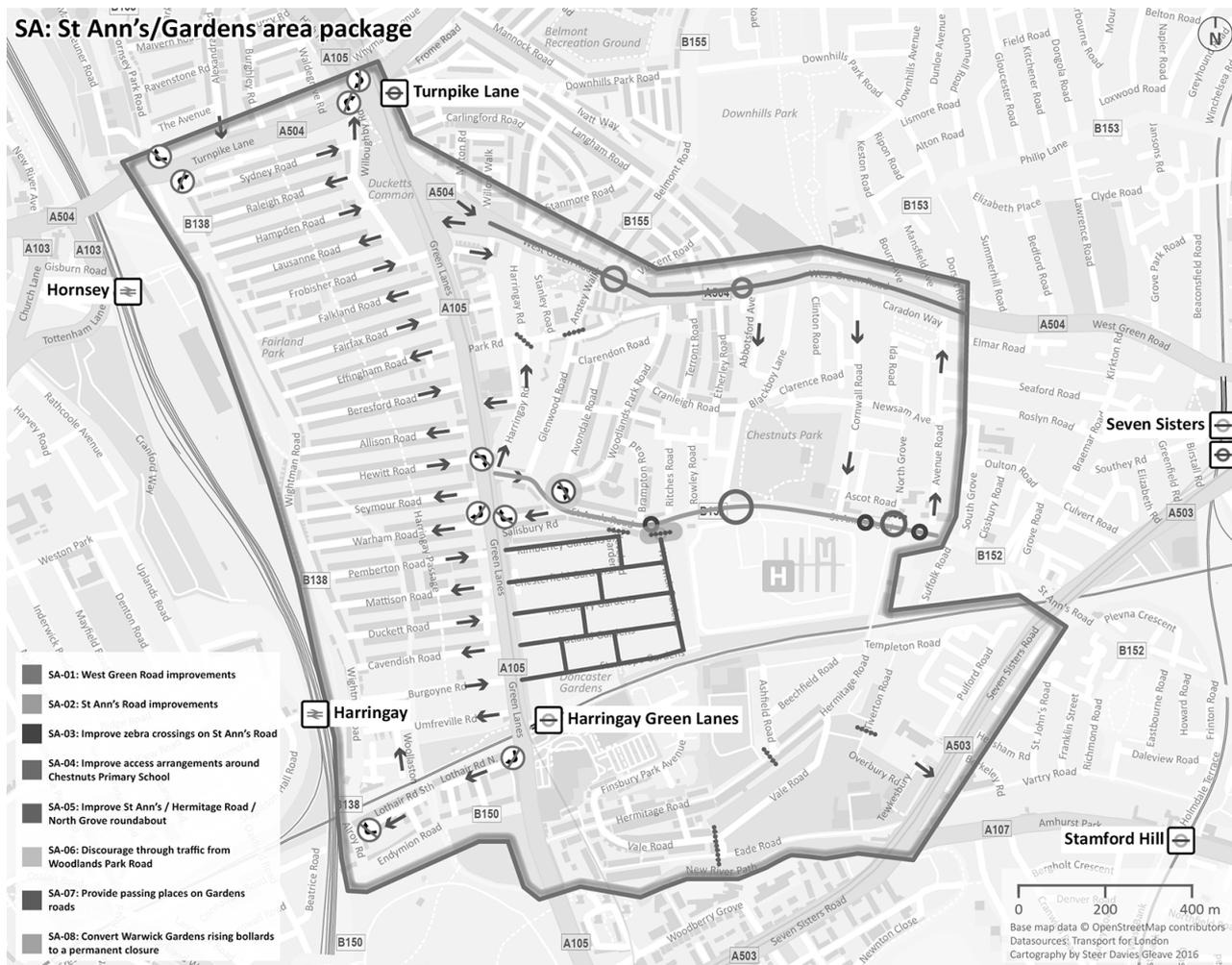


* 24. To what extent do you support each of the options in this package?

	Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose	I don't know / not applicable
HE-01: Move pavement parking onto the carriageway	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
HE-02: Area-wide junction improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
HE-03: Widen footways at Hermitage Road rail bridge	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

25. Do you have any further comments to make on this package? (optional)

This package includes a range of options relating to the St Ann's and Gardens area, which are shown on the map below. Further details on this package can be found [here](#).



* 26. Would you like to comment on this package (SA: St Ann's / Gardens area package)?

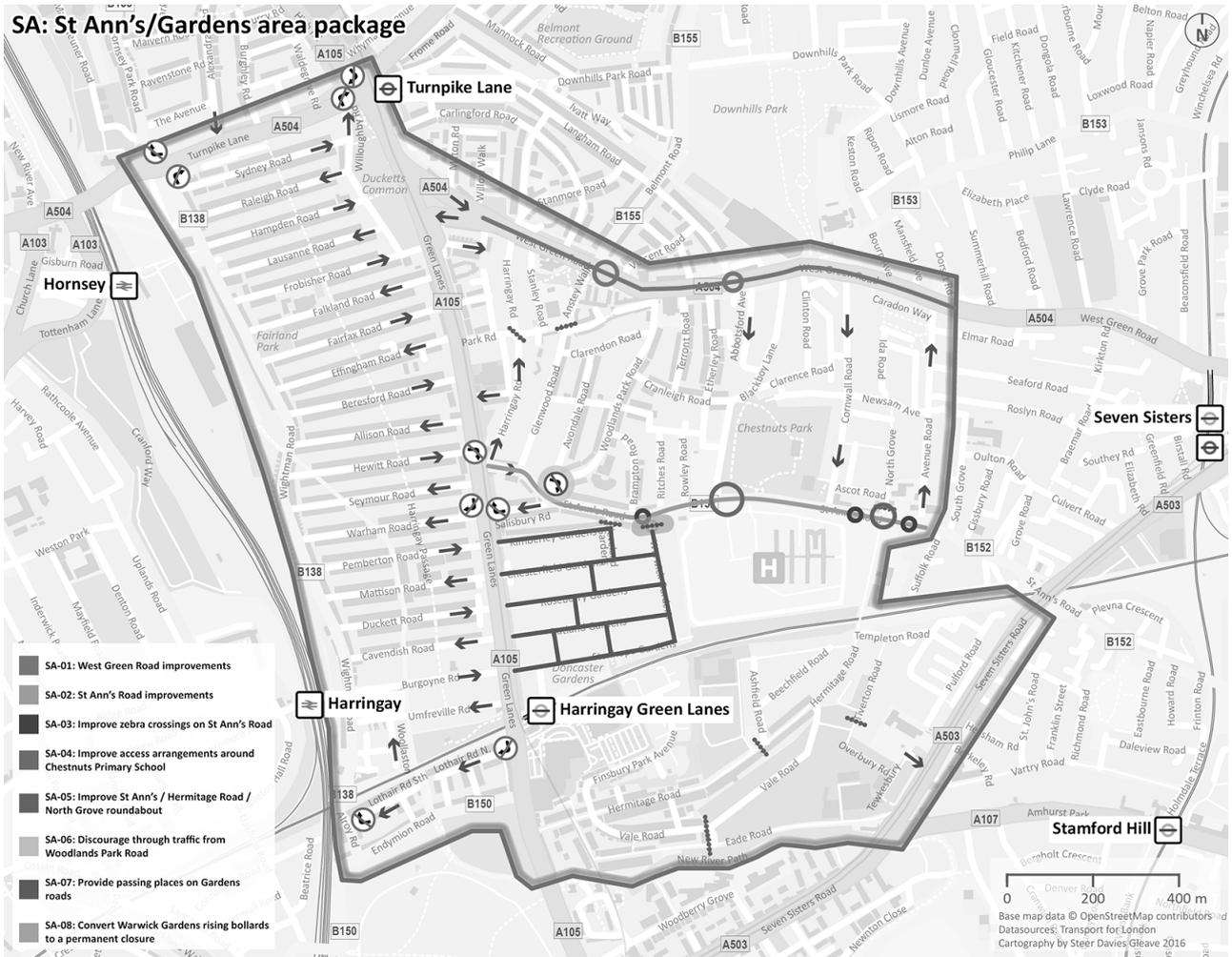
- Yes
- No

Green Lanes Area Transport Study: Round 2 engagement

Package SA: St Ann's / Gardens area package

The map below shows a summary of the options in this package, and further details on the options can be found [here](#).

SA: St Ann's/Gardens area package



* 27. To what extent do you support each of the options in this package?

	Strongly support	Support	Neither support nor oppose	Oppose	Strongly oppose	I don't know / not applicable
SA-01: West Green Road improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
SA-02: St Ann's Road improvements	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
SA-03: Improve zebra crossings on St Ann's Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
SA-04: Improve access arrangements around Chestnuts Primary School	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
SA-05: Improve St Ann's / Hermitage Road / North Grove roundabout	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
SA-06: Discourage through traffic from Woodlands Park Road	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
SA-07: Provide passing places on Gardens roads	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
SA-08: Convert Warwick Gardens rising bollards to a permanent closure	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

28. Do you have any further comments to make on this package? (optional)

Green Lanes Area Transport Study: Round 2 engagement

About you

* 29. It is important for us to understand where responses are coming from, for classification purposes only. Please provide your house number / name and postcode below.

House number / name *

Postcode *

The results of the analysis will be presented in aggregated format only. It will not be passed on to any third party. All data will be processed in adherence to Market Research Society's Code of Conduct and Data Protection Act 1998.

Thank you!

Thank you for taking the time to share your views

D Other responses to Round 2 engagement

D.1 This appendix includes a copy of responses made to the Round 2 engagement on behalf of organisations. They have been redacted to remove personal information.

- Cypriot Community Centre (CCC)
- Gardens Residents Association
- Gospel Centre Church
- Harringay Traders Association
- Haringey Cycling Campaign (HCC)
- Harringay Online
- Ladder Community Safety Partnership (LCSP)
- Living Wightman
- St John the Baptist Greek Orthodox Church
- Wightman Road Mosque

C Y P R I O T C O M M U N I T Y C E N T R E
HARINGEY Earlham Grove, London N22 5HJ
P
R email: cs@cypriotcentre.co.uk
I
ORGANISATIONS www.cypriotcentre.co.uk
Tel: 020 8881 2329 **Fax: 020 8881 8794**

24th April 2017

Ann Cunningham
Head of Traffic Management
Traffic Management
Level 5 Alexandra House
10 Station Road
Wood Green
London N22 7TR

Dear Ann,

Green Lanes Area Transport Study (GLATS)

Our Members and Users who live in the area of study and we, would like to express our concern regarding any of the proposed plans for this area and know that you will welcome our comments. Indeed, we would prefer leaving both Wightman Road and Green Lanes as they are for the following reasons:-

1. We deliver Meals-on-Wheels to all this area to the housebound elderly and disabled, especially in the Ladder area. When Wightman Road was closed and restricted from March to September, it was chaotic and caused both delays and difficulties accessing both Wightman Road and the Ladder roads. Delays caused anxiety to these already vulnerable residents.

