



Cllr Peray Ahmet  
Cabinet Member for the Environment  
Haringey Council

livingwightman@gmail.com

By email

22 July 2016

Dear Peray

### 1. A long term set of solutions

The Ladder Community Safety Partnership, Haringey Cyclists and Living Wightman are asking Haringey Council to put in place a long term set of solutions on the Harringay Ladder which results in:

- a) a low traffic Wightman Road, which also has the benefit of resolving the high traffic volumes on the Ladder rung roads and protecting two of Harringay's Schools.
- b) the restoration of Wightman Road pavements to appropriate widths for pedestrians, wheelchair users and joggers.
- c) the mitigation of any unintended consequences of the above.

### 2. A short-term extension

We are asking Haringey Council to extend the current filtered traffic system on Wightman Road, until the end of December 2016 in the first instance.

The reason for our request is:

- It is acknowledged that the traffic issues on Wightman and the Ladder are so severe that their resolution must be a key outcome of the Green lanes Area Traffic Study. We therefore anticipate that significant traffic management measures will be implemented on Wightman Road in the near future.
- There is significant and mounting evidence that the current filtered system on Wightman and Ladder roads meets the objectives of the Green Lanes Area Transport Study and therefore should be seriously considered as one of the solution options.
- A survey undertaken by Living Wightman indicates that a majority of Wightman Road and Ladder Residents support this option and over 850 people have signed a petition to extend the current arrangements

- Haringey Living Streets and Wood Green and Tottenham Friends of the Earth have also expressed their support.
- The Living Wightman survey shows that the measures Haringey Council put in place to manage traffic during the Wightman Bridge works have resulted in a significant change in local travel behaviour. People have changed their patterns of car use with 58% of local residents making fewer car journeys.
- The most challenging aspect in achieving this change has been its introduction and the subsequent acclimatisation of local people to the change. Haringey Council is to be congratulated on how it has risen to this challenge and successfully achieved a notable level of behavioural change. However, if the current traffic management measures are abandoned at this stage, only to be superseded by different measures following the traffic study, the current gains will be discarded and the borough will be returned to square one. Once again, we will all have to live through the difficult and painful introduction phase. Cynical response to such a stop-start cycle will risk increased levels of discontent and make the successful achievement of behaviour change a much tougher task.
- The traffic study is due to report in December. Our understanding is that some traffic management measures for Wightman Road are a likely outcome of the study. Retaining the current measures until such time as the nature of those measures is understood will avoid a repeat of the difficulties experienced this year.

### **3. Assessment Framework and Process**

The aims of the Green Lanes Area Transport Study have been given as:

1. Improving quality of life and health outcomes for local residents<sup>1</sup>
2. Improving the urban realm and local environment<sup>2</sup>
3. Enabling people to feel safe and proud of where they live and work<sup>3</sup>
4. Rationalising traffic volumes and routes including the impacts of the closures in the Gardens Area and Hermitage Road<sup>4</sup>
5. Improving road safety<sup>5</sup>
6. Maintaining or enhancing bus service journey times and reliability<sup>6</sup>
7. Enhancing pedestrian accessibility into and within the study area<sup>7</sup>
8. Improving cycle access within the study area taking account of the CRISP study proposals.<sup>8</sup>

We believe that these aims capture the concerns of residents and other stakeholders well.

During the forthcoming analysis and in the framing of any recommendations, we expect that extreme care will be taken to ensure that there is a balanced consideration of all the aims. A focus on one at the expense of the others would significantly decrease the potential value of the study outcomes.

We are aware that the experience of the Wightman Road closure has heightened sensitivities around traffic displacement to other roads and areas. Whilst we recognise this is an important issue, we believe that its consideration must be balanced against the benefits of a net reduction in traffic and net reductions in air pollution.

To support this balance we would particularly welcome the involvement in decision-making of officers with expertise in areas such as Public Health.

We also attach 'Fresh Start' a new approach to traffic management in Haringey which is our initial submission setting out key areas of concern and our goals. It contains a wealth of local information and evidence, including quotes from those who completed our Living Wightman Survey which bring home the very positive impact of the changes.

Yours sincerely

Living Wightman

Ladder Community Safety Partnership

Haringey Cyclists

---

<sup>1</sup> June 2016 Transport Study newsletter

<sup>2</sup> Tender document and June 2016 Transport Study newsletter

<sup>3</sup> Tender document

<sup>4</sup> Tender document and June 2016 Transport Study newsletter

<sup>5</sup> Tender document and June 2016 Transport Study newsletter

<sup>6</sup> Tender document and June 2016 Transport Study newsletter

<sup>7</sup> Tender document

<sup>8</sup> Tender document