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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

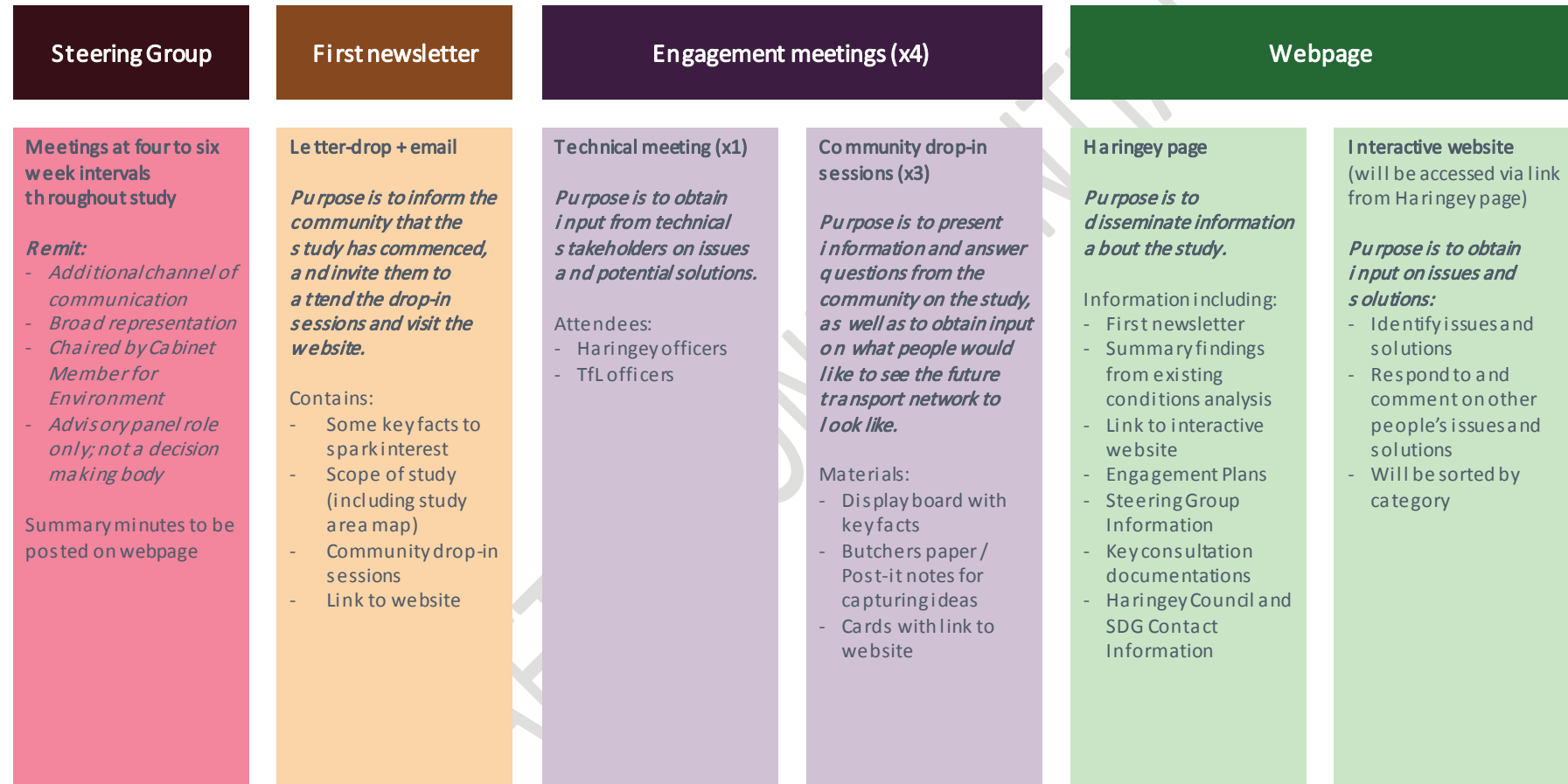
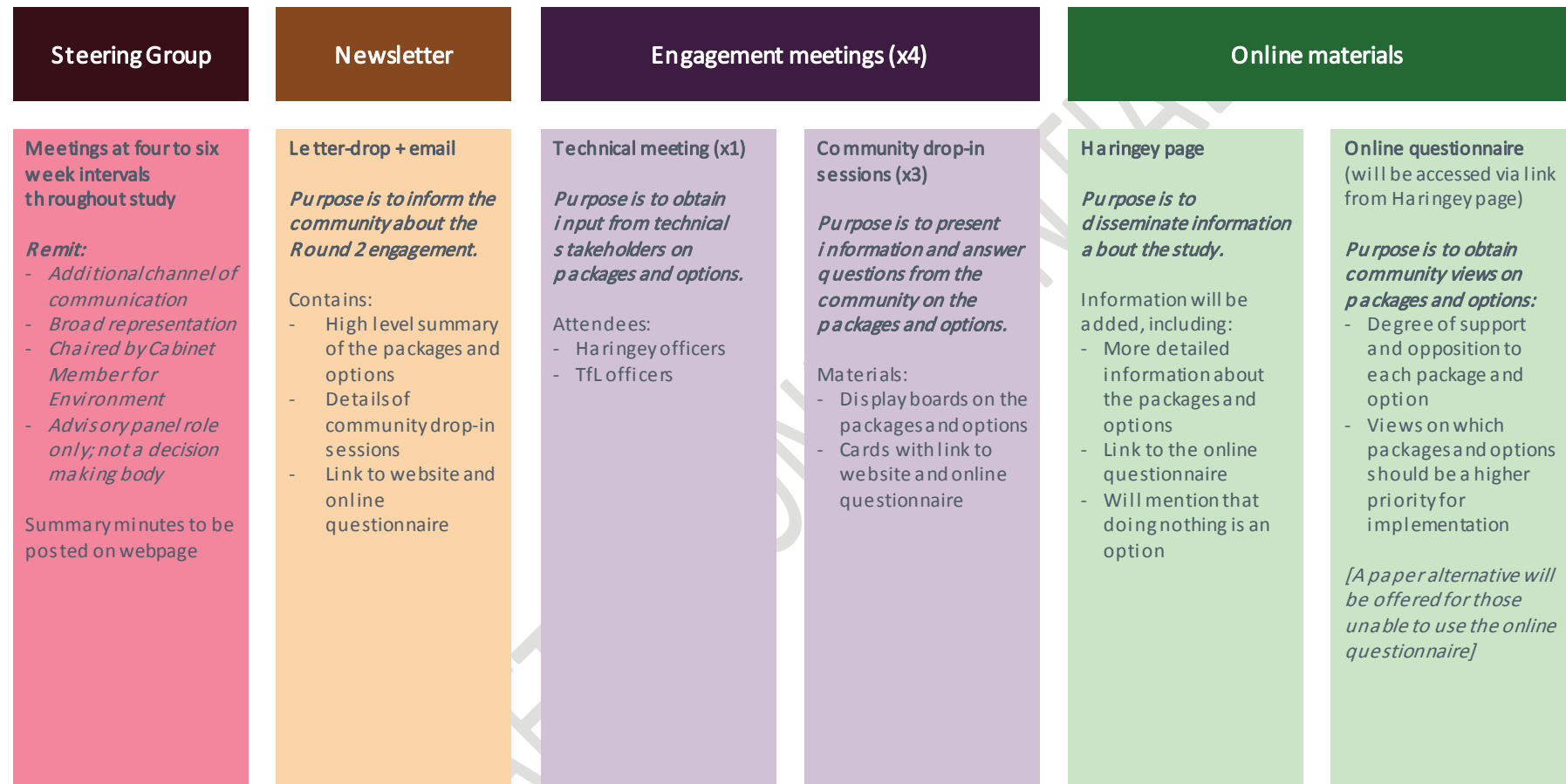


Figure 1.2: Round 2 engagement plan



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

Table 1.1: Summary of responses by engagement channel

		Number of respondents by location and proportion of total		
Channel	Number of respondents	Within study area	Outside study area	Unknown
Round 1 engagement				
Drop-in sessions	67	63 (94%)	1 (1%)	3 (4%)
Map-based survey	365	-	-	-
Round 2 engagement				
Drop-in sessions	53	49 (92%)	0 (0%)	4 (8%)
Survey	854	657(77%)	173 (20%)	24 (3%)
Petitions				
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

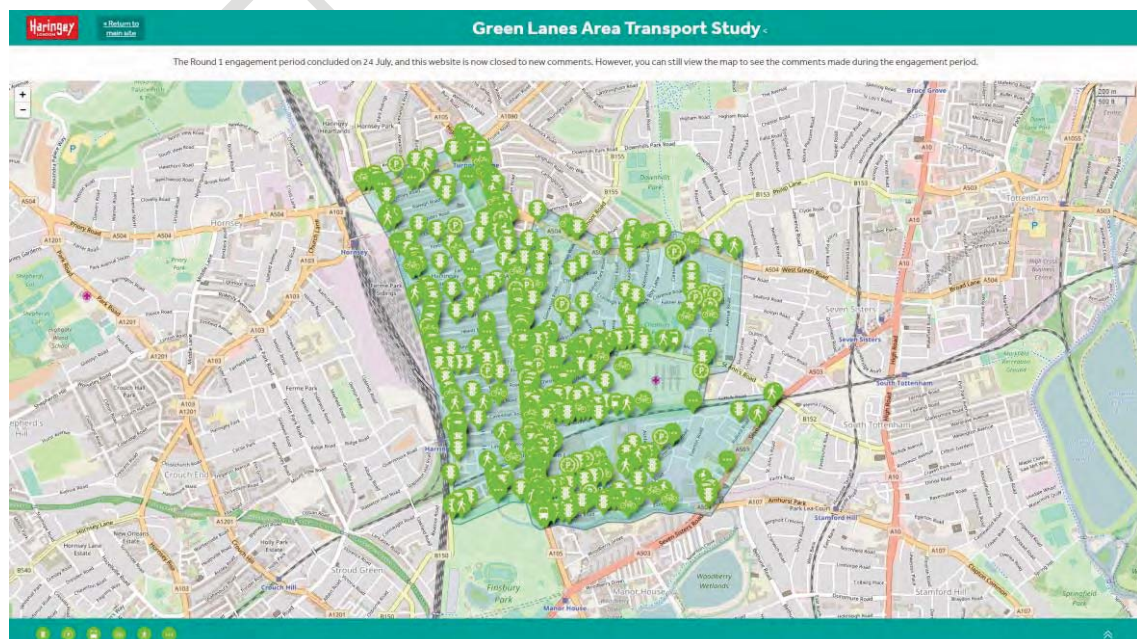
Introduction

- 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.

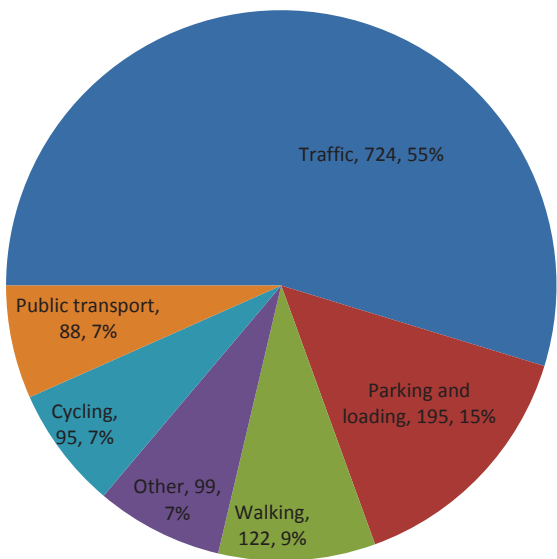
Response analysis

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**.