2. We also have residents who are disabled and are picked up by minibuses, which are specially adapted with tail-lifts for wheelchair access, both from the Ladder roads, Green Lanes and Wightman Road. They are brought in to receive day care by the Cypriot Elderly & Disabled Day Care Services at the above address.

Again, any closure or one-way systems will cause chaos and delays both to and from their homes.

Delays will also cause anxiety for any cross-over with carers as was illustrated and experienced when there was closure of Wightman Road. The same would happen with creating one-way systems for Wightman Road.

3. Access to the Sheltered Housing complex in Wightman Road will be difficult via any of the proposals.

Ann Cunningham
Head of Traffic Management

4. Closure or one-way systems will create difficulties for parents bringing/collecting children to/from the two schools, i.e. North. and South Haringay.

5. As a resident of Haringey, i.e. Hampden Road and, talking to other residents of both the Ladder and Wightman Roads, we would like our Roads left alone. The present one-up and one-down alternate systems of the Ladder are adequate but we do not want further disruption or changes.

6. Any new plan will cause extra congestion, health and safety issues, delay/hinder access for the emergency services.

7. If Wightman Road became one-way (north or south) there would be added pressure on rush-hour times which would affect both Wightman Road and Green Lanes.

Although we are aware of the present difficulties, we still believe that the flow of traffic should remain as it is.

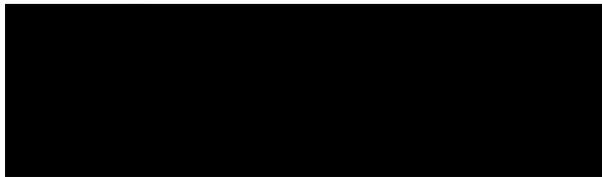
We hope our comments are both logical and helpful to Traffic Management.

Warm Regards

Yours sincerely,



Manager/Co-ordinator



Chair



**CYPRIOT ELDERLY &
DISABLED GROUP
& DAY SERVICES**

Cypriot Community Centre
Earlham Grove
Wood Green
London
N22 5HJ

Tel: 020 8881 2329

Fax: 020 8881 6687

E-mail: cypedg@yahoo.com

Website: www.cedg.org.uk

25th April 2017

Ann Cunnningham
Head
Traffic Management
Haringey Council
Level 5, Alexandra House
10 Station Road
London N22 7TR

Dear Ms Cunningham

Re: Green Lanes Area Transport Study

We have two Day Centres which are housed at the Cypriot Community Centre at the above address.

As such we pick up and take back severely disabled Haringey residents who live in the Wightman Road, Ladder and Green Lanes areas. Many also have dementia and all are brought in to receive Day Care. Apart from providing services for them, where they also have family carers, the latter receive much needed respite or peace of mind where they go out to work..

The minibuses are specially adapted with tail-lifts to access the transport by wheelchairs.

We already have to cope with the one-up, one-down systems of the Ladder and, when Wightman Road was closed, it was absolute chaos.

Making Wightman Road one way, whether north or south, would cause unprecedented delays especially as we pick up and take back the clients at rush hours. At present, if there are any delays, the elderly become anxious themselves or Home carers, who have to go onto other clients, cannot wait until we arrive. Handover can be chaotic and any plans would put further pressure on clients, carers and ourselves.

Ms. Ann Cunningham
Traffic Management

We also collect and take back disabled residents of the Sheltered Accommodation complex in Wightman Road and any restrictions would cause delays and unnecessary stress for both the residents and our Drivers/Escorts.

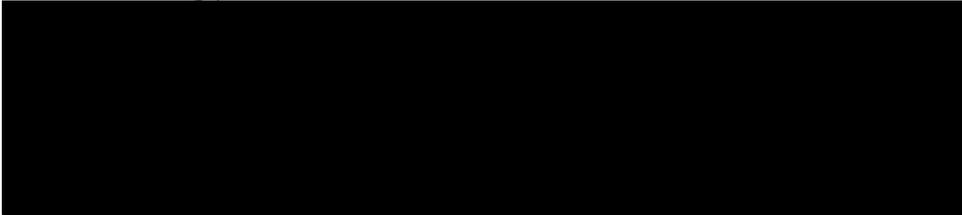
Any proposed plan will cause extra congestion, health and safety issues and delay/hinder access for the emergency services, e.g. ambulance , fire, police services.

In addition, “filtering” does not seem to be a solution either.

We would respectfully request that the present systems remain as they are.

Kind Regards,

Yours sincerely,



Service Manager

From: [REDACTED]
Sent: 21 February 2017 18:20
To: Mahama Razak
Cc: Cllr Ahmet Peray; Karen Clark; Cllr Blake Barbara
Subject: RE: An issue raised at the end of yesterday's Steering Group meeting

Dear Razak,

Further to our conversation last night at the end of the Steering Group meeting I just wanted to flag up the issues that the Gardens Resident have with the proposal to remove the bollard and enforce a permanent closure in its place.

The first issue is that there are no alternatives to this proposal (it is a fait accomplissement!) despite myself and Andy Newman raising with the consultant from GSD who attended last night's meeting, the fact that at the Medium List consultation there was no option to retain the bollard and find alternative ways to pay for its maintenance. When raised he simply said that " It is correct that you cannot vote for what is already there." We stated that we understood that, but if the option of the bollard being retained was not listed then no one could state/ vote that they wanted to keep things the way that they are.

We have had 2 technically flawed consultations in the last 5 or so years with both being discounted as it had not correctly / legally been held. We were promised a new consultation but this was never forthcoming, and now seems to have been sidelined in favour of the current Traffic Survey. Before any changes or for matters to stay the same, Haringey Council must consult those living in the Gardens and on Salisbury Road as per the original consultations held and then carry forward the will of the residents - be this permanent closure or status quo.

Please can you let me know why the option of retaining the bollard has not legitimately been included in the current survey? Why was this not included despite being raised at the initial medium list consultation events on Green Lanes in December?

Once we have resolved this omission / questions then we can look at arranging a full and proper consultation as should happen.

I look forward to hearing from you and thank you for your time last night after a long meeting of more than 2 3/4 hours.

Regards

[REDACTED]

Chair, The Gardens Residents Association

1. Stakeholder Consultation

There is a serious flaw in the Council's definition of "stakeholder" and its understanding of what constitutes "community", which will inevitably lead to a narrow, selective and incomplete consultation process, resulting ultimately in decisions being made on insufficient information.

By the admission of the Council's officers, the faith community and schools were excluded from the "stakeholders" consultation. But community is made up of more than just residents – everyone who lives, works, worships, teaches, conducts business, volunteers etc in a given area is part of that community and deserves to be included in any consultations on proposed changes that will have a deep impact on the quality of life in that area and their ability to continue doing what they do in that area. If you only have "residents" in an area, you end up with a dormitory, not a community.

2. Holistic Consideration

Green Lanes area is not an island, it doesn't exist in splendid isolation. It is folly bordering on gross negligence to consider making drastic changes within the Green Lanes area without giving full consideration to the knock-on impact in the surrounding areas. If Green Lanes Area was an island, you could do anything you like without wider consequences. But it isn't.

Again, by the admission of the Council's officers, the wider area was not considered in the stakeholder consultation process. Thus the Turnpike Lane traders were excluded because they were considered to be "outside" the area. Yet as we saw last year when Wightman Road was closed for the bridge repairs, Turnpike Lane, Hornsey High Street, Priory Road, Noel Park, Crouch End, Wood Green etc were all severely adversely impacted. Journey times in the surrounding area were quadrupled, businesses were affected etc.

Who wouldn't want their road to be a private road? If we applied that logic unilaterally London would shut down overnight! What if the "residents" on the North Circular asked for the road to be closed so that they could have a quieter life? Or the residents in Green Lanes for that matter? Wightman Road is a vital arterial route, especially for local people, and must be kept fully open for the good of the whole Borough.

3. Local Area Impact

Last but not least is the local area impact. There are people living in the area who are not able to just jump on a cycle – they need vehicular access. There are at least three churches on Wightman Road plus several others in surrounding roads, as well as the Hornsey Mosque, whose ability to conduct weddings, funerals and other services will be severely impacted by any changes to Wightman Road.

Many of these places of worship are also involved in providing essential services to the local community (English language classes, Food Bank, Homeless Shelter, Education, Counselling services etc) and these too will be severely hampered. Although some clients of some of these services may come on foot, many of the community volunteers who help provide those services come from other parts of the Borough. When Wightman Road was closed last year for Bridge Repairs, the provision of some of these services became almost impossible because of the traffic chaos in the surrounding area.

When it came to evaluating the positive impact closing Wightman Road would have on the local area, I noticed that the representative from the company carrying out the consultation process spoke only of traffic reduction and air quality. But "quality of life" is not only about traffic figures

and air pollution. Granted these are serious issues, but quality of life also includes the ability of the local community to function – to live, to worship, to work, to congregate. Quiet roads and clean air would be nice, but to strangle the businesses and places of worship and make the immediate area inaccessible and the wider area insufferable will kill the community.

In conclusion, The Gospel Centre congregation of Wightman Road is wholly opposed to any full or partial closure of Wightman Road. We feel the continuance of two-way traffic on the road is essential to a strong and fully functional community. Furthermore we believe that on the balance of things, quality of life in the area would be adversely affected by any closure of Wightman Road. Lastly we want to express for the record our concern about Haringey Council's understanding of and definition of what makes a community and who constitutes a stakeholder.



Haringey Council
Alexandra House
Station Road
Wood Green
N22

11th May 2017

Dear Razak,

Ref: Green Lanes Area Transport Study

We are writing with an official response to the Traffic Study public engagement round 2 on the behalf of all the local businesses on Green Lanes.

1. Area-wide improvements:
 - we support this package for improving streetscape, greater provision of car clubs, more effective traffic calming, minimise impacts of school run, introducing ASL at junctions throughout the area, make the study area more green, minimise noise and vibration and emission based parking charges.
 - we do not support the option to improve efficiency and reduce impact of deliveries, because it will not work for Green Lanes with the various different types of businesses and opening hours. This may well work in a 'shopping mall' setup with uniform operating business hours.