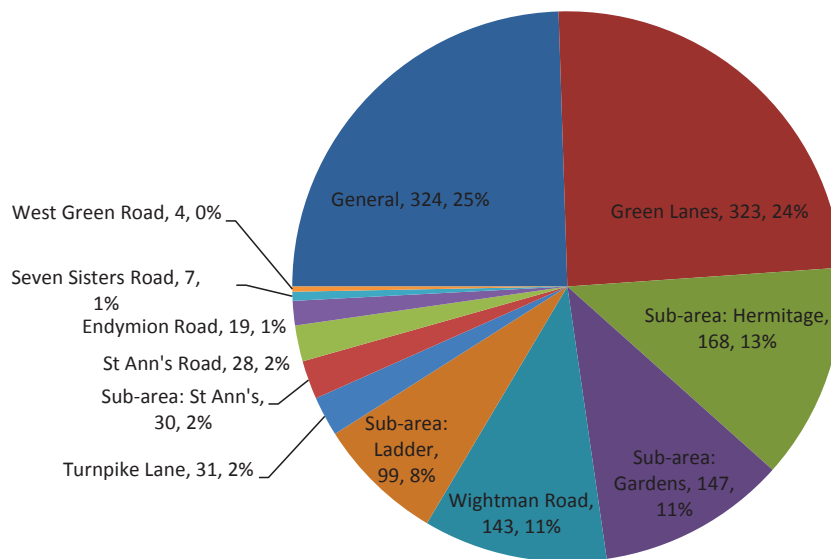
2.7 In order to provide a structure for the analysis of the responses received, they were categorised into themes. These themes, and the number of proportion of responses relating to each, are shown in Figure 2.2 below. The most common theme by far was ‘traffic’, with more than half of all responses 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

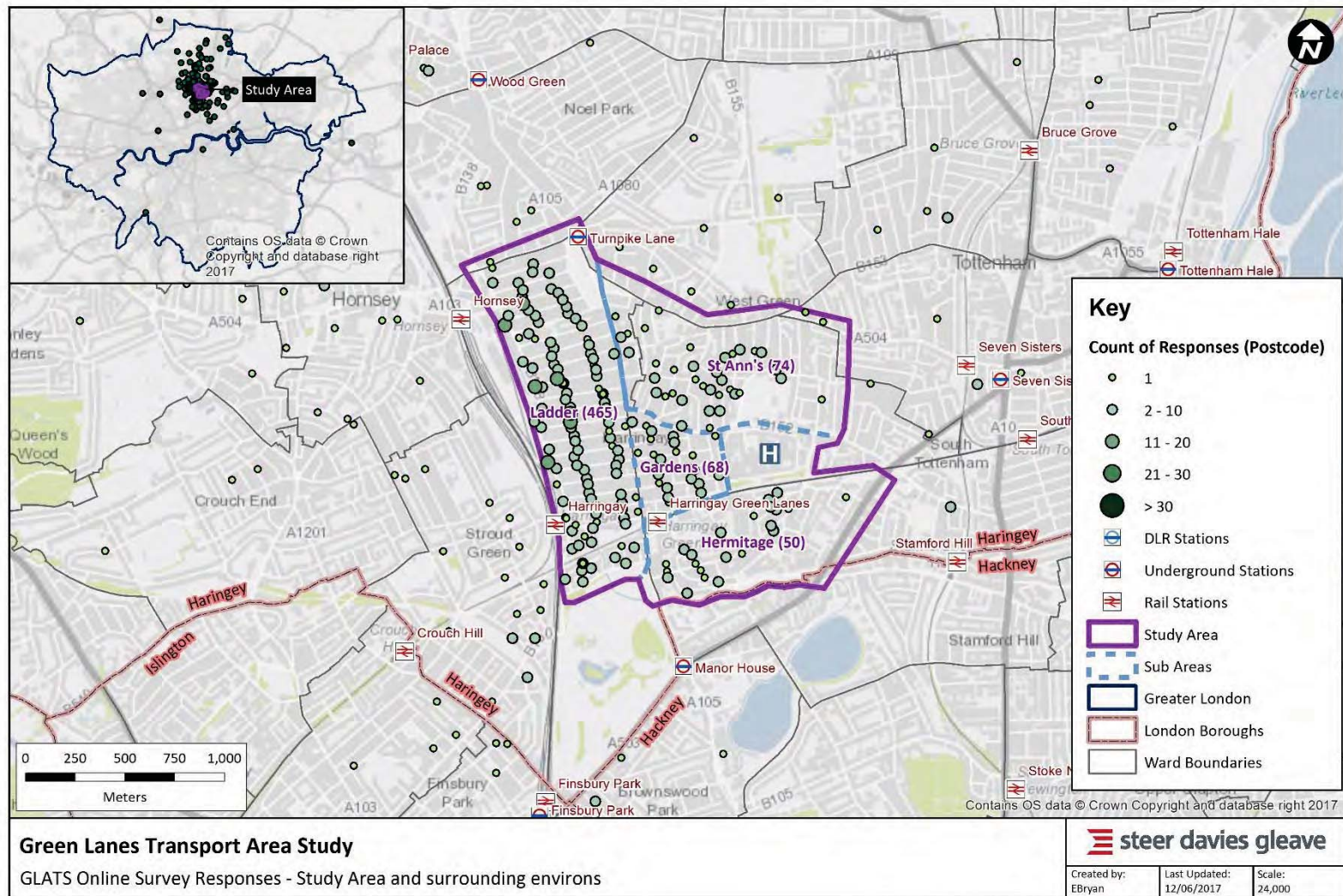
Introduction

- 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.



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

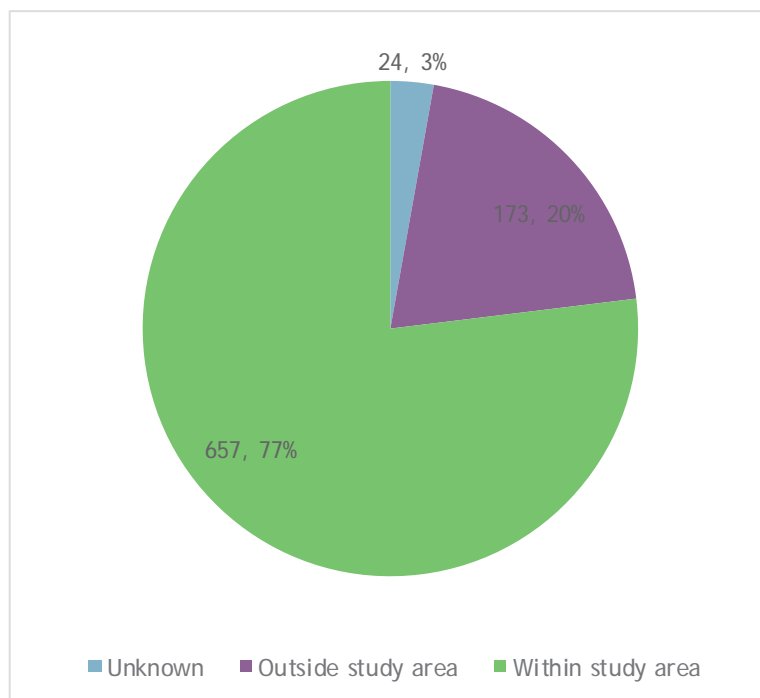
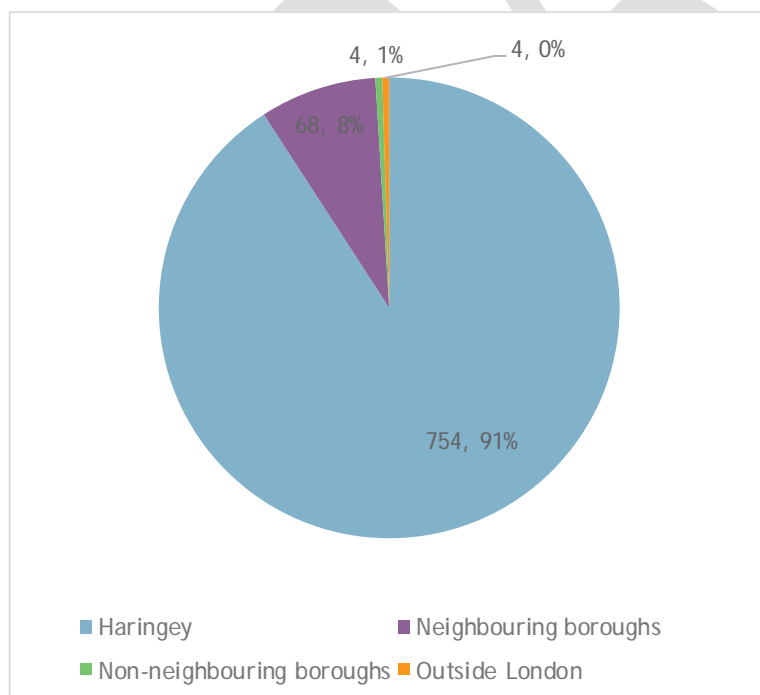
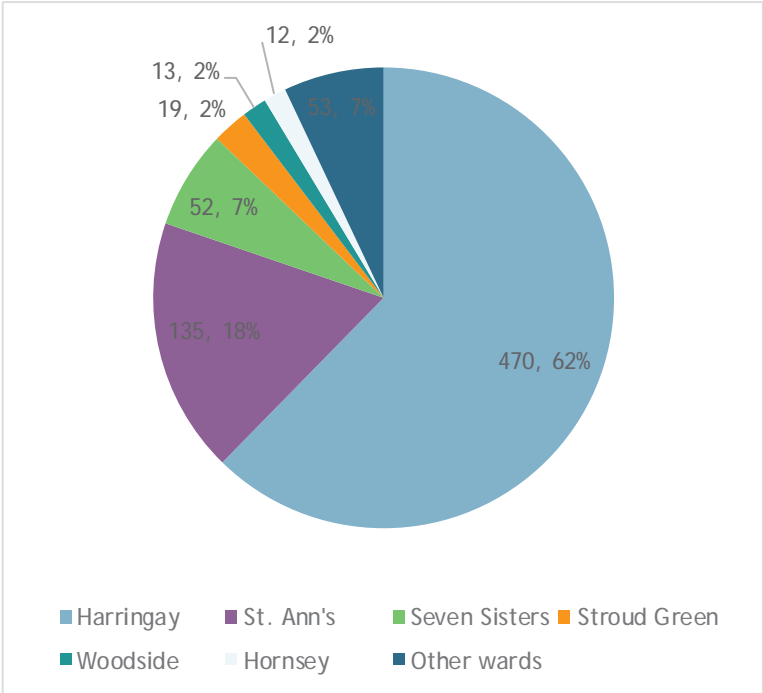