2. Green Lanes Package:
 - We support junction improvement to Turnpike lane bus station, Alfoxton Ave, Colina Road, Park road, Williamson Road, Endymion Road, Hermitage Road junction and greening of Green Lanes.
 - we do not support further tinkering to St Ann's junction, because there has already been a substantial amount of regeneration investment in 2012/14 to improved safety and to the public realm.
 - we do not support the bus stop review, bus lane hours and decluttering of footpath as this was reviewed during the OLF regeneration scheme in 2012/14
 - we do not support banning U-turns because this will only push more unnecessary traffic onto adjoining ladder roads.
 - we do not support the north bound cycle lane which will remove valuable on street parking provisions on the northside. Green Lanes doesn't have any car parks like Wood Green, and because of the all day CPZ we rely solely on the parking bays for our non local customers which in some cases are as high as 60% of customers. These bays also service deliveries and collections which are both vital to a busy and vibrant high street. Perhaps a multi-storey car park in the St Ann's hospital development could be looked at.



3. Wightman Road/ Ladder Road:
 - The only option we support here is the first option which is minor improvements.
 - We do not support one-way either north or south bound, because this will put more traffic journeys onto Green Lanes to travel in the opposite direction.
 - We do not support Wightman road closure (filtered) because we have seen during the bridge works, has caused a huge negative impact to the whole surrounding area including Hornsey, Crouch End, Wood Green, Turnpike Lane and West Green. As a result there was significant impact to footfall. Wightman Road is a designated two-way 'B' road, with many businesses and places of worships and should be kept as support road to A105. In recent times when there's been a serious RTC or a burst water-pipe on Green Lanes, traffic was able to be diverted onto Wightman as a relief. If Wightman was closed/filtered or made one-way, we'll have serious problem in the event of an emergency.
4. Hermitage Road area:
 - We think Hermitage area package should not a priority since the road has been closed to through traffic since 1999. There are many surrounding road which has been impacted negatively by this closure that deserves improvements before Hermitage.
5. St Ann's and Gardens area:
 - We support improvements to West Green Road and St Ann's road's various scheme around the school junctions and roundabout.
 - We are totally against the permanent closure of Warwick Gardens rising bollards. The initial consultation in 2001 in which the Gardens' resident voted for, the Council spent a large amount of money in the installation and subsequent maintenance of the rising bollards. This should be kept by additional Council tax from the Gardens' residents (for directly benefiting access thru the bollards with an electronic key card), otherwise the road should be reopened. There are three options here not just one!

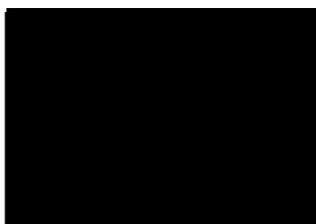
We do not support the concept of private roads, this is London, and we are highly populated and joined from all side to neighbouring communities which will suffer as a consequence of these measures.

You need to tackle the cars not closing roads. We believe once diesel car ownership is reduced and replaced with new technology of electric-hybrid vehicles, the air quality for the whole of London will improve.



The air quality on Green Lanes is the most polluted for the whole area, more than Wightman Rd or the Gardens. Closing neighbouring roads and putting more traffic here will not help the lives of local residents who live above the shops.

Yours sincerely,



On behalf of
Harringay Traders Association
Green Lanes, London. N4



Consultation Co-ordinator: [REDACTED]

Razak Mahama MSc BSc MCIHT
Senior Project Engineer
Haringey Council
Alexandra House, 5th Floor,
10 Station Road, London N22 7TR

14th May 2017

Dear Razak,

Green Lanes Area Transport Study

Thank you for another opportunity to comment on the developing options for the Green Lanes Area. Haringey Cycling Campaign and its members value our continued engagement in this study, the outcomes of which have the potential to address a long-standing imbalance in the provision of transport options in this area. The road and street environment is currently very heavily weighted towards private car use and the outcomes of this study can unlock the immense untapped potential¹ for active travel in this area and beyond. We are pleased to see a selection of high-quality options available and commend the consultants involved.

The context to this work is of course what happened last summer during the Wightman Road closure for bridge repairs. For possibly the first time in many decades children were playing out after school, and there was a clear and observable increase in people using a bike for travel on Wightman Road - not typical 'cyclists': children cycling to school, older people and others who had rediscovered the speed and convenience of the bike, years after giving it up due to fear of road danger. In addition to this the air was noticeably cleaner and there was naturally a huge reduction in noise pollution - all indicators of a 'healthy street' as defined by Transport for London.

We are of course primarily interested in high quality provision for cycling, that allows anyone to feel confident using a bike to get around, and several of the options deliver this to some extent. However some other of the available options will improve conditions for people on bikes and also have much wider benefits for those in the area – even if they never cycle. Making areas more healthy and liveable, reducing air pollution and even reducing journey times for drivers by lowering overall traffic levels and simplifying routes is achievable, other boroughs nearby have demonstrated this to be the case². If Haringey is truly committed to the health of all its residents rather than just the convenience of drivers, it needs to show this by taking bold action that delivers multiple benefits for the whole community. In discussion with our member we have decided that on balance, we should support option WL4 (Wightman Road filtering) and option GL2 (continuous cycle facility [which we read to be a 'separated cycle track'] on Green Lanes). For the reasons already stated WL4 is the only option to deliver multiple

1 <http://content.tfl.gov.uk/analysis-of-cycling-potential-2016.pdf>

2 <http://www.standard.co.uk/news/london/mini-holland-scheme-in-walthamstow-hailed-as-major-success>

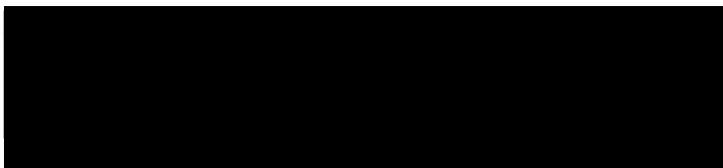
benefits for health, air and noise pollution as well as providing an inclusive cycling environment. We would like to see further monetisation of these health benefits of this option which we believe to be significant. Many parts of this borough are already 'filtered' to through traffic with negligible effect to displaced traffic (well managed filtering schemes in other boroughs have been shown to reduce traffic over a wide area through 'traffic evaporation'). The use of Wightman Road as a conduit for through traffic has negative consequences for the areas to the north and south, that also have long-standing issues with excessive through traffic. For option GL2, there are currently no safe north/south cycle routes in the area, Green Lanes is the obvious desire line, being most direct and where all the shops and other destinations are. Enfield are currently constructing cycle tracks on Green Lanes in their borough, Hackney have indicated they will do the same. Haringey simply must follow suit and provide a continuous facility on this road otherwise we risk being a gap in the network between boroughs.

We do strongly support option WL4 for Wightman Road, however if there is a lack of agreement between different respondents, this should not be a reason for inaction. As already noted there are some good features in all of the options, so if another one proceeds, we would hope to work with you to optimise the benefits for cycling.

Turning to some of the detail within the WL4 options package, we see a redesign of the Turnpike Lane junction with Wightman Road to be absolutely vital, regardless of the outcome of the survey. This junction is a terrifying, motorway-style relic that deserves to be placed in the dustbin of urban/traffic planning history. Further to the options for achieving the actual filtering of Wightman Road, these options should not preclude enforcement by fixed camera. A similar approach has been deployed successfully on Orford Road in Waltham Forest. Looking at the detail within the option GL2 package, we would emphasise that cycles should be exempted from any new banned movements at roads entering Green Lanes.

Many other stakeholders across the whole of London are watching this study to see the outcome. The council's response to the issues encountered on Wightman Road is a real test - this is a chance to show how serious they are about tackling pollution and unlocking the massive potential for active travel in this borough. The risk of failure is a future Haringey that is just as polluted, congested and unhealthy as our present.

Yours sincerely,



for Haringey Cycling Campaign

CC Cllr Peray Ahmet
Cllr Toni Mallett

Harringay Traffic Study - Stage 2 Consultation Feedback | [REDACTED]

This review includes a vast number of measures and my understanding is that all are seen as potentially deliverable - "whilst it is impossible to guarantee that all of the options presented here could be implemented, those that have been included have at least some chance of being implemented in the foreseeable future subject to the availability of funding".

The overview sets out that a bid has been made for £350M for the coming financial year and that similar bids may be available for the following two years, making a total project pot of £1M. This includes a total of £700M for the short-term projects (i.e. within the first two years). Further each element of the project is costed (although some with so wide a cost range as to be almost meaningless). As a rough guide I have taken the mid-point of the likely costs suggested in the Haringey document to illustrate the likely cost of each option. If those estimates are anywhere near to correct, little of what is proposed is realistically achievable.

I would much rather see a choice of realistically achievable options than a huge selection, most of which we know are unlikely to be achievable. Anything classed as long-term is purely aspirational, has in effect been kicked into the long grass and has no place in a public consultation on deliverable solutions to an immediate problem. Any package or set of packages that is not fundable or politically acceptable is also aspirational and similarly should not be placed in a public consultation at this stage.

I would also comment that the solutions seem rather piecemeal rather than area-wide. Whilst knock-on effects of new initiatives are considered, the solutions seem to have been thought through on a sub-area basis rather than on a holistic one. This piecemeal approach no doubt means lost opportunities for the whole area.

With regards to the Assessment Framework scores, I suggest that they may need reviewing. No negative scores are given for the AW, PC or SA packages when it is evident that the case for each is more nuanced than the current scoring suggests.

With those general comments in mind, below I have made some more specific comments on what has been presented.

			Asst Fwk Score Bal (1)	Haringey's Cost Category	Haringey's Timescale Category	Rough cost £s (2)
1. Area-Wide Improvements			14			
This list might be read by some as a standard wish-list of improvements that might be made for any area. Most are very unspecific. For some of the proposals in this section, this lack of specificity is not critical (for example car clubs). For others the lack of specificity makes the proposal almost meaningless (e.g. traffic calming).						
AW-01	Improve Streetscape	Strongly support - very badly needed in some areas where footways are almost impassable		medium	short	250,000
AW-02	Greater provision of car clubs	Support		low	short	50,000
AW-03	More effective traffic calming	Support but far too unspecific at this stage - so read as no meaningful proposal		medium	short	250,000
AW-04	Minimise impacts of school run	Support in principle, but not without significant work to understand the effectiveness of PSPOs area-wide and not just on the area defined as a PSPO		low	short	50,000
AW-05	Improve efficiency and reduce impacts of deliveries	Support		low	short	50,000
AW-06	Introduce ASLs at junctions throughout area	No comment		low	medium	50,000
AW-07	Provide more on-street Bike hangars	No comment		low	short	50,000
AW-08	Make the study area more green	Support		low	short	50,000
AW-09	Minimise noise and vibration through the use of improved road design	Support but far too unspecific at this stage - so read as no meaningful proposal		medium	medium	250,000
AW-10	Emissions based parking charges	This is not a local initiative addressing local issues and so should not be included in this project		low	short	50,000
					short	350,000
					medium	750,000
					long	-
					TOTAL	£1.1

			Asst Fwk Score Bal (1)	Haringey's Cost Category	Haringey's Timescale Category	Rough cost £s (2)
2. Area-wide pedestrian and cycle network			16			
PC-01	East-west route 1	Support but far too unspecific at this stage - so read as no meaningful proposal		low-very high	short-long	750,000
PC-02	East-west route 2	Support but far too unspecific at this stage - so read as no meaningful proposal		low-very high	short-long	750,000
PC-03	East-west route 3	Support but far too unspecific at this stage - so read as no meaningful proposal		low-high	short-long	500,000
PC-04	North-south route	Support but far too unspecific at this stage - so read as no meaningful proposal		low-very high	short-long	750,000
PC-05	New River Path	Support		low-high	short-medium	500,000
PC-06	Better access to parks	Strongly support		medium	short	250,000
PC-07	Harringay Passage	No comment		low	short	50,000
					short	300,000
					short-medium	1,000,000
					short-long	2,250,000
					TOTAL	£3.55
Alternative package GL1: Green Lanes - Minor improvements			4			
GL1-01	Turnpike Lane bus station / Green Lanes junction improvements	No comment		low	short	50,000
GL1-02	Alfoxton Avenue / Frobisher Road / Green Lanes junction improvements	Strongly oppose. This would be a huge amount of money on a missed opportunity. The solution outlined would serve to perpetuate the isolation of a large island of green space within a sea of traffic and ensure that it continues to be little used. The best solution would be to close Alfoxton to through traffic and make it shared-space. To the north of Duckett's Green West Green Road is wide enough to carry two-way traffic as well as parking for buses and could be readily converted for this use at a much lower cost than the option outlined in GL1-02.		very high	medium	2,000,000
GL1-03	Colina Road junction improvements	Support		low	short	50,000
GL1-04	Park Road / Harringay Road traffic reduction	No comment without modelling for expected impacts on immediately proximate roads as well as on wider area		low	short	50,000
GL1-05a	Salisbury Road / Warham Road traffic reduction	Suggest this belongs in Ladder section. Support changes to Warham in principle.		medium	short	250,000
GL1-05b	Salisbury Rd / St Ann's Rd safety improvements	Support		low	short	50,000
GL1-06	Williamson Rd / Green La junction improvements	It's not clear that this is the best solution. Why not just extend the yellow box to cover the entire junction?		low-high	short-long	500,000
GL1-07	Endymion Rd / Green La junction improvements	No comment		low	short	50,000
GL1-08	Hermitage ad / Green La junction improvements	No comment		low	short	50,000
GL1-09	Review Green Lanes bus stop locations	No comment without modelling for expected impacts on immediately proximate roads as well as on wider area		low	short	50,000
GL1-10a	Review Green Lanes bus lane operating hours	No comment without modelling for expected impacts on immediately proximate roads as well as on wider area		low	short	50,000
GL1-10b	Greening on Green Lanes	This is identical to AW-08		low	short	50,000
GL1-10c	Footway decluttering on Green Lanes	This is identical to AW-01		low	short	50,000
GL1-10d	Ban U-turns on Green Lanes	No comment without modelling on expected impacts on immediately proximate roads as well as on wider area.		low	short	50,000
					short	800,000
					medium	2,000,000
					short-long	500,000
					TOTAL	£3.3

		Asst Fwk Score Bal (1)	Haringey's Cost Category	Haringey's Timescale Category	Rough cost £s (2)	
Alternative package GL2: Green Lanes - Continuous cycle facility		6				
GL2-01a	Continuous cycle facility along Green Lanes			medium	short	250,000
GL2-01b	Review parking on Green Lanes			low	short	50,000
Plus all options in GL1						
				short		1,100,000
				medium		2,000,000
				short-long		500,000
				TOTAL		£3.7
Alternative package WL1: Minor improvements		4				
WL1-01a	Move pavement parking onto the carriageway			low	short	50,000
WL1-02	Improve Wightman Road / Turnpike Lane junction			medium	medium	250,000
WL1-03	Discourage through traffic from Willoughby Road			low	short	50,000
WL1-04	Discourage through traffic from Warham Road			low	short	50,000
WL1-05	Install traffic calming measures on Endymion Road			low	short	50,000
					short	200,000
					medium	250,000
				TOTAL		£0.5
Alternative package WL2: Wightman Rd one-way (north)		5				
WL2-01a	Wightman Road one-way northbound			low	medium	50,000
WL2-01b	Continuous cycle facility along Wightman Road			high	medium	750,000
WL2-01c	Move pavement parking onto the carriageway			low	short	50,000
WL2-01d	Mitigation measures across a wider area			high	medium	750,000
WL2-02	Improve Wightman Road / Turnpike Lane junction			high	medium	750,000
WL2-03	Discourage through traffic from Willoughby Road			low	short	50,000
WL2-04	Discourage through traffic from Warham Road			low	short	50,000
WL2-05	Install traffic calming measures on Endymion Road			low	short	50,000
					short	200,000
					medium	2,300,000
				TOTAL		£2.5
Alternative package WL3: Wightman Rd one-way (south)		5				
As for WL2						As for WL2

		Asst Fwk Score Bal (1)	Haringey's Cost Category	Haringey's Timescale Category	Rough cost £s (2)
Alternative package WL4: Wightman Road filtered					
Support the concept of filtering, but this would be best achieved with a more imaginative system of timed closures through electronic enforcement as I have suggested at the steering group.		3			
WL4-01a	Wightman Road closed (filtered)		low-high	short-long	750,000
WL4-01b	Improve cycle conditions along Wightman Road		low	short	50,000
WL4-01c	Move pavement parking onto the carriageway		low	short	50,000
WL4-01d	Mitigation measures across a wider area		very high	medium	2,000,000
WL4-02	Improve Wightman Road / Turnpike Lane junction		high	medium	750,000
WL4-03	Discourage through traffic from Willoughby Road		low	short	50,000
WL4-04	Install traffic calming measures on Endymion Road		low	short	50,000
				short	200,000
				medium	2,750,000
				short-long	750,000
				TOTAL	£3.8
Hermitage area package		4			
HE-01	Move pavement parking onto the carriageway		low	short	50,000
HE-02	Area-wide junction improvements		medium	short	250,000
HE-03	Widen footways at Hermitage Road rail bridge		low	short	50,000
				short	350,000
				TOTAL	£0.4
St Ann's / Gardens area package		9			
SA-01	West Green Road improvements		low	short	50,000
SA-02	St Ann's Road improvements		low	short	50,000
SA-03	Improve zebra crossings on St Ann's Road		medium	short	250,000
SA-04	Improve access arrangements around Chestnuts Primary School		medium	short	250,000
SA-05	Improve St Ann's / Hermitage Road / North Grove roundabout		low	short	50,000
SA-06	Discourage through traffic from Woodlands Park Road		low	short	50,000
SA-07	Provide passing places on Gardens roads		low	short	50,000
SA-08	Convert Warwick Gardens rising bollards to a permanent closure			short	750,000
				TOTAL	£0.8

Notes

1. Assessment Framework Score Balance: This refers to the scoring given to each solution by the Council. Each plus point was counted as +1, a no change as zero and a negative impact as minus one. The score given is the net result of these scores

2. Rough Cost: The figure is calculated by taking the mid point from the range of costs suggested by the Council for each cost category - low, medium, high and very high.



Lcsp@blueyonder.co.uk

LCSP Response to Green Lanes Area Transport Study Short List

Initial Comments

The LCSP Traffic Sub-Group (LCSP) are pleased we are finally reaching a conclusion to the Green Lanes Area Transport Study. We have offered comments below on all options packages, but obviously we have a focus on those related to the Ladder.

In reviewing the options presented we have born in mind the twin objectives the LCSP have in relation to the outcomes of this study:

1. Reducing the volume of traffic across Ladder Roads in an equitable manner
2. Improving the quality of the traffic that remains (ie, reduced speed, vibration from speed humps as a result of HGV use, increased road safety, etc)

Where a non-Ladder option is strongly supported this is highlighted. In our conclusions at the end of this submission we also offer comments on the Study process, and hope that these will also be considered.

Wightman Road/Ladder Area Package Options Feedback

We have offered more detailed feedback below on each option but broadly we see only WL4 as offering any hope of actually achieving Residents and Study objectives. We see significant risks with WL2 and WL3. However, we also recognise that WL4 (filtering) also presents its own challenges, and consequently we have tried to be imaginative in how this option may be implemented to the benefit of all stakeholders as we currently feel full filtering is something of a blunt instrument!

There is absolutely no discussion anywhere in the Ladder options package of either the reduction of HGV traffic and its impacts, or how HGVs are to be managed, other than tangential discussion of better design of speed calming (humps/tables etc). Indeed, the original **option (WL1-01b), as presented to the last Steering Group meeting, has been removed from this document**. It is not clear if this has been actioned already or if this is a step backwards and is now off the table completely. The willingness to look hard at the enforcement of regulations that already exist to protect residents from HGVs is not clear. This is a key component of the objectives of Residents in improving the quality of traffic across the Ladder.