Figure 3.2: Survey respondents by borough



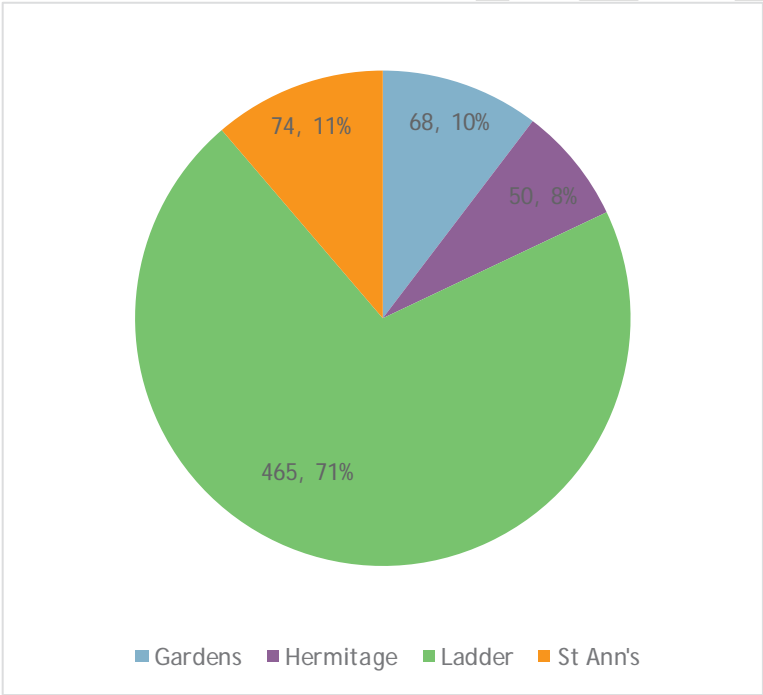
Note: Respondents with an unknown location are not included

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)

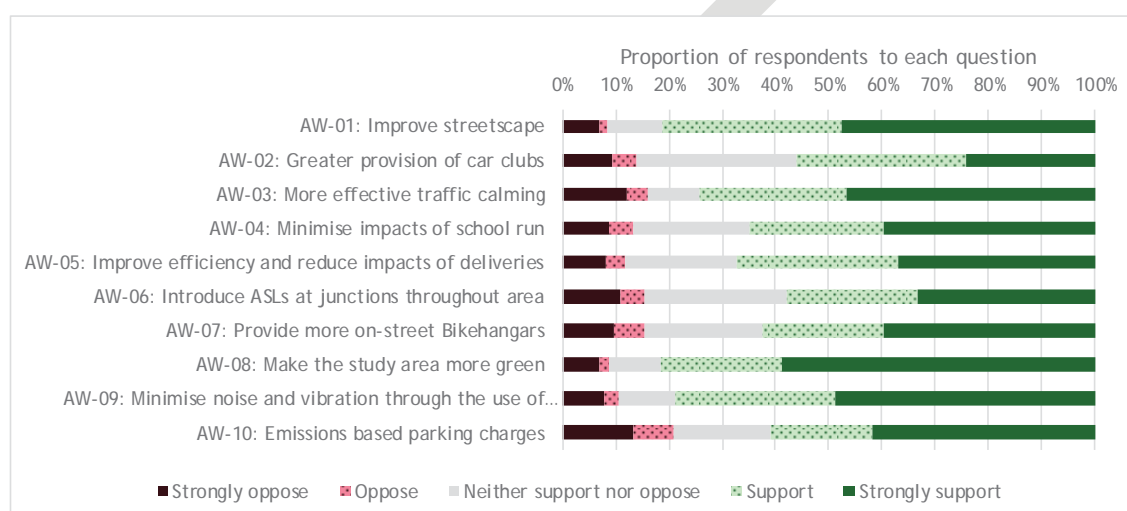


Figure 3.6: Views on Package AW options (study area respondents only)

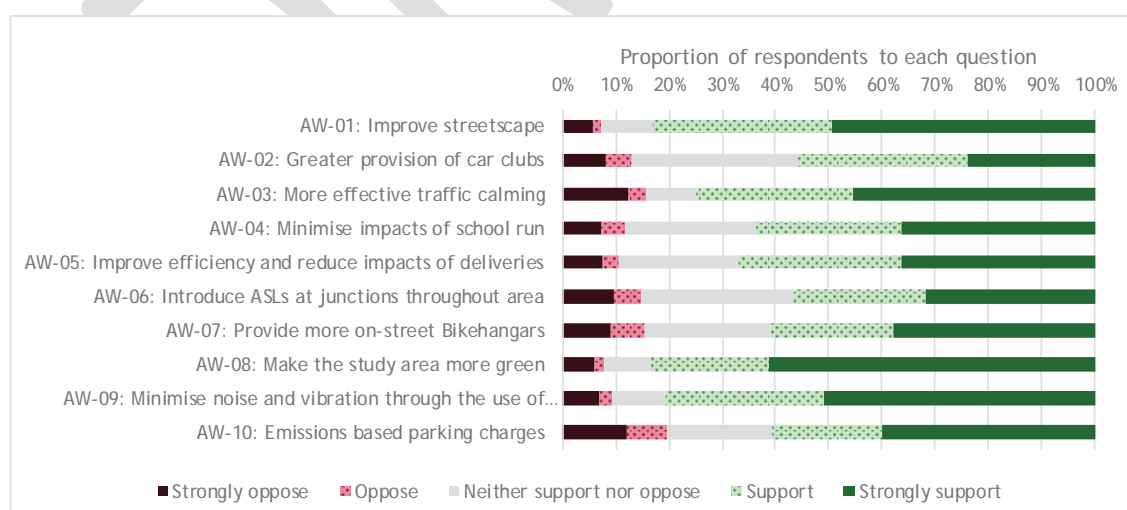
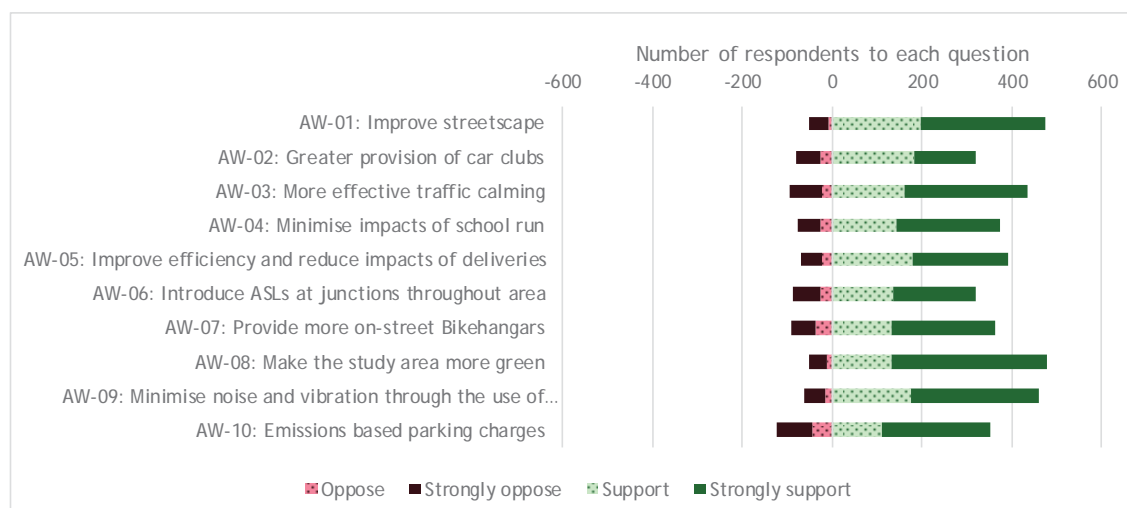
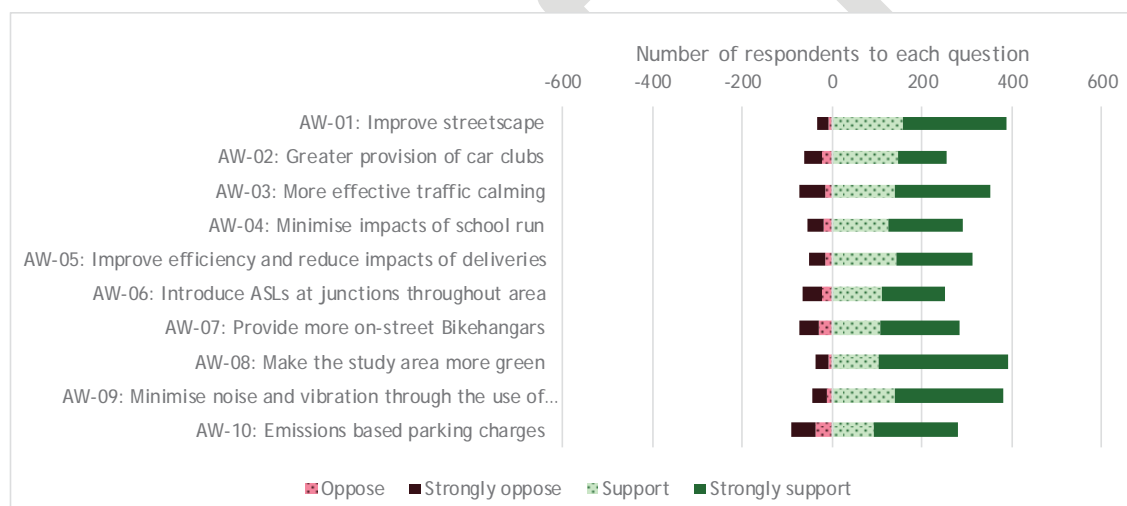


Figure 3.7: Balance of positive and negative views on Package AW options (all respondents)**Figure 3.8: Balance of positive and negative views on Package AW options (study area respondents only)**

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
General supportive	Support for cycling provision	52
General unsupportive 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)

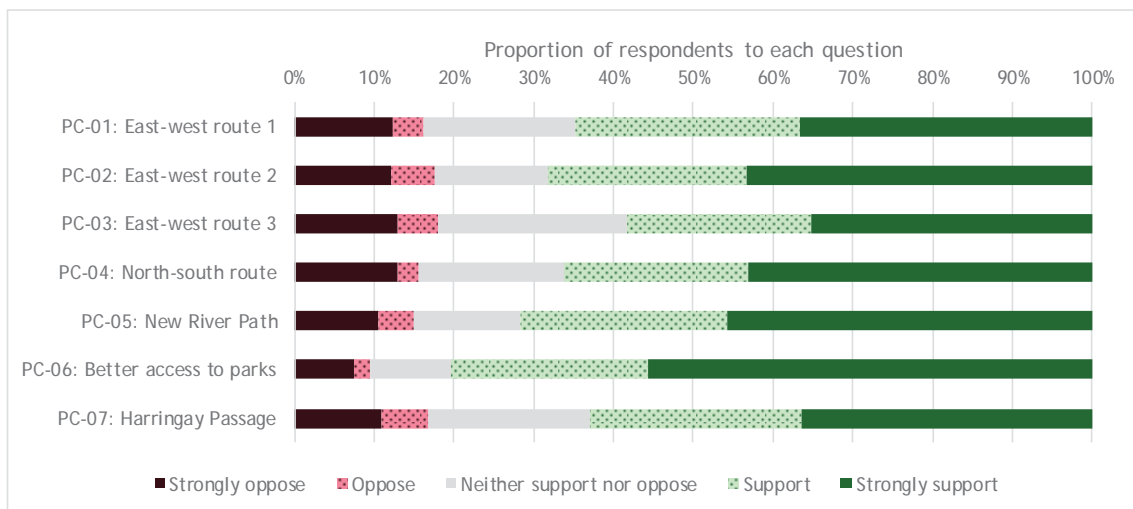


Figure 3.10: Views on Package PC options (study area respondents only)