WL1	<ul style="list-style-type: none">• While all the options set out as part of WL1 would be welcome if well elucidated and designed to mitigate unintended consequences this package is a sticking plaster approach and will do relatively little to achieve the Study objectives. There is a possibility that changes to the North Ladder Roads could have a seriously
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	<p>detrimental effect on other Ladder Roads. Changes to one part of the Ladder simply concentrate traffic on fewer roads as motorists take the easiest option</p> <ul style="list-style-type: none"> • The proposed use of zebra crossings on Wightman Road to create safe passing points is very sensible, and much better than the current island arrangement. This is a much better option than more traffic lights. • The reversal of Willoughby Road would benefit a number of northern Ladder roads, and clearly have an impact around Ducketts Common- improving safety for park users. Care would need to be taken on Sydney, Hampden and Frobisher that they do not inadvertently become a rat run for traffic attempting to avoid Turnpike Lane, especially once the Alfoxton junction has been remodelled in relation to those looking to get to West Green Road. Have these plans been joined up and assessed side by side? • Changes to Warham Road would be welcome by most residents but care must be taken not to simply move this traffic to neighbouring roads and appropriate mitigation should be assessed. Care should also be taken to protect Warham from creating an alternative West-East route to St Ann's. • With changes to road directions we need to work hard to identify the unintended consequences and avoid a divisive winner-loser outcome with an increasing concentration of traffic on a fewer number of roads.
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<p>WL2 & WL3-01</p>	<ul style="list-style-type: none"> • WL2 and WL3 present an interesting concept however there are significant reservations that: <ul style="list-style-type: none"> ○ One way systems are increasingly falling out of favour with road planners and communities as a result of their negative impacts ○ This will see Wightman become a motorway with increased loading of traffic on some rung roads (including Wightman itself potentially) unless a raft of calming and mitigations are <u>fully integrated into the design from the outset</u> ○ The designation of Wightman Road as a Primary Route as part of the council's own plans for the major redevelopment of Wood Green will see pressure for Wightman to be further sacrificed as a bypass to the new town centre development. Residents simply do not have faith that any benefit that may be derived (should there be any) as part of a one way scheme will not be lost as a result of this future development • If this option is chosen, appropriate mitigation measures should be implemented for roads that are identified as potentially seeing increased traffic volumes, such as Seymour or Falkland (as school a road (for northbound one way for example)) • Further mitigation should also be designed in for roads already heavily trafficked (ie, if a Southbound one way were chosen roads such as Beresford and other northern E-W roads (plus Pemberton) should be protected from the impacts of East-West traffic that is already observed) • Significant traffic calming needs to be implemented- chicanes for example, designed to ensure traffic is truly calmed. Note should be taken of the feedback below as to average speed check cameras to ensure drivers self-regulate. • The implementation of cycle routes are a very welcome component as Wightman Road is a truly terrifying road to use as a cyclist. It is a wonder that there has not been a serious injury or fatality on this road! • Improvements of junctions (those on Turnpike Lane in particular) are critical to mitigating the impacts of this option in surrounding areas
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<p>WL4-01</p>	<ul style="list-style-type: none"> ● Option WL4 is the only option likely to actually meet many of the study objectives in terms of reduction of traffic across the Ladder, air pollution, noise and vibration reduction and offer any real opportunity to increase alternative and healthier forms of transport such as cycling and walking. It is the only option which offers residents a much needed improvement in their quality of life. Furthermore a road with not one but two train stations on it and servicing two primary schools needs to have useable and accessible pavements ● It certainly meets the objectives of many residents in reducing traffic and improving the quality of the remaining traffic ● It is also the only option that does not have unintended consequences across the Ladder in turning other currently modestly trafficked Ladder Roads into alternative rat runs ● The ability to make Wightman a greenzone is a significant positive after the years of pollution faced by residents, it will allow a road lived on by many vulnerable and often voiceless residents to be open and thrive, and allow a fractured community to begin rebuilding ● Sadly the presentation of this option has been unimaginative, and uninspiring, allowing all stakeholders to see this as a take it or leave it full filtering option, as per when the Wightman bridge was closed in 2016. ● This is the most radical option but also the one most able to deliver real results for Ladder residents ● Given this is the most radical, and potentially controversial option it is disappointing not to see some creative thinking around this option, such as looking at a non-permanent filtering option: <ul style="list-style-type: none"> ○ Time limited closings monitored and managed via cameras at strategic locations. ○ This would still allow much movement of traffic for a considerable part of the day for residents and visitors, when it is at a level that is not detrimental to residents. ○ This option potentially mitigates perceived impacts on faith groups and businesses. ○ It is potentially revenue generative if commuters continue to use Ladder roads during closed periods. ○ It will continue to allow movement of traffic across the Ladder, but not past certain camera managed points, so visitors and residents can still move freely across most of the Ladder. ○ There is no restriction of movement of emergency or critical traffic that may be exempted ○ The same, or similar, interventions can still be implemented on Wightman (greening, moving traffic off footpaths) as envisaged currently, as this will naturally act to calm and make the road less attractive to those passing through.
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Area Wide Improvements Options Feedback

Broadly we would support all the options highlighted in the Area Wide package. We would highlight however, several options are potential dead ends with regard to the effort involved and the impact of their implementation. While we do not feel they are poor options in of themselves, their deliverability and the resources required to do so may be open to question.

Ladder Community Safety Partnership

AW-01	<ul style="list-style-type: none"> Improving the streetscape is a laudable objective but requires the participation of numerous third parties and will prove challenging to implement. Focus should be made where the impact will be high, such as Green Lanes (especially in relation to traders encroaching into the footpath) and Wightman Road.
AW-02	<ul style="list-style-type: none"> A laudable aim, but not one we expect significant impact from, especially as the issue of traffic volume is principally one of out of borough traffic across the Study area.
AW-03	<ul style="list-style-type: none"> More effective traffic calming is a critical aspect of reducing the impacts of road traffic across the Ladder, and wider Study area. A greater emphasis on measures that do not ultimately see larger vehicles shaking and damaging nearby houses is crucial, a key issue is the way larger vehicles accelerate off a raised platform or over a hump once their front wheels are clear- this can cause significant vibration in nearby houses. Use of chicanes and measures that physically force vehicles to slow down etc can make a tremendous difference. These do not have to be significant interventions, gates etc. Where more significant intervention may be warranted brick designs can also act to improve the streetscape through making provision for planters and 'pocket parks'. Consideration should be given to implementation of significant traffic calming around schools in the Study area as a first step and as a minimum. Given the amount of speeding across the Study area, use of average speed check cameras should implemented, potentially with movable cameras. This would mean that the motorist will not slow only across the roads which the cameras cover. For example, a single camera at an entry/exit to the Ladder on Wightman Road, and a movable camera on one or more of the Ladder roads will introduce an element of uncertainty and encourage drivers to act in a risk averse manner and slow down across the Ladder/area of implementation. This has the most likely chance of success in reducing speed, and has the added bonus of being potentially revenue generative. It may be viewed as an informal/voluntary form of taxation...
AW-04	<ul style="list-style-type: none"> This should be being done already. The simple measures taken outside South Harringay Junior School with signs put in the street/road to discourage stopping should be assessed as a low cost/low effort intervention on behalf of the schools themselves as this looks to have been highly effective. The more formal interventions highlighted would be welcome, should there be the resource to implement.
AW-05	<ul style="list-style-type: none"> This is a laudable objective, but one likely to take some effort. The Traders are likely to resist anything that appears to 'limit' their freedom of action, and a case needs to be made as to how this will not have a negative impact on their businesses. The designation of loading bays in specific areas is a sensible suggestion, as is aiming to time deliveries outside peak hours.
AW-06	<ul style="list-style-type: none"> Advanced Stop Lines (and access to the ASL) are a highly positive, low cost, low effort intervention.
AW-07	<ul style="list-style-type: none"> Bike hangers are a great idea where residents would like to see them. From the map provides the majority currently seem to be on the periphery of the Study area.
AW-08	<ul style="list-style-type: none"> Resident driven initiatives are already underway to improve the greenscape of the Ladder, particularly via the Friends of the Harringay Passage. Observationally the relationship with the council has been somewhat fraught and a supportive approach

	to these initiatives will see residents take a lead in identifying suitable opportunities, thereby supporting and complimenting the work of the council in potentially delivering this option.
AW-09	<ul style="list-style-type: none"> As highlighted in AW-03 above, this is a chief concern to residents. We would emphasise this is a critical point that required focus!
AW-10	<ul style="list-style-type: none"> Poor air quality is also likely to be a result of the air extraction from kebab grills, certainly those with no filters in, as can be seen by the blanketing of Study area roads by the smog from extracted smoke that falls rather than rises, to be dispersed at certain times. This should also be focused on as part of the improvement of air quality on Green Lanes and neighbouring communities While we do not disagree with this as an option, and indeed would support it, we would also look for wider air quality work to include ensuring that restaurants on Green Lanes have appropriate air extraction in place.

Area Wide Pedestrian and Cycle Network Options Feedback

Broadly we would be supportive of all the options suggested here, and see this as a key part of the improving of the transport network across the Study area, and offering real (safe) options to residents. We have only commented on an option where we have something to note, a lack of commentary can be implied to mean we support this option.

PC-02	<ul style="list-style-type: none"> The Harringay Station bridge is difficult to navigate as a pedestrian. We are aware of numerous injuries on this bridge as a result of its design and state of disrepair.
PC-02 & 03	<ul style="list-style-type: none"> Care should be taken for new routes that may be opened in sensitive areas (such as the Gardens-St Ann's link). One possible solution is to only allow the opening of sensitive elements of the links at certain times of day to reduce the risk of anti-social behaviour (via gates that open/close at certain times of day perhaps).
PC-05	<ul style="list-style-type: none"> The current zebra crossing at the exit of Finsbury Park on Endymion needs improvement as cars often move at speed as they rush from one bottle neck to the next and can often not stop for pedestrians trying to cross. Rumble strips or other calming measures should be assessed.

We would further add that the current raised crossing at the head of each Garden and Ladder road, and at the Ladder passage crossings should be (when appropriate) redesigned as pedestrian priority crossings. Use of a different coloured road surface would emphasise this pedestrian (versus vehicular) priority, and improve safety, especially around schools.

Green Lanes Package Options Feedback

Green Lanes is one area where brave decisions need to be made and a strong push made for the more significant options package if meaningful change is to be implemented.

GL1-01	<ul style="list-style-type: none"> Observationally, buses are as much to blame for congestion at this junction as cars.
GL1-03	<ul style="list-style-type: none"> It is not clear why an all green cycle on the lights is required. This may act solely to increase congestion on GL. Critically, this is one of three junctions to serve St Ann's, and failure to grapple with the difficult question of the status of St Ann's at the Salisbury is a real weakness to this Study!

GL1-05a	<ul style="list-style-type: none"> • Making the junction at Salisbury left turn only would reduce traffic on Salisbury, but will still leave it a heavily trafficked road, though this will make some improvement. • Sadly the only real solution here to have a meaningful impact would be to address the issue that 3 separate junctions feeding into or out of Green Lanes sever St Ann's, and the elephant in the room is the Salisbury pub junction which really needs to be turned back into the primary in and out junction. • This will solve problems on Salisbury, Colina and other roads plus reduce the bottle necks on GL as three junctions and three sets of traffic lights are rationalised down to one. However, we doubt the council has the will to contemplate this. • Reversing Warham road to be one way (West) is a good idea, as this road is massively impacted by through traffic as the data shows. • However, care must be taken that the secondary impacts are identified and mitigated (Warham becomes a desire line for West to East traffic, Effingham is affected as more traffic flows up it in order to get to the West)
GL2-01a	<ul style="list-style-type: none"> • A continuous cycling facility on GL is a very sensible intervention given the volume of cyclists on GL • Work needs to be carried out to ensure that bus stops are able to function safely
GL2-01b	<ul style="list-style-type: none"> • A review of parking on GL should be carried out with a view to removing as much as possible to allow for a free flow of traffic. • Close attention needs to be paid to how and where this traffic will be accommodated, but neighbouring Ladder and Garden roads should each take a share of the load with additional mixed use bays provided for resident and visitors alike.

Hermitage Area Package Options Feedback

HE-01	<ul style="list-style-type: none"> • Fully support moving cars back onto the road, and off footpaths
HE-02	<ul style="list-style-type: none"> • This seems to be a highly sensible intervention
HE-03	<ul style="list-style-type: none"> • We fully support this option, as this footpath is (at best) unnerving when traffic is passing under the bridge- often at speed. We would suggest you also look at putting some form of speed limiting in place here to ensure traffic moves slowly when it is forced to come closer to pedestrians- such as the kind of bell shaped limiter at the top of Warham road, or the gates/barriers on Woodlands Park Road

St Ann's/Gardens Area Package Options Feedback

The potential for having the developer of the St Ann's site contribute and participate in any improvements to the area around Chestnuts and the Park is highly sensible

SA-02	<ul style="list-style-type: none"> • Support this option, especially around Chestnuts School
SA-04	<ul style="list-style-type: none"> • Crossing at this junction has long been tricky because of the blind bend into Black Boy Lane opposite the entrance/exit from the park. Given the number of people using the Park serious consideration should be given to assessing the best positions for park entrances, so as to alter the crossing desire points and enhance safety, especially of young park users.
SA-06	<ul style="list-style-type: none"> • The key objective should be to get vehicles off residential roads, and onto the A Roads that are designed to carry this traffic flow!

SA-07	<ul style="list-style-type: none">• Passing places in the Gardens would be highly sensible given the issues of two way traffic trying to move up and down a single carriage way. It will also give opportunities for pocket parks and tree planting to green the streets where these are deemed to be a high priority.
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Study Wide Comments

Impacts of Traffic- Speed & HGVs: It is worrying that there is so little actual consideration of the impacts of traffic in the options packages. There is little or nothing (beyond broad discussion of calming) in relation to speed and or HGVs, two issues that have a high impact on the quality of resident's lives. Even if nothing else is done, addressing these two issues would have a positive impact at little cost to the wider study area community.

If we are really serious about managing speed for example across the Study Area (following the implementation of a 20mph zone borough wide), the most effective way of managing this is to implement a series of movable average speed check cameras across different locations in the Study Area. We see absolutely no consideration of such an option to really get to the roots of speed, beyond piecemeal and possibly costly traffic calming interventions. Movable, as opposed to static, cameras introduce an element of uncertainty in the driver's mind, sufficient to have them self-regulate their speed as they are painfully aware of the costs and implications of being caught out! This has the added advantage of being potentially revenue generative.

Completeness of Study: As mentioned above in relation to speed and HGV traffic, it is not clear what innovative interventions such as working with the Sat Nav companies to remove routes across residential roads could have been considered? Much of the work done today seems to have followed the lead of residents and their input. It has not been clear how much of the current output from SDG has been led by Haringey. Sadly, this has led to the impression of a lack of real engagement throughout. In addition, it is not clear what consultation has been carried out with the schools and faith groups in the Study Area that was promised from the outset?

Complementary Interventions: There are numerous examples of where complementary interventions could and indeed should already be being implemented but are not. Several, including those highlighted as examples here could be making a difference before we even completed this study:

- Air Quality: Significant pollution is seen from the grills of the kebab restaurants on GL. This is especially problematic when a local inversion layer occurs in the neighbourhood and fumes are forced down, and not allowed to disperse. This is largely a function of restaurants not using filters in their grill extraction vents, and venting fumes direct to atmosphere. Critically this pollution is likely to be heavily contaminated with particulates that have a longer term health impact (PM50 etc), and the links to lung disease and cancer.
- Pavement Encroachment: There has been a clear effort to limit the impacts of pavement encroachment by traders recently that has been somewhat successful, and is most welcome. Continued vigilance is required to ensure this encroachment does not re-establish itself as the norm- as you can see from time to time is already beginning to happen.

- Speed Management: As stated above, the borough became a 20mph borough recently, but has done nothing to actually enforce this speed limit. Average speed camera monitoring is a key to forcing drivers to self-regulate.
- Stopping Outside Schools: Again, this is an issue of enforcement of current regulations to contribute to the safety of our children.

Clarity of Process & Next Steps: It is not clear what the process for implementation is from this point forward. As the options package clearly points out, further elucidation is required in order to develop a fully coherent, linked up, thought through and costed plan- although we believed that was the objective output from this study (?). There has been no discussion of this at the Community Steering Group meetings, indeed we are not clear if there is even to be another meeting... Critically we need to see detailed assessment as to the interaction of impacts between different packages. For example, how will removal of parking on Green Lanes affect parking on Ladder and Garden Roads etc.

Funding and Commitment: The reality is that to realise any of the options settled upon there needs to be commitment to the critical stage of finance raising and implementation. A half-hearted bid for £350k of LIPP funding will not do anything other than pay the next round of consultants to set out a design for the plans agreed in this study. The LCSP feels there needs to be strong buy in from the Lead Member, and Officers, to see this process through to an end point where interventions have acutely taken place. Without a clear commitment the outcome would be the achievement of the bare minimum, beyond kicking this into the long grass. This would be both a shame given the investment that has occurred and the time residents have contributed to this process to date, and a massive missed opportunity to do something truly innovative that could have meaningful impacts on the lives of residents in the Study Area. A brief review of the London Mayor's Low Emissions Neighbourhoods guidance notes would indicate there are certainly sources of funding available for schemes such as WL4 would see.



Cllr Peray Ahmet
Cabinet Member for the Environment
Haringey Council

livingwightman@gmail.com

By email

13 May 2017

Dear Peray

We are submitting our views as part of the community engagement with regard to the Green Lanes Transport Study.

Wightman Road is a narrow street which is purely residential in character for the majority of its length (there are a handful of shops at each end though many vacant or converted to residential, plus two cafes by the rail station). It simply does not have the capacity to carry high volumes of traffic - mostly **over 1,000 vehicles per hour during daylight hours, and exceeding 1200vph in the afternoon peak** - without destroying residents' amenity and quality of life, since:

- The residences generally have **narrow frontages** and the **pavements are narrow** - less than the 2.0m minimum guideline in the government's Manual for Streets - because of pavement parking.
- The **pavement parking** along the entire road which, along with street furniture (and refuse bins on collection day), means **navigating the pavement is very difficult** even for able-bodied pedestrians, and almost impossible for wheelchair and walking frame users, or parents with buggies or young children.
- The **carriageway is too narrow for safety** even with pavement parking - vehicles are often seen straddling the centre line.
- It is an obvious cycle route north-south for cyclists wanting to avoid Green Lanes or the very steep hills to the West, yet most **cyclists describe it as the most hostile mile** of their journey.
- **Pedestrian refuge islands cause further hazards** - these have been installed along the length of the road but these just create another danger for cyclists as vehicles speed up to pass cyclists before an island or else pass the cyclists dangerously close squeezing them between the island and the kerb.
- The narrow frontages, narrow pavements, pavement parking and narrow carriageways mean that **residents are living in very close proximity to very high levels of traffic**. The dirt, noise, air pollution are *right outside residents' bedroom and living room windows*.
- Wightman has never been properly strengthened to carry high volumes of traffic, which means **there are continual repairs to the infrastructure services running underneath the road** by National Grid, water, electricity and communication services. The underground gas

services are old cast iron pipes with an old cast iron junction at every rung, so whenever vehicles pass over the junction it is physically weakened.

- **Vibrations from heavy traffic** particularly when passing over the speed bumps on a road which has never been properly strengthened, in close proximity to the houses, is a further problem for residents, over time actually causing physical damage to people's homes.

So Wightman Road by any criteria does not have the capacity to carry high volumes of traffic, and yet it actually carries more traffic than several neighbouring A-roads including Turnpike Lane. Clearly something must be done and we are pleased the council is taking the time and effort to survey the traffic conditions and consult residents.

Our specific comments with regards to the packages outlined by Haringey Council are as follows:

Package 1 Minor Changes

Some of the options in this Package are desirable, but even taken together they would not solve the problem of excessive traffic. Wightman Road would remain fully accessible to through traffic, and since Wightman Road has far fewer interruptions than Green Lanes, through traffic will continue to use Wightman, plus a Ladder "rung" as a rat run.

Packages 2 & 3 – Make Wightman Road one-way (either north or southbound)

At first glance you might expect a one-way road to reduce traffic – if traffic was one-way northbound then all the southbound traffic would have to go elsewhere? However it could mean the exact opposite – one-way systems increase a road's capacity and so over time actually attract even more through-traffic into the area. This is particularly true over the next few years with several new housing developments already underway and a Council plan to completely rebuild and expand Wood Green as a "Metropolitan Town Centre" to serve neighbouring boroughs. Traffic will also increase because a one-way Wightman would make rat running up and down the rungs even easier, for example northbound rat runners wouldn't have to cross oncoming traffic to turn right at the top of a rung.

One-way systems have many other negative impacts too – that is why most cities around the world, including London, are doing away with one-way systems. They have been proven to:

- increase traffic speeds
- reduce safety - one study showed that collisions are twice as likely on one-way roads
- reduce liveability - vehicles stop less on one-way streets, which is hard for bikers and pedestrians
- significantly increase traffic
- increase crime rates

Package 4 Filtering

Filtering will bring many significant benefits:

- Traffic reductions of 60% or more on most rungs, and 90% on Wightman Road itself.
- 8% of traffic in the surrounding area will disappear, as people use their cars less, reducing pollution not just on Wightman and the "rungs", but also Green Lanes and the wider area.
- Health improvements – e.g. reductions in stunted lung growth in children, heart disease, cancer, asthma and dementia.

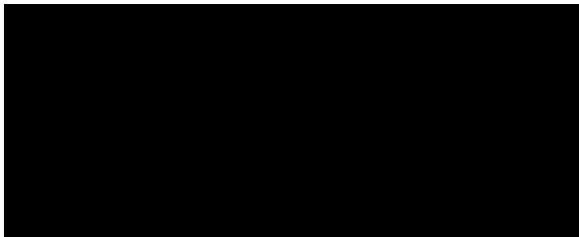
Ladder Community Safety Partnership

- Less noise, pollution and better road safety encourages adults and children to walk and cycle more.
- Benefits to the economy by cutting NHS costs and reducing time off work because of illness.
- Residents will be able to enjoy the space at the front of their home without noise and pollution, which promotes a friendlier environment, sense of community and lower crime rates.
- Reduced stress-related and mental health issues caused by eroded sense of community, interrupted sleep and other traffic-related problems.