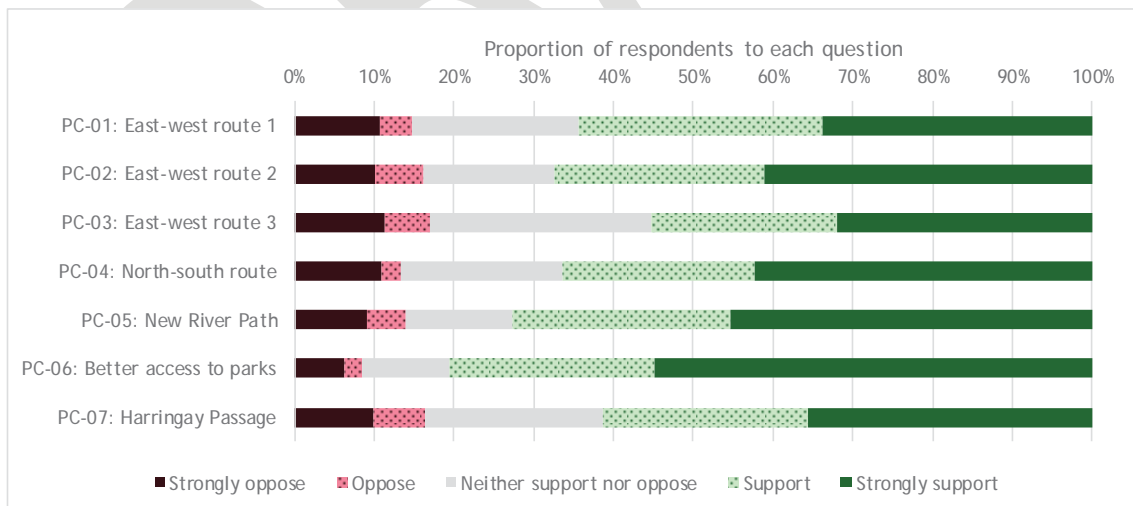
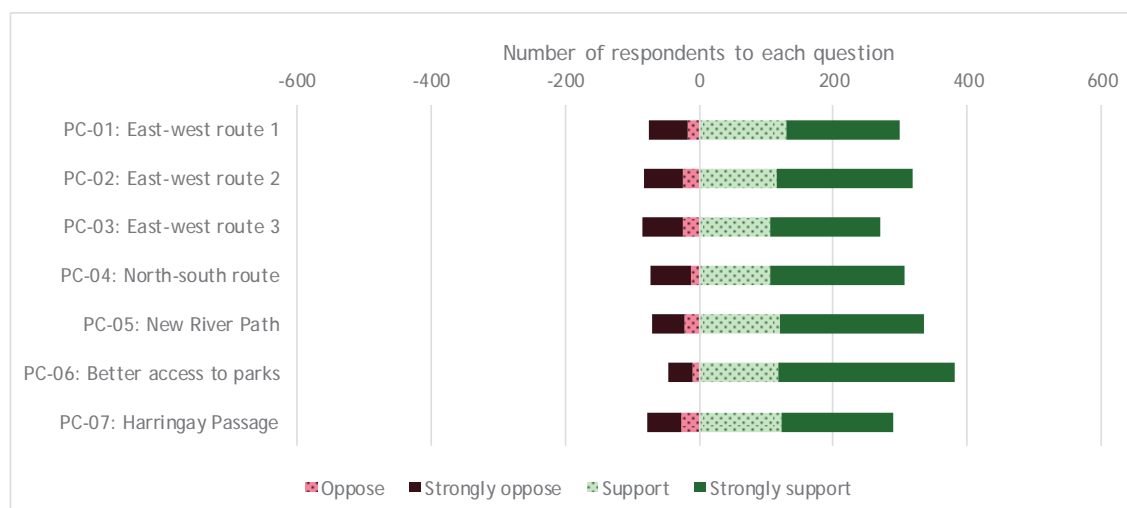
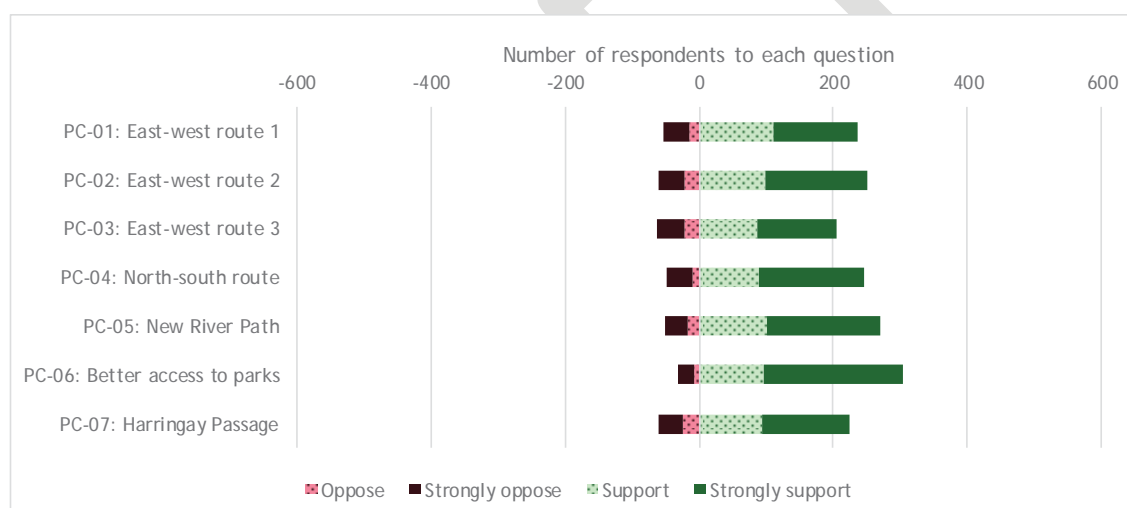


Figure 3.11: Balance of positive and negative views on Package PC options (all respondents)**Figure 3.12: Balance of positive and negative views on Package PC options (study area respondents only)***Open-ended responses*

- 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 along 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
PC-04: North-south route	Does not connect to key destinations	1
	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
	Include cycle and pedestrian route under railway to connect Hermitage Road and Green Lanes	1
	Use of hermitage road for rat-running should be assessed for cycle safety	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	12
	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)

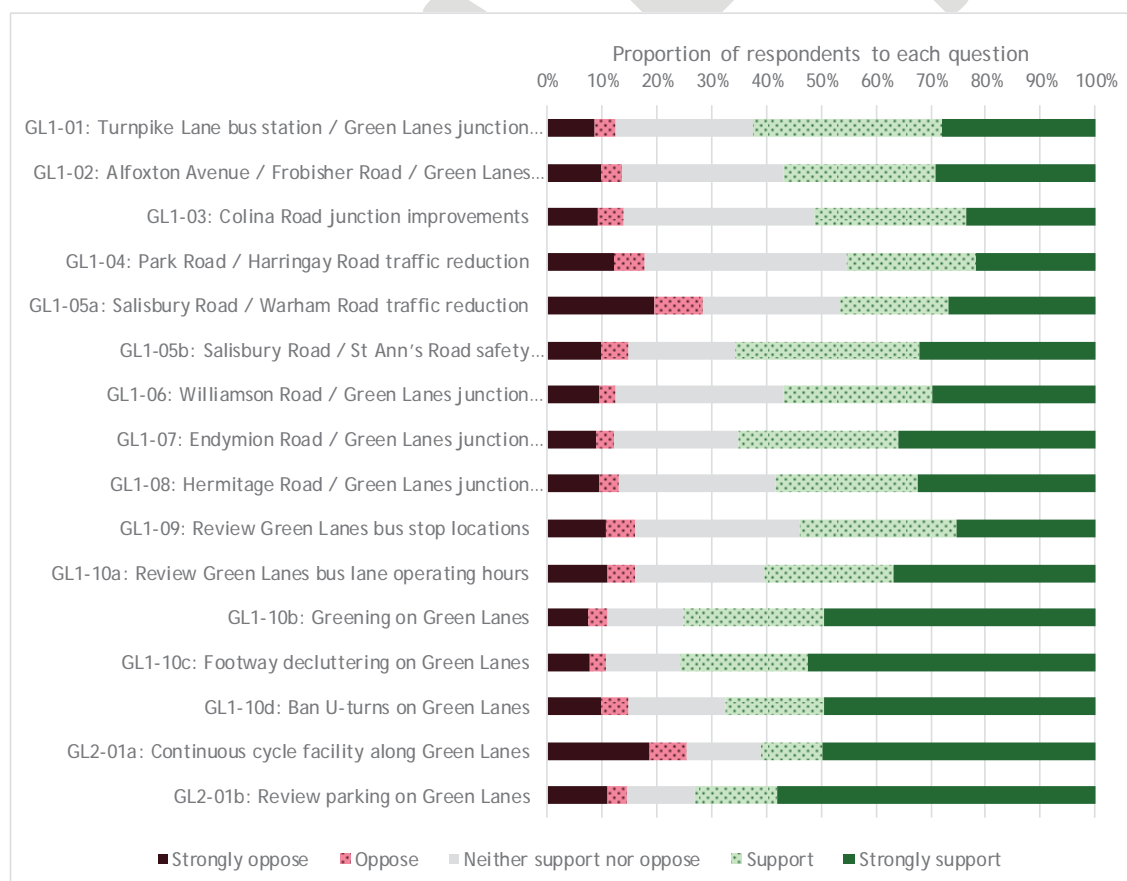


Figure 3.14: Views on Package GL options (study area respondents only)

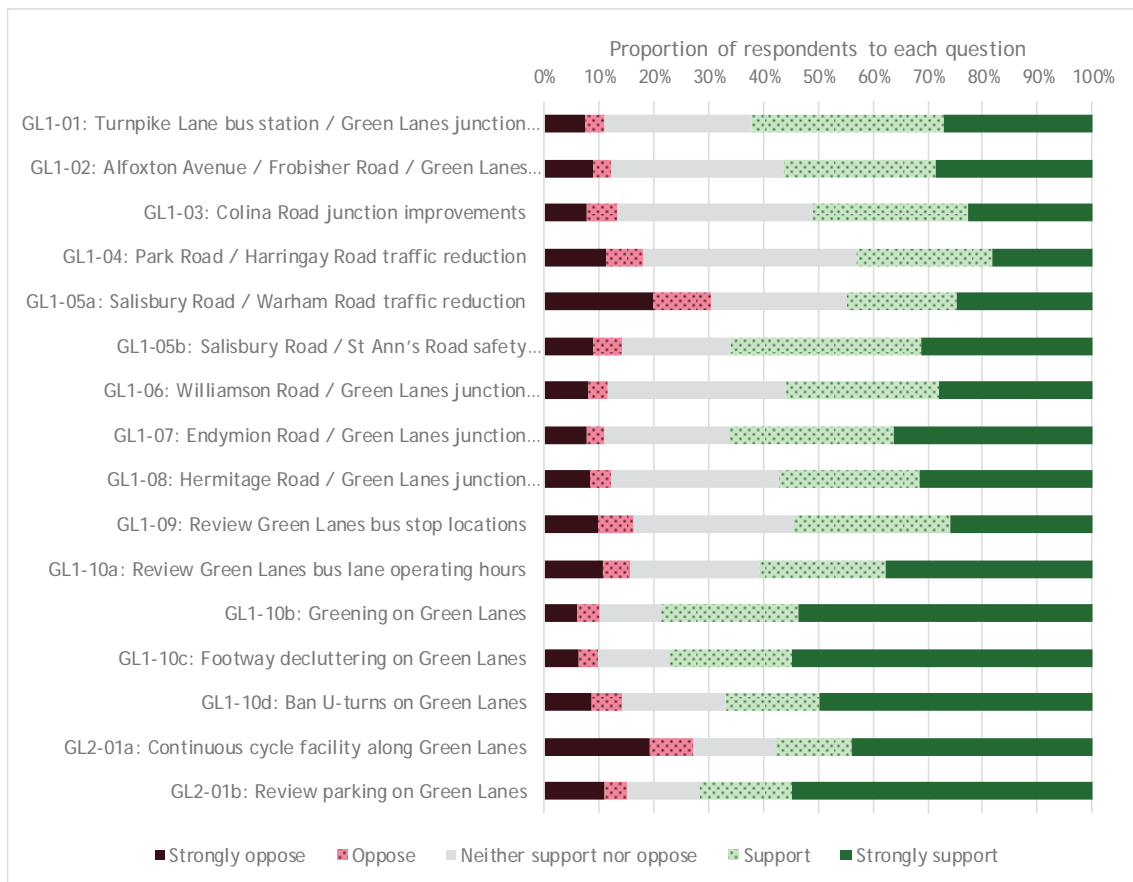


Figure 3.15: Balance of positive and negative views on Package GL options (all respondents)

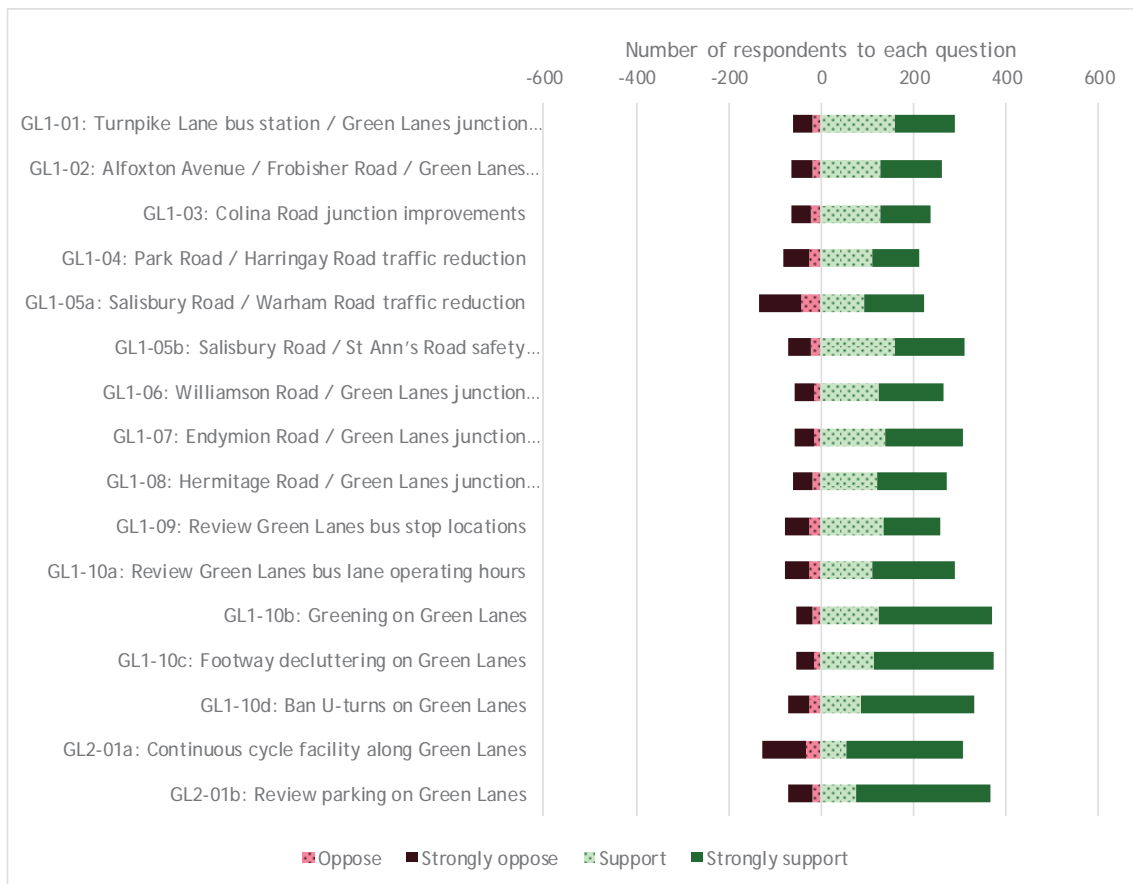


Figure 3.16: Balance of positive and negative views on Package GL options (study area respondents only)

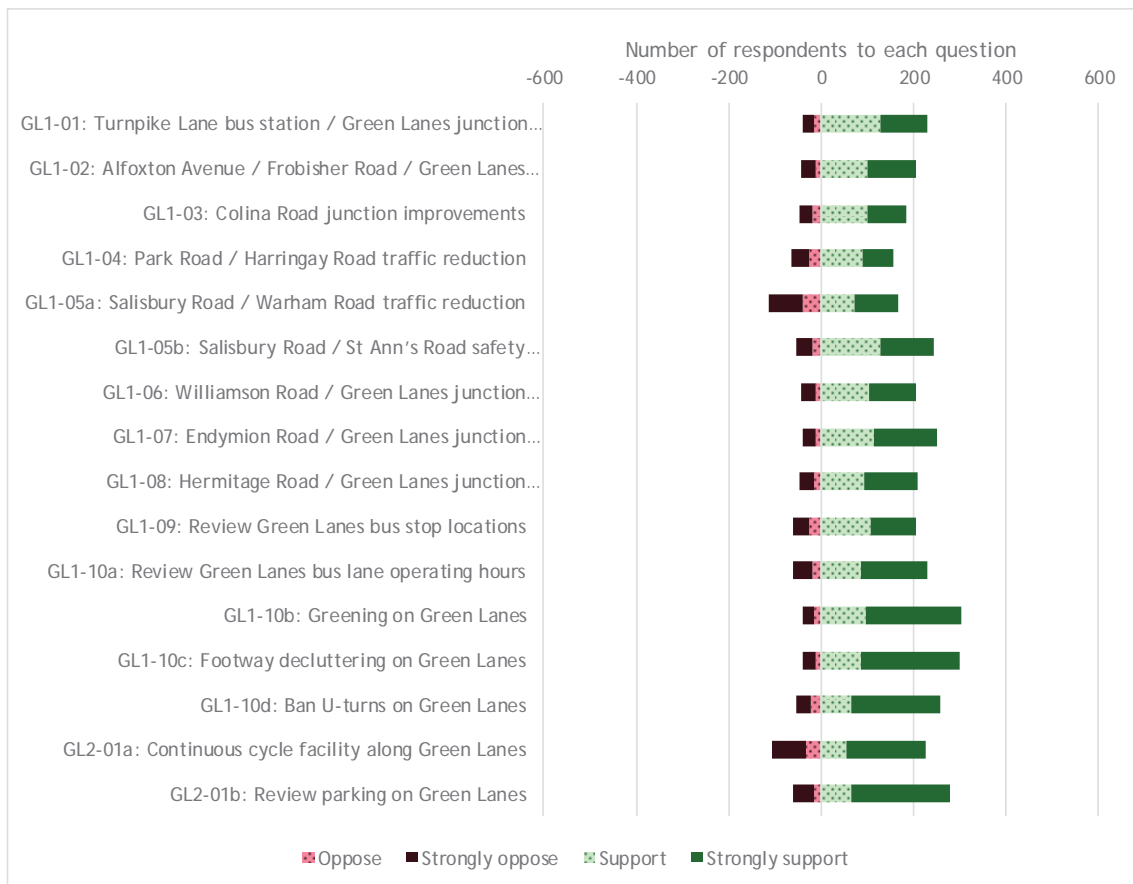


Figure 3.17: Views on preferred alternative for Package GL (by number of respondents in each category)