The cost? During the Wightman Road bridgeworks in 2016 some car and bus journey times increased at some times of the day or became unreliable particularly in the first few weeks while traffic patterns adjusted. Of course there were no mitigation measures in place at that time, which would have significantly improved journey reliability. But even if a car journey take a bit longer at certain times of day - isn't this a price worth paying in return for all the benefits listed above?

In summary we believe that Package 1 "Minor Improvements" will make no difference, Packages 2&3 will make matters worse and that only Package 4 offers the only viable lasting solution to excessive traffic.

Yours sincerely



Living Wightman



FAO Leader of the Council Councillor Claire Kober and Councillors

Haringey Council

Dear Ms Kober and Councillors

Proposed changes to Wightman Road London N8

We write with reference to the above and wish to place on record our grave concerns and opposition to the four proposals on behalf of the parish of St John the Baptist ('the parish'). The parish has been long established for over 37 years in Wightman Road following relocation, providing an essential lifeline and support to orthodox worshippers including the vulnerable, elderly, sick, disabled and young persons as well as being a safe haven, place of worship and reflection welcoming to all persons.

The parish at its core comprises the church as well as providing luncheon clubs and activities for the elderly and disabled, youth clubs, greek school, greek dancing and cultural studies for children and adults as well as periodic functions for the community. We strongly believe that the Council has failed to have due regard to all the aforementioned groups and the negative impact upon them in the proposals and their protected characteristics under the Equality Act 2010 including considerations of age, disability, race, religion / belief and sex. To date the parish believes that the Council has failed to properly consult and have due regard to the parish and its protected groups as a key stakeholder. The parish welcomes the opportunity to meet with Council officers to ensure that this is addressed and the affects on the parish and its parishioners are mitigated as far as reasonably possible.

Whilst the parish notes the four proposals offered for consideration, it remains unclear the extent to which the minor improvements envisaged by option 1 will actually impact the parish. The remaining proposals would result in the parish almost ceasing to be in existence in the long term, which would have vast repercussions for the vulnerable groups. A vast number of parishioners are elderly, disabled and single parent families with young children with limited understanding of the English language and who rely heavily on the parish, its programmes and committee officers in their daily lives. The parish has attempted as far as possible to explain the proposals and reassure parishioners which has been particularly distressing for them mindful of the road closures of approximately 6 months last year which made it almost impossible for a number of the most vulnerable parishioners to attend the parish. This caused a great strain on the parish being the reason that certainty is a key requirement and we would not wish for the most vulnerable to be denied the opportunity to

attend the parish something we are sure the Council would not wish to be repeated from last year. In addition parishioners attend from both Haringey as well as neighbouring boroughs for example Enfield and Barnet through the provision of transport reimbursed by the parish to ensure they do not lose the vital lifeline offered by the parish. Major changes to the roads surrounding the parish would make this almost impossible to fund for example due to increased costs.

The parish's preference would be for no works to be undertaken which would impact on the parish and its parishioners. As outlined above, the closures in Wightman Road for approximately 6 months last year greatly impacted the parish, its parishioners and the ability of the parish to deliver services and provide fundamental support to the vulnerable groups.

To date, none of the communications presented to the parish have been translated into Greek which would greatly assist parishioners in their understanding of the proposals. In addition, the Council has failed in its public sector equality duty in failing to have due regard to the need to achieve the objectives of s149 of the Equality Act 2010 including to:

- (a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under the Equality Act 2010;
- (b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;
- (c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

Paragraph b above is of particular relevance as the parish and the protected characteristics of its parishioners ought to be carefully considered and balanced when considering the proposals for the area. In this regard, we would respectfully request disclosure of all equalities impact assessments undertaken for (i) the parish and (ii) Wightman Road itself.

The parish wishes to work closely with the Council in shaping its proposals to preserve the parish, its longevity and ability to deliver vital services and fundamental support to all and in particular the vulnerable groups mentioned above.

We would request that you contact [REDACTED] [REDACTED] [REDACTED] of the parish at [REDACTED] to discuss further.

Yours sincerely

On behalf of the committee of St John the Baptist Greek Orthodox Church



Introduction

This Objection is made on behalf of the parish and the community served by St John The Baptist Greek Orthodox Church, Wightman Road, London N8 0LY (“The Church”) and relates to the proposals for intervention relating to Wightman Road / the Ladder area.

Background

The Church was founded in 1980 and serves a congregation of approximately 5000, with a huge number of the community comprising elderly parishioners, as well as young children who attend the Greek School that operates on Tuesday and Thursday afternoons and on a Saturday. There is a mixed demographic of Greek, Greek Cypriot, Russian, Jamaican, Serbian and Polish parishioners. The vast majority are either Greek or Greek Cypriot with the largest proportion being elderly, and or disabled (hard to reach groups) living in the London Borough of Haringey, who rely on lifts via car to attend the Church and also rely on the support network provided by the Church.

The Church serves as a focal point and community centre for its parishioners, providing lunches, tea and social events, as well as spiritual guidance and prayer. It also arranges speakers to share knowledge on a range of topics, including nutrition, dementia and regularly holds social events to enrich the lives of its community. Another important function is that it helps needy families, through donations and the committee members undertake outreach and voluntary support to the local community.

The Church’s Objections

The Church has real concerns as regards the proposals presented and strongly opposes WL2, WL3 and particularly WL4. It is our duty to safeguard our community and the needs of our parishioners and we therefore urge the Council to reconsider and discount the above options, for the reasons outlined below.

The Church is not opposed to change, but presents this objection as change needs to deliver a meaningful and measurable benefit for ALL and not for the FEW and we are concerned that the dis-benefits of proposals WL2, WL3 and WLF heavily outweigh any purported benefits, especially for our elderly and disabled parishioners. Additionally, we would question the viability of the proposals.

The Church’s objections are on the following grounds:

1 Proportionality

The Church does not accept that the proposals are proportionate in terms of impact on and prejudice to affected stakeholders. For example, in numerous places in the consultation document, there is reference to ‘cycle access’ and ‘cyclists’. These are only one group and their interests should not be superior to or higher than non-cyclists; in this case, less able bodied constituents. As outlined above, we have a large proportion of elderly and disabled parishioners living in Haringey and they rely on lifts via car to travel to and from the Church. We therefore beseech the Council for equality of opportunity to ALL.

There is considerable uncertainty as to the purported benefits of the interventions, as well as lack of viability in terms of funding, due to various uncertainties. The fact that the proposal 'may' reduce emissions is simply not good enough and to proceed on the basis of speculative staged benefits is unreasonable conduct on the part of the Council.

2 Unlawful interference – Human Rights Act 1998 and Equalities Act 2010

Article 8 of the Human Rights Act 1998 requires any interference with human rights to be made in accordance with the law and Article 9 provides freedom of religion and belief. Furthermore, local authorities are under a duty pursuant to section 149 of the Equalities Act 2010, which requires authorities to consider the impacts of its decisions on protected groups. There is no evidence that a thorough analysis of the affected demographic has been undertaken, or that an Equalities Impact Assessment has been conducted to fully understand the impact of the proposals.

It is our concern that the proposals for intervention will have a disproportionate impact on our congregation, particularly our elderly and disabled parishioners, as well as those with significant language barriers.

As well as the benefits outlined at paragraph 3 above, the Church, together with the relatives of our parishioners act as a hidden support network to the elderly and disabled and require access via Wightman Road to carry out visits and caring duties, including taking the elderly and disabled to doctors and hospital appointments, picking up medication, delivering food parcel etc. We believe that this provides a huge saving to Haringey Council and if disrupted, the cost would be more likely to have to transfer to the Council by way of an increase to social and health care. In the event of road closure or filtering, there would be a significant impact to journey times, carrying a risk and concern as current benefits and support offered would have to be reconsidered and reviewed.

3 Uncertainty

At a time when our borough is facing huge uncertainties and cuts and subject to pressure on funds, we would challenge how there is justification to support the level of works, both in terms of interference to affected parties and the cost to constituents.

Additionally, there is insufficient clarity as to how the works would be delivered, due to uncertainty regarding funding and design. Therefore, without more detailed traffic modelling (which in itself would escalate costs), the objective benefits cannot be quantified.

Proposal WL4 is too expensive and presents many challenges. Indeed the commentary in the consultation note acknowledges the considerable dis-benefits, including difficulty 'to access local business', 'highest cost and complexity' and 'significant negative impacts on journey times'.

Conclusion

For the reasons set out above, The Church maintains its objections to proposals WL2, WL3 and WL4.

Notwithstanding, meaningful dialogue is welcomed and sought by The Church with Haringey Council to try and address the concerns and issues raised, so as to provide reassurance to our parishioners.

Yours sincerely

On behalf of the committee of St John the Baptist Greek Orthodox Church



UK Charity
Reg No:
1093884

بِسْمِ اللَّهِ الرَّحْمَنِ الرَّحِيمِ



London Islamic Cultural Society

389-395 Wightman Road, London N8 0NA – Tele: 020 8348 0353/020 8372 3023
Correspondence to: Brother A. Alli – 9 Willoughby Road, London N8 0HR

Website: London Islamic Cultural Society.com

For the attention of : Razak Mahama, Catherine West MP, David Lammy MP, Joanne McCarthy, Deputy Mayor of London, Ward councillors, Cllr Peray Ahmet and Leader of the Council.

Green Lanes Area Transport Study Wightman Road, Turnpike Lane, Green Lanes and surrounding area

I write to you out of concern for and on behalf of our Mosque/Cultural Centre whose users are residents of Haringey and from visitors to our borough who use essential services at our centre. As you will be aware the Mosque has been on the site since 1988 but the charity has been in Haringey since 1965 operating from the home of our President, Abdool Alli in Willoughby Road.

We provide services for the elderly, women, children and families, madrassah, homework/learners club, funerals, weddings and other community based events. We routinely work with the Police, NHS, Tottenham Hotspur, and council to mention a few.

These services particularly the funeral prayers are essential to our congregation and there is no fixed time when a funeral occurs. In addition, we have 5 daily prayers, these are spread across the whole day with the earliest being 3.45am and the latest 9.30pm. Over 100 children come to the Mosque for lessons from 5-7pm each weekday, and Saturday, Sunday mornings.

We provide critical services to anyone irrespective of religious or cultural differences, disability or sexual orientation. We believe our Mosque provides much needed services to a diverse and growing population who cannot get the support from the council because of funding restraints.