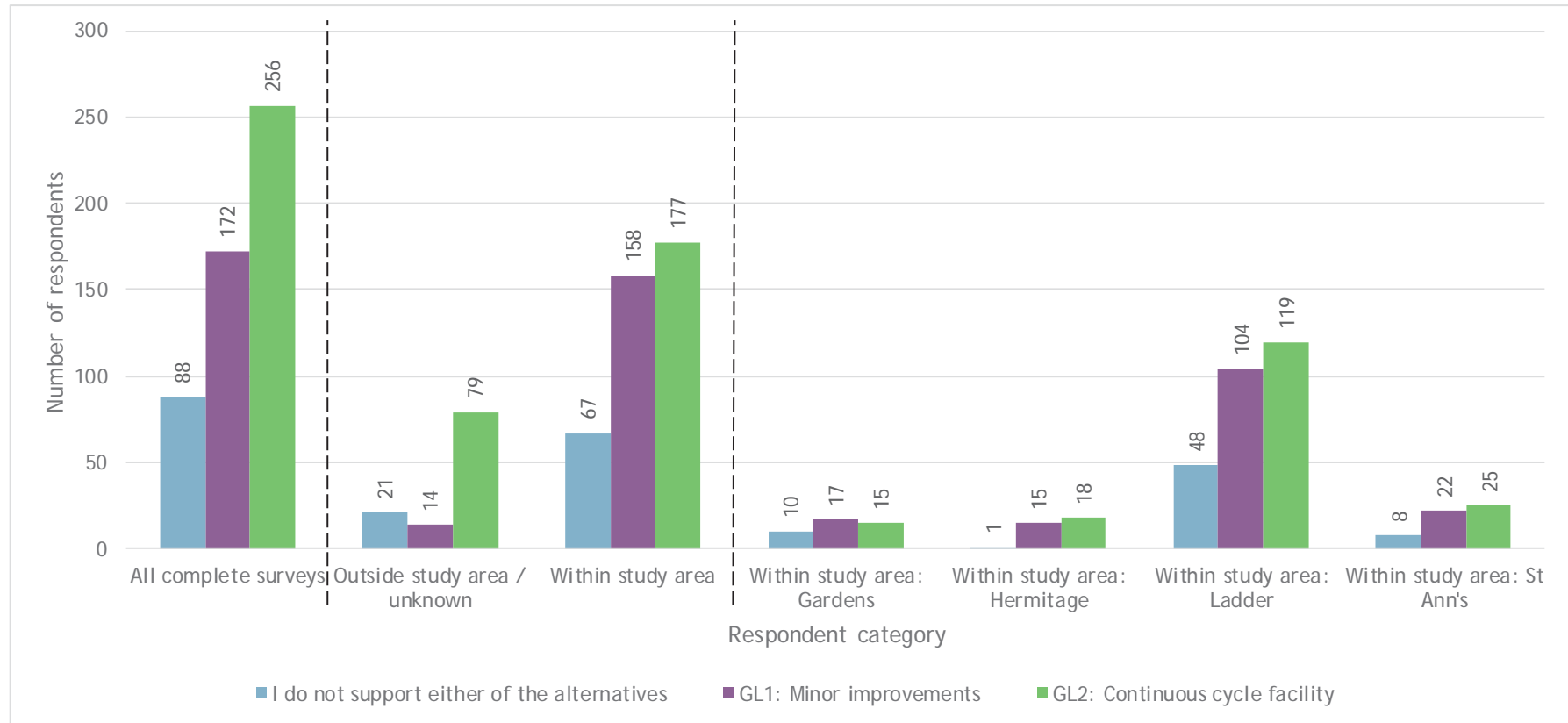
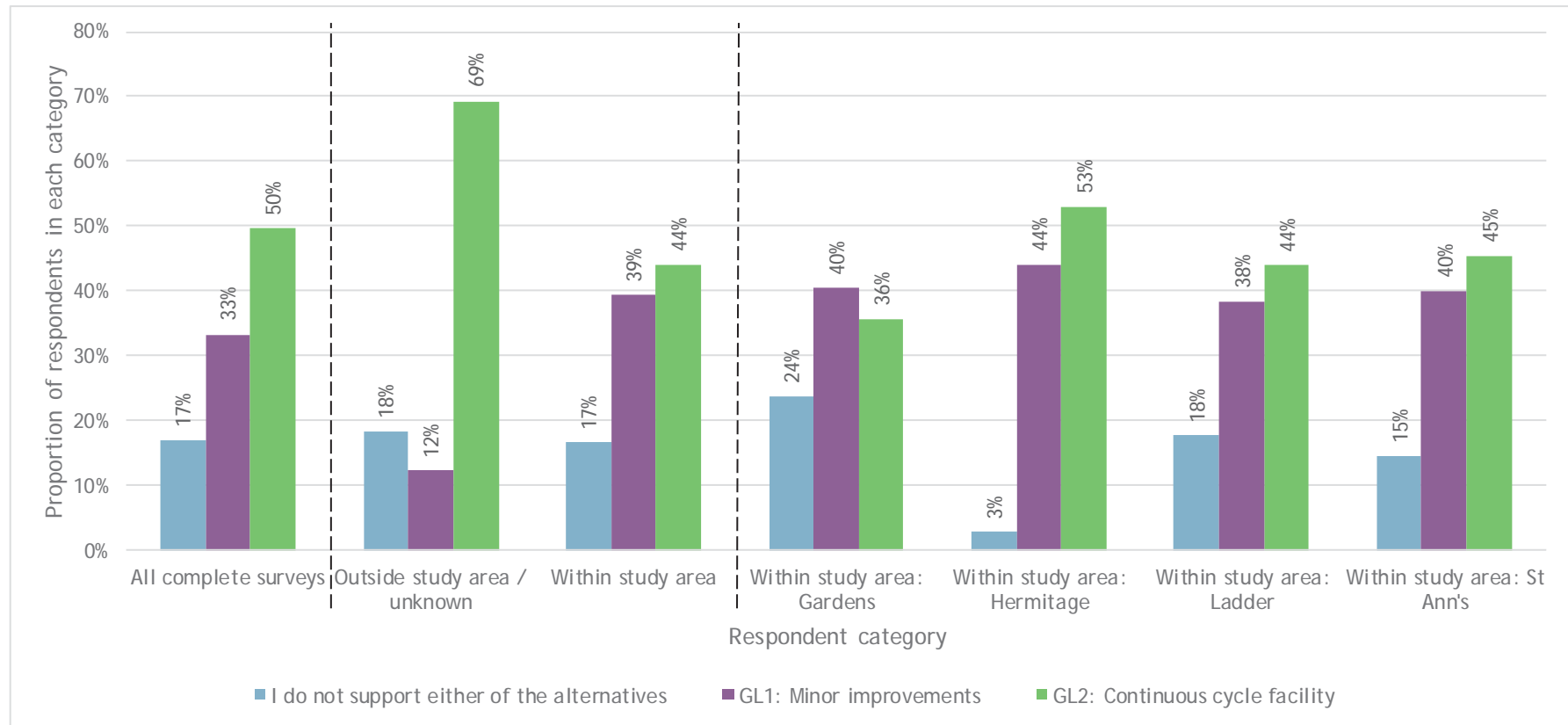


Figure 3.18: Views on preferred alternative for Package GL (by proportion of respondents in each category)



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.

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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
	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
Consultation	Trial study should be conducted for removing car parking	1
	Ensure London Cycling Campaign has been consulted	1
	Link to proposals is incorrect link	1
	Proposals are difficult to understand	1
Options	Survey for GL2 is too long - consultation should have been conducted as separate surveys	1
	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
	Green Lanes is currently very dangerous and polluted for cyclists	22
Concern	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)

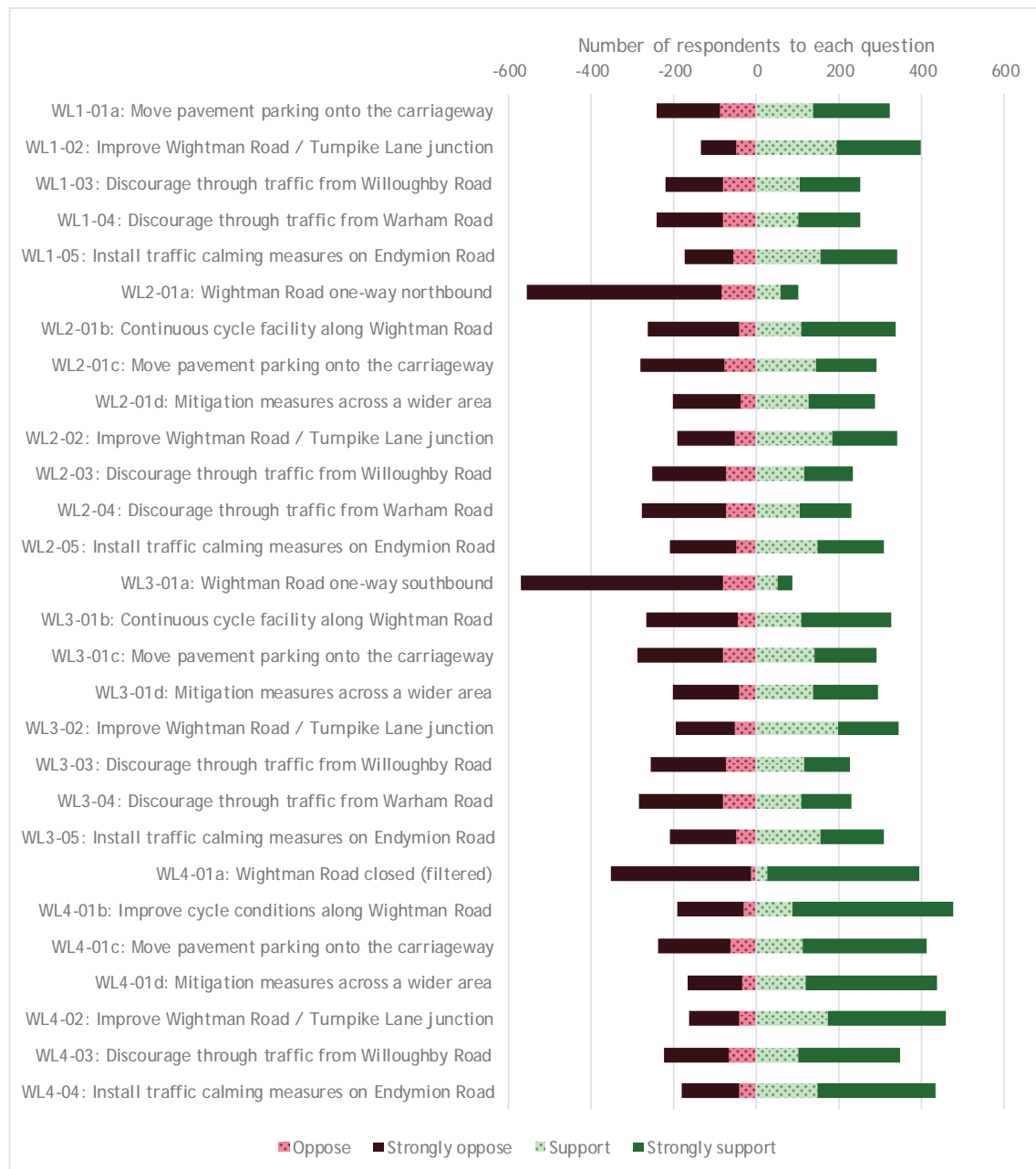


Figure 3.22: Balance of positive and negative views on Package WL options (study area respondents only)

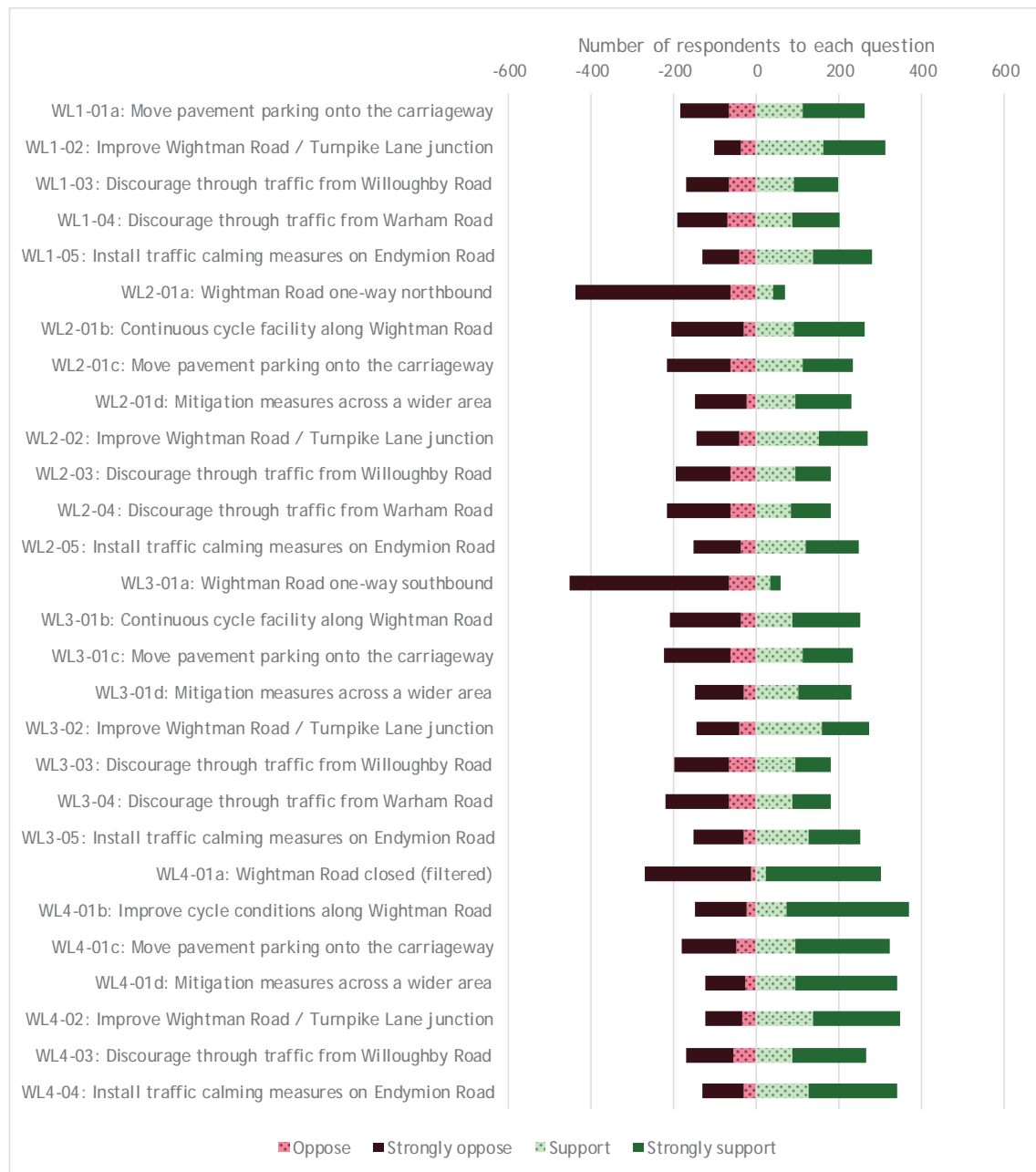


Figure 3.23: Views on preferred alternative for Package WL (by number of respondents in each category)

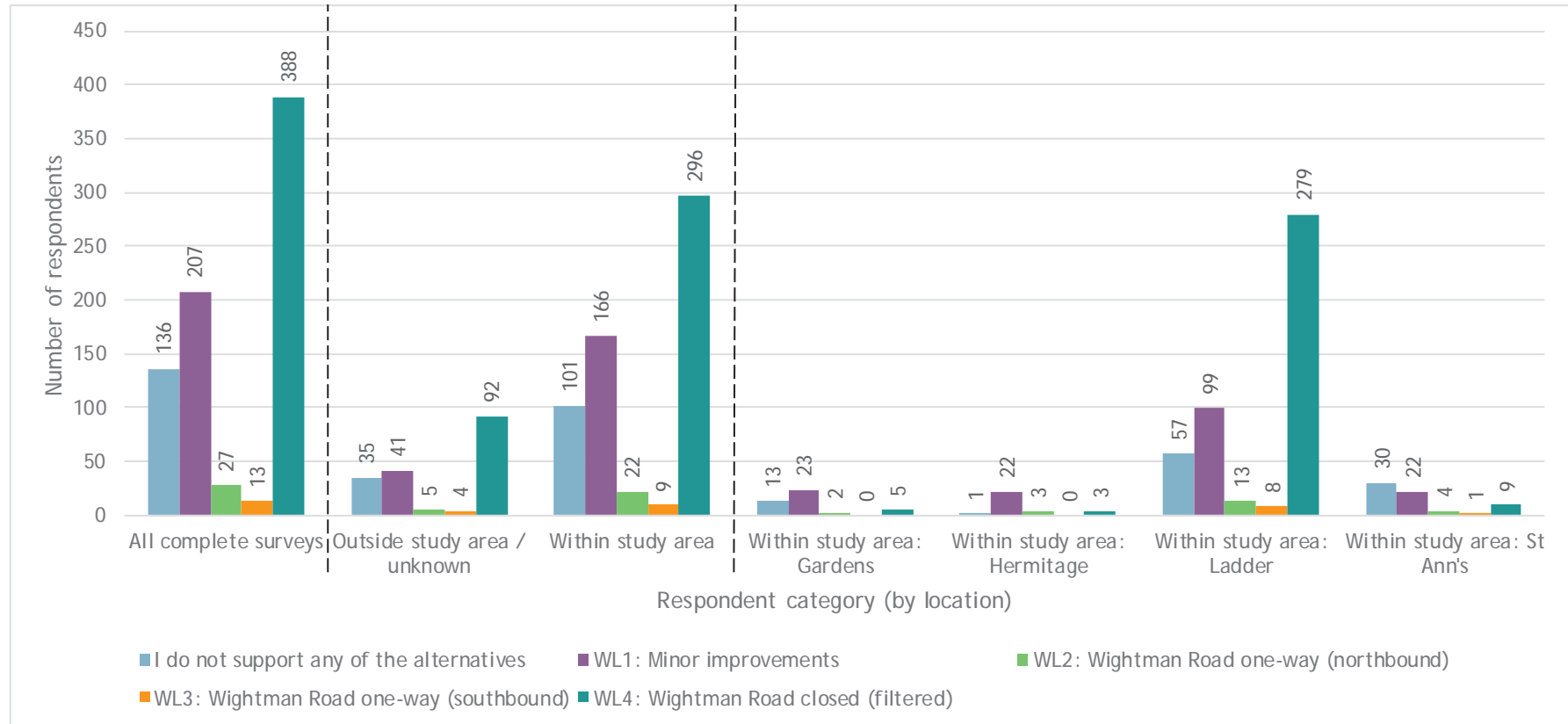
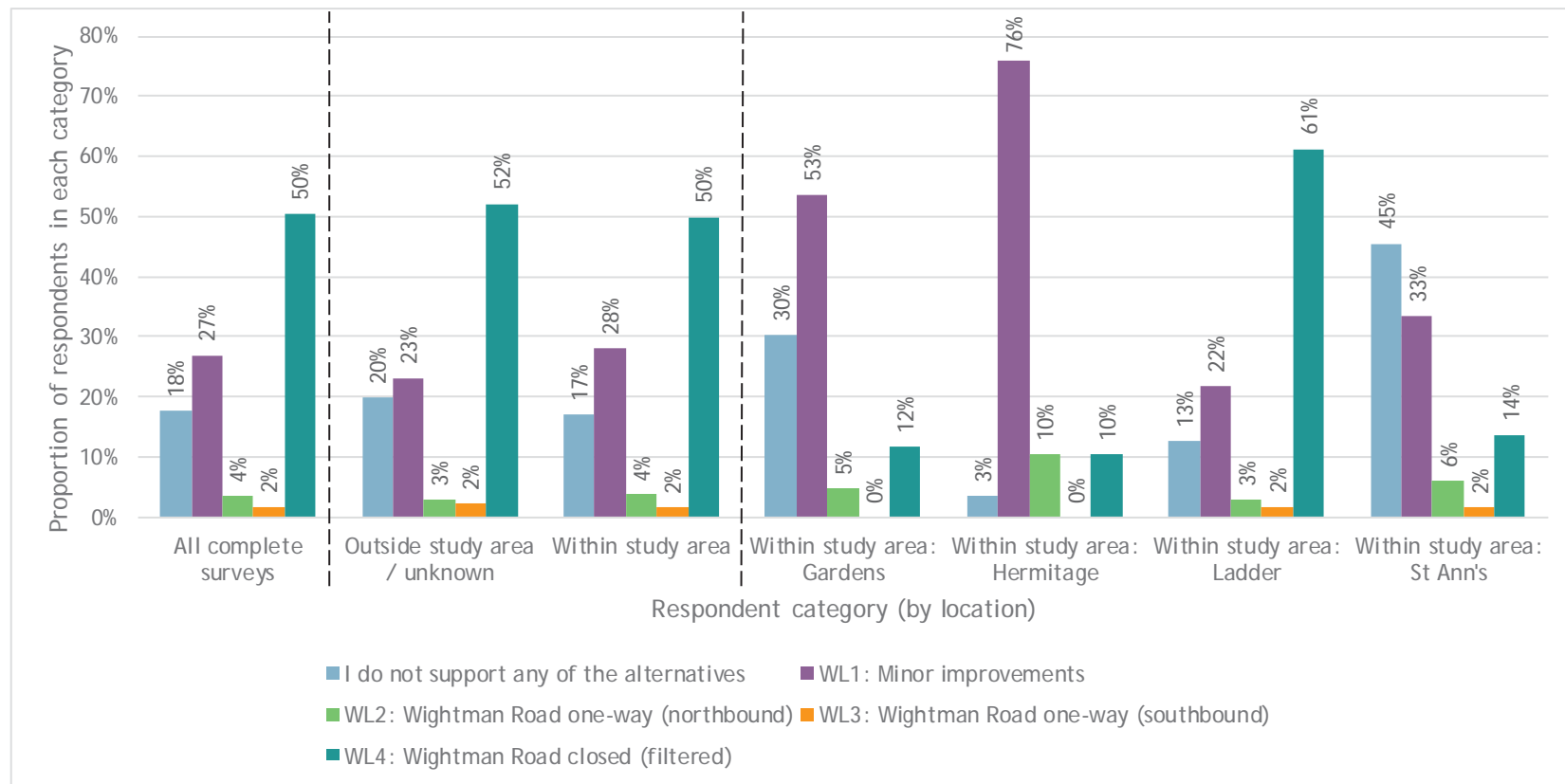


Figure 3.24: Views on preferred alternative for Package WL (by proportion of respondents in each category)



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
WL2-01c: Move pavement parking onto the carriageway	Oppose new cycle routes/ cycle lanes	2
	A continuous cycle facility on Green Lanes makes more sense	1
WL2-05: Install traffic calming	Support on-street parking	3
	Current air quality levels is poor	5
Concern	Traffic calming on Endymion Road is critical	4
	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
WL4-02: Improve Wightman Road / Turnpike Lane junction	Improve traffic management on Green Lanes	1
	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 unsupportive 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 Wightman 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)

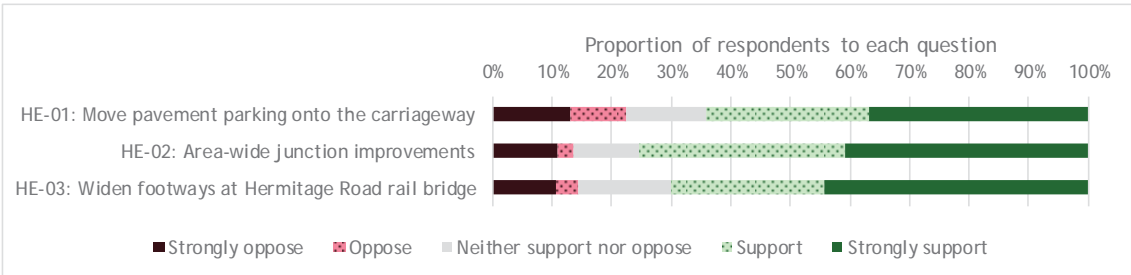


Figure 3.26: Views on Package HE options (study area respondents only)