This is why we write to **object** to the proposals on offer for Wightman Road namely:

- Minor improvements [we do not know what this is or its impact]
- Wightman Road one way Northbound
- Wightman Road one way Southbound
- Wightman Road closed with filtering

In addition, we have first hand experience of the chaos caused by the unnecessary closure of Wightman Road in 2016 to allow for bridge work. The drastic closure of Wightman Road, Sydney, Raleigh and Hampden Roads was to our centre's detriment and the elderly, disabled clients who could not get to hospital or doctors appointments due to the traffic chaos. We, the Greek Centre, shops and the Gospel Centre opposite were totally boxed in. **There has to be a better way to meet the needs of the residents, allow your work and to allow schools, places of worship and businesses to function.**

We do not believe that the **consultation** was carried out adequately in fact there was no consideration given to schools, shops, faith groups and Turnpike Lane Traders Association – **we were all left out of the process.** That is cannot provide and is certainly not a valid assessment of the impact that such drastic changes will make to the local area. In fact the non-decision making

Steering Committee made the decision to exclude all these groups and only concentrate on residents with the exception of the Harringey Traders Association; who because of their perseverance in objecting and attending were then included. At the onset of this study I am aware that Cllr Stuart McNamara's request was for full involvement of our groups as it was recognised that we were important stakeholders.

These changes would strangle not only the faith groups, businesses, and schools on Wightman Road but the knock on effect to **surrounding areas** such as Hornsey Park Road, Turnpike Lane, Tottenham Lane, Green Lanes and many ladder roads would be devastating. Life as we know it would come to a stand still as it did last year with the closure of Wightman Road. Many of our services would have to stop as users would not be able to access them and you will see much needed community services closed. Businesses lost over 60% in trading whilst the closure of Wightman Road occurred last year.

You cannot make drastic changes to Wightman Road without it seriously affecting surrounding areas. Quality of life would be affected by the implementation of these proposals. To make Wightman Road one way would have the same devastating effect and will make it a rat run.

We along with **St John's The Baptist church, The Gospel Centre, Turnpike Lane Traders Association, Harringey Traders Association, workers from Network Rail** have all joined together with **ONE VOICE** uniting in demonstrating that the impact on all of us will seriously affect the welfare and well being of our businesses, residents and places of worship . Working together this group has submitted **3500 signatures** from residents, businesses, faith groups, Network Rail, to the council. This is in addition to the online surveys that we know people have been completing.

Finally, Wightman Road is a 'primary route'; it is a B route and there will soon be **175 new homes** immediately behind the Mosque in two dreadful 14 floors blocks which will generate further congestion in what is already a congested area.

I ask that you please look carefully into this study and consider the opinions of all of us who have invested heavily not only to our local areas but to the entire well being of our wonderful borough Haringey. Our borough has a diverse group of residents who live in peace and harmony with each other and who would do right by the borough –**this is not right for our area, our home.**

With Kind regards,


Trustee





Notes of Meeting 10th May 2017

Green Lanes Area Transport Study

Wightman Road, Turnpike Lane, Green Lanes and surrounding area

Present:

██████████	Haringey Council	████████████████████
██████████	Haringey Council	████████████████████
██████████	Steer Davis Gleave [Consultants]	████████████████████
██████████	Wightman Road Mosque	██████████
██████████	St John The Baptist Church	██████████
██████████	St John The Baptist Church & Resident	██████████
██████████	St John The Baptist Church	██████████
██████████	The Gospel Centre [Wightman Rd]	██████████
██████████	Turnpike Traders Association	██████████
██████████	Harringay Traders Association	██████████
██████████	Harringay Traders Association	██████████

1.0	Representatives from Green Lanes, Turnpike Lane, Wightman Road and Ladder Roads attended this meeting with council officers to discuss and share their concerns regarding the Transport Study and the manner in which consultation has occurred.
1.1	<p>The group represented residents, Faith Groups and businesses.</p> <ul style="list-style-type: none"> • Wightman Road Mosque has been in the borough for over 40 years; • The Gospel Centre reverend has served the community for over 28 years; • St John The Baptist has been on this site for 37 years with users living in Haringey for more than 45 years. • Shef Mehmet has been working and connected to Haringey for over 50 years; • Sol Ali of Turnpike Lane Traders has lived in the borough all his life. • Network Rail workers object to the changes
1.2	<p>Discussions took place on the proposed options for Wightman Road:</p> <ul style="list-style-type: none"> • Wightman Road one way Northbound • Wightman Road one way Southbound • Wightman Road closed with filtering
1.3	<p>All those present objected to the proposals and want Wightman Road left as it is. It was stated that:</p> <ul style="list-style-type: none"> • Under the council's own policy Wightman Road is deemed as a 'primary route' • Turnpike Lane Traders lost an average of 60% business during the previous closure to WR •
1.4	<p>Consultation – issues were raised about the manner in which the consultation was implemented which was inconsistent. The following concerns were raised:</p> <ul style="list-style-type: none"> • The consultation process was seriously flawed as it focused on just residents; • Consultation was selective and incomplete; • The council's definition of 'stakeholder' excluded Churches, the Mosque, and schools all of whom are part of the community of Wightman Road providing

	<p>essential services.</p> <ul style="list-style-type: none"> • Any of the proposed options would have a devastating impact on the welfare and livelihood of users/workers of these centres. • Turnpike Lane Traders were NOT consulted despite being shown on the Transport Study map as being in the scheme. • It was considered to be irrational not to consult with Turnpike Lane Traders and Harringay Traders who would both be seriously affected by these changes. • The Gospel Centre was not consulted and only learned about the impending changes as a result of the petitions
1.5	<p>Council Officers admitted that a decision was made to exclude faith community and schools and shops. Those present found it unacceptable that the Steering Group who are an advisory group and not a decision making group were able to make a decision to exclude Faith Groups, schools and shops.</p>
1.6	<p>The Gospel Centre raised issues:</p> <ul style="list-style-type: none"> • The Centre has heavily invested in LBH and the community • These changes would have a drastic impact on users, and volunteer workers • Something so drastic needs thorough consultation from the wider community not just residents • Rev. Brendan shared his experience of what happened when the road was closed in 2016. There was a severe impact on the services such as the Food Bank and the Winter Shelter programmes. • The Centre lost volunteers who could not negotiate the chaotic traffic to get to deliver services • WR is an arterial road, a key road for the community so if residents wanted a quieter life on the A406 would you close that?
1.7	<p>Harringay Traders Association was very passionate about the whole process of consultation and asked previously for a traffic study hoping to improve life for residents in the green lanes area. But were told there was no money now this scheme that has been proposed does not meet requirements and is a waste of money. Because the consultation process is not fair. The group indicated that they had attended several meetings but had to stop as what was going on is totally flawed.</p>
1.8	<p>The groups present asked questions of the officers:</p> <ul style="list-style-type: none"> • Whose initiative is this scheme – answer: Cllr McNamara initiated but then it became the council • Has there been any involvement from the Mayor of London – answer: no • Have MPs or Joanne McCartney been made aware of the scheme – No • Who is funding the scheme and how much is it costing – answer: TFL, costing is dependant on which options are decided on • Have you consulted with services such as Police, fire, ambulance – No • If all options were objected to what would happen – answer: to go ahead with any option the council would need 50% in agreement <p>Groups present agreed to contact the Mayor of London, Joanne McCartney, David Lammy MP and Catherine West MP.</p> <p>Also to chase the meeting with Lead Member Cllr Peray Ahmet and ward councillors.</p>

1.9	Consultant: David informed the group that they are aware of the impact from the 2016 closure of WR and data available from last year was used to produce the current study.
2.0	Time Line: <ul style="list-style-type: none">• Consultation completes 14/5/17. This includes the online survey• The surveys will be analysed concluding analysis in July/August 2017.• Information and findings will then be presented to the Lead Member

See Appendix 1 below

Appendix 1:

1. Stakeholder Consultation

I think there is a serious flaw in the Council's definition of "stakeholder" and its understanding of what constitutes "community", which inevitably leads to a narrow, selective and incomplete consultation process and ultimately decisions being made on insufficient information.

By the admission of the Council's officers, the faith community and schools were excluded from the "stakeholders" consultation. But community is made up of more than just residents – everyone who lives, works, worships, teaches, conducts business, volunteers etc in a given area is part of that community and deserves to be included in any consultations on proposed changes that will have a deep impact on the quality of life in that area and their ability to continue doing what they do in that area. If you only have "residents" in an area, you end up with a dormitory, not a community.

2. Holistic Consideration

Green Lanes area is not an island, it doesn't exist in splendid isolation. It is folly bordering on gross negligence to consider making drastic changes within the Green Lanes area without giving full consideration to the knock-on impact in the surrounding areas. If Green Lanes Area was an island, you could do anything you like without wider consequences. But it isn't.

Again, by the admission of the Council's officers, the wider area was not considered in the stakeholder consultation process. Thus the Turnpike Lane traders were excluded because they were considered to be "outside" the area. Yet as we saw last year when Wightman Road was closed for the bridge repairs that Turnpike Lane, Hornsey High Street, Priory Road, Noel Park, Crouch End, Wood Green etc were severely adversely impacted. Journey times in the surrounding area were quadrupled, businesses were affected etc.

Who wouldn't want their road to be a private road? If we applied that logic unilaterally London would shut down overnight! What if the "residents" on the North Circular asked for the road to be closed so that they could have a quieter life? Or the residents in Green Lanes for that matter?

3. Local Area Impact

Last but not least is the local area impact. There are people living in the area who are not able to just jump on a cycle – they need vehicular access. There are at least three churches on Wightman Road plus several others in surrounding roads, as well as the Hornsey Mosque, whose ability to conduct weddings, funerals and other services will be severely impacted by any changes to Wightman Road.

Many of these places of worship are also involved in providing essential services to the local community (English language classes, Food Bank, Homeless Shelter, Education, Counselling services etc etc) and these too will be severely hampered. Although some clients of some of these services may come on foot, many of the community volunteers who help provide them come from other parts of the Borough. When Wightman Road was closed last year for Bridge Repairs, the provision of some of these services became almost impossible because of the traffic chaos in the surrounding area.

When it came to evaluating the positive impact closing Wightman Road would have on the local area, I noticed that the representative from the company carrying out the consultation process spoke only of traffic reduction and air quality. But "quality of life" is not only about traffic figures and air pollution. Granted these are serious issues, but quality of life also includes the ability of the local community to

Wightman Road Mosque

function – to live, to worship, to congregate, to work. Quiet roads and clean air would be nice, but to strangulate the businesses and places of worship and make the immediate area inaccessible and the wider area insufferable will kill the community.

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