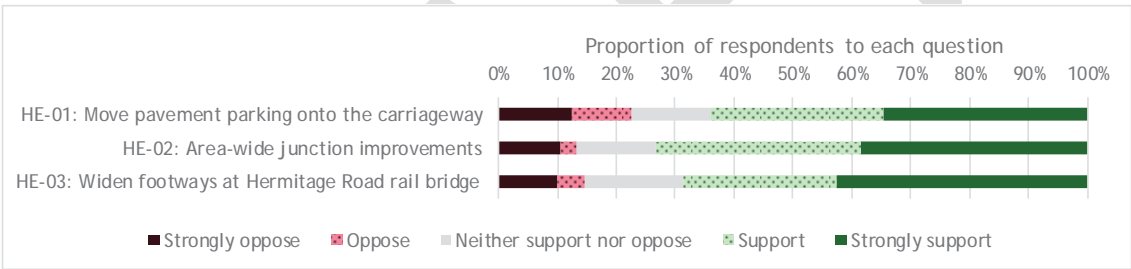


Figure 3.27: Balance of positive and negative views on Package HE options (all respondents)

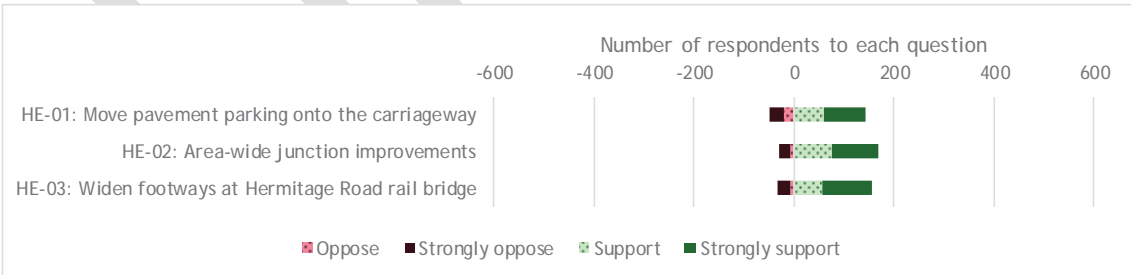
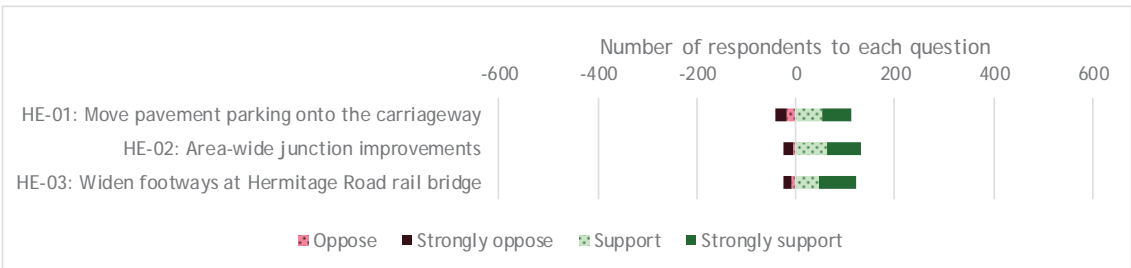


Figure 3.28: Balance of positive and negative views on Package HE options (study area respondents only)



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.

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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)

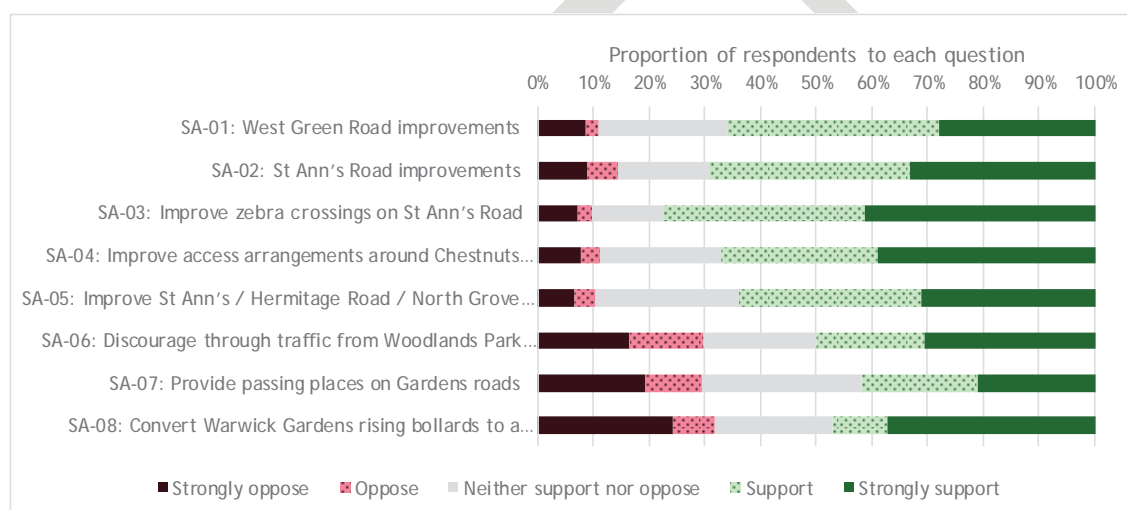


Figure 3.30: Views on Package SA options (study area respondents only)

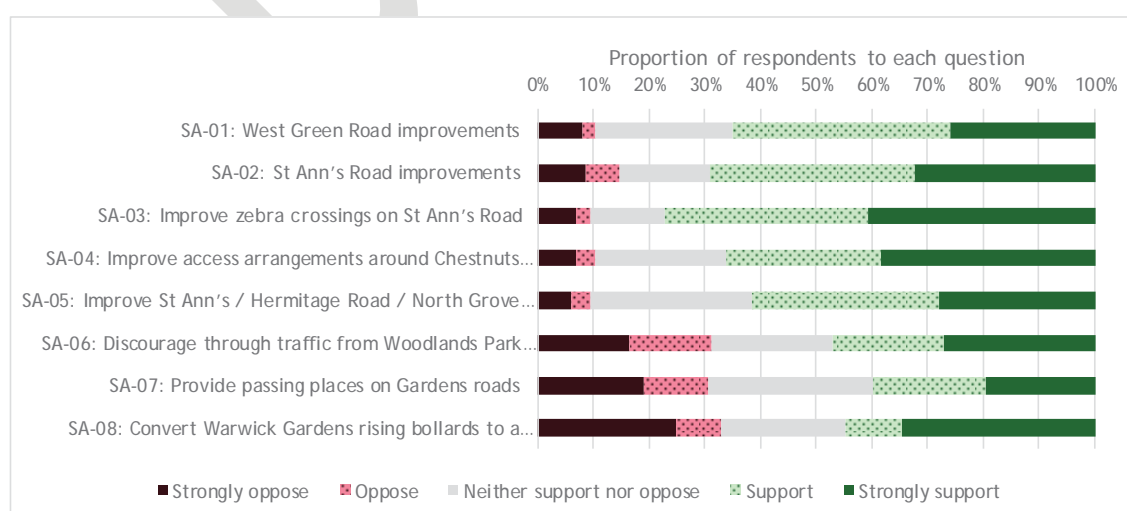
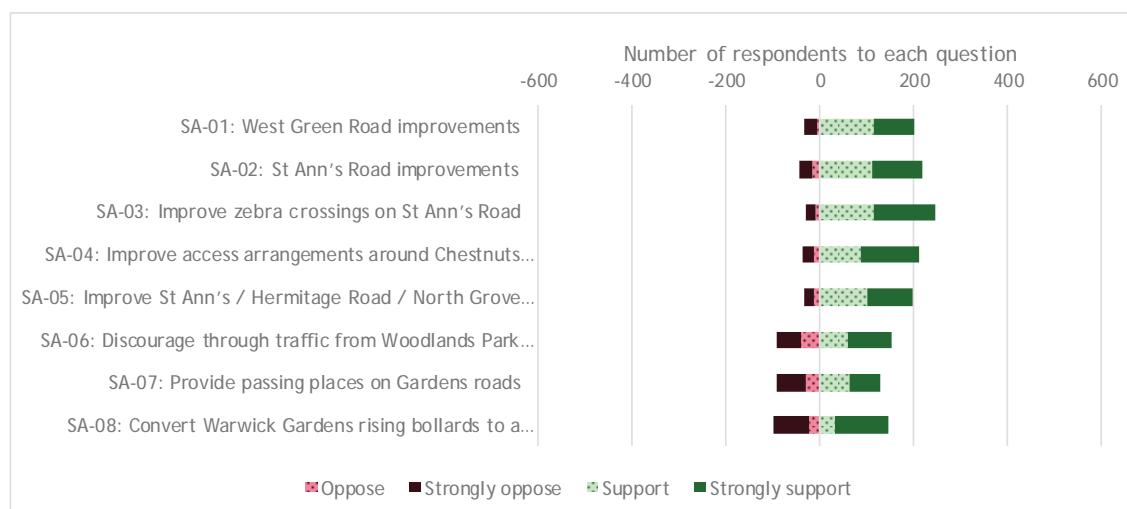
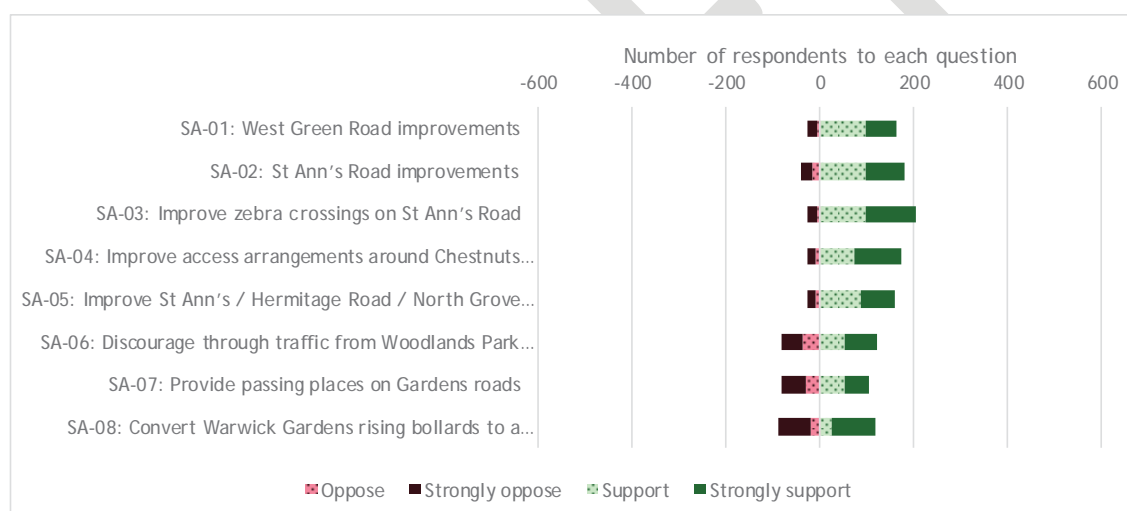


Figure 3.31: Balance of positive and negative views on Package SA options (all respondents)**Figure 3.32: Balance of positive and negative views on Package SA options (study area respondents only)**

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 11 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.

Gospel Centre Church

4.4 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 been 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.]*

- 4.5 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

- 4.6 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)

- 4.7 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

- 4.8 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)

- 4.9 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

- 4.10 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

- 4.11 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.]*
- 4.12 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

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

Wightman Road Mosque

- 4.14 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).
- 4.15 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

4.16 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).

4.17 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).

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