

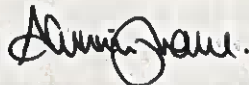
DECISION MAKING REPORT FORMAT WITH GUIDANCE

Report for: Record of Decision Taken Under Delegated Authority

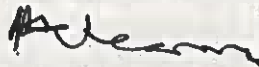
Item number:

Title: Wightman Road and Alroy Road N8: Proposed Safety and Accessibility Improvements

Report authorised by : Head of Operations



Cabinet Member for Environment:



Lead Officer: Razak Mahama
Tel: 020 8489 5838
Email: Razak.mahama@haringey.gov.uk

Ward(s) affected: Harringay

Report for Key/
Non Key Decision:

1. Describe the issue under consideration

1.1 To report on the feedback from the public consultation which took place from Thursday 12 July to Friday 17 August 2018, on proposals to improve road safety and accessibility on Wightman Road and Alroy Road in particular for pedestrians and cyclists, through the implementation of the following key measures:

1. Relocation of parking from the footway onto the carriageway and thus free up the footway for pedestrians. However, due to the narrow carriageway width, parking can only be accommodated on one side of the carriageway. It is therefore proposed to alternate parking along the corridor using chicanes, which has an added benefit of helping to reduce traffic speeds along Wightman Road and Alroy Road.
2. Removal of pedestrian refuge islands along Wightman Road, which currently creates pinch points for cyclists. Informal pedestrian crossing made up of footway build out with dropped kerbs and tactile paving is proposed at the locations of the existing refuge islands and the junctions with the 'ladder roads' to assist pedestrians to cross safely. An existing raised informal crossing on Wightman Road at the junction with Pemberton Road is also proposed to be replaced with a zebra crossing.
3. Introduction of footway build outs at the junctions with the 'ladder roads' to improve visibility and reduce crossing widths for pedestrians.
4. Installation of additional raised tables on Wightman Road between Turnpike Lane and Raleigh Road junctions to help moderate traffic speed along that section of the corridor.
5. Provision of on-street planting areas and trees to help improve the street scene appearance.

1.2 To request approval to proceed to implementation having taken into consideration feedback from the public consultation.

2. Recommendations

2.1 Haringey has a vision to be one of the most cycling and pedestrian friendly boroughs in London by 2028.

The aim of this scheme (which is supported by the proposed interventions) is to improve safety and accessibility along Wightman Road and Alroy Road in particular for cyclists and pedestrians which aligns with Haringey's vision and Transport for London's (TfL) strategy of increasing the proportions of journeys made on foot, by bike and public transport and thus reduce reliance on private motor vehicles especially for short journeys.

We have considered the views of the public as expressed through the consultation exercise and are proposing some design modifications to address the concerns raised as much as viable. The key changes proposed are a reduction of the number of informal pedestrian crossings and an addition of a raised zebra crossing on Wightman Road where the New River Path emerges. Signage is also to be provided on the approaches to the informal crossings to highlight their presence to approaching traffic.

2.2 In view of the safety and accessibility benefits in particular for pedestrians and cyclists, it is recommended that we proceed to implementation with the design

changes that are proposed to address the concerns raised in response to the consultation exercise.

- 2.3 It is also recommended that the scheme is monitored post implementation to establish its effectiveness in achieving the set objectives and to identify areas requiring further improvements.

3. Reasons for decision

- 3.1 Haringey is required to formally consider the results of feedback to consultations undertaken on traffic schemes and in particular any objections to proposals, prior to proceeding to implementation.

4. Alternative options considered

- 4.1 None

5. Background information

- 5.1 Haringey carried out an independent transport study of the Green Lanes area in response to traffic and safety related concerns raised by residents and the business fraternity within the Green Lanes area.
- 5.2 The study which concluded in October 2017, sought to develop measures to improve road safety, rationalise traffic volume and routes, enhance bus journey times and reliability, improve quality of life and health outcomes for local residents and enhance pedestrian and pedal cycle accessibility within the study area which covered parts of Harringay, St Ann's and Seven Sisters wards.
- 5.3 The study recommendations are categorised into short, medium and long-term options based on implementation timescales. The short-term options are to be implemented over 3 years (2017/18 – 2019/20) and funded through the council's (LIP) programme. The medium and long-term options are to be implemented subject to the identification of appropriate funding sources, such as S106 agreements from developments and TfL Major Schemes bids etc.
- 5.4 The proposal to move pavement parking onto the carriageway along Wightman Road and Alroy Road is one of the short-term options coming out of the study.

6. Statutory Consultation

- 6.1 A workshop with stakeholders made up of Harringay ward councillors and the local community groups was held on the 22 January 2018 at the Turkish Cypriot Community Association, 628-630 Green Lanes, N8 0SD to discuss the initial draft proposals for improving safety and accessibility on Wightman Road and Alroy Road which builds upon concept designs developed through the Green Lanes Area Transport study.
- 6.2 Feedback from the workshop was incorporated into the design as much as feasible taking into consideration design constraints such as limited funding and road space and the somewhat differing expectations of stakeholders.

The amended designs were emailed to stakeholders on the 12 July 2018 informing them of the start of the public consultation exercise.

- 6.3 Public consultation for the scheme proposals was conducted from 12 July to 17 August 2018. A copy of the consultation document and a plan of the consultation area, which covers Wightman Road, Alroy Road and the Ladder roads, are attached in Appendix A of this report.
- 6.4 Two drop-in sessions were also organised on the 18 July and 21 July at the St Paul's Parish Hall, Wightman Road N8 and the Turkish Cypriot Community Association, 628-630 Green Lanes N8 respectively, to afford residents and businesses the opportunity to discuss the proposals with Haringey Officers.
- 6.5 Should we proceed to implementation as recommended; a traffic management order will be required to legally implement the proposed interventions, in particular the parking amendments, the proposed double yellow lines loading and waiting restrictions and the new formal crossings.

6.6 Responses to Consultation

- 6.6.1 A summary of the feedback from stakeholders in response to the consultation is presented below; detailed feedback are attached in Appendix B of this report.
- 6.6.2 Haringey Cycling Campaign (HCC) has expressed their disappointment at the strategy adopted for Wightman Road, as in their view it does little to control through traffic and encourage the wider uptake of cycling or help to resolve the issue of poor air quality on Wightman Road.

However noting that the proposals present an improvement to the existing conditions on Wightman Road and Alroy Road, HCC are supportive of the proposals and have suggested that the proposed tree pits be designed to catch rainwater and thus be self-sustaining and also that the new informal crossings be raised to help slow traffic and finally that the layout of footway build outs allow for future contra-flow cycling on the ladder roads.

- 6.6.3 A response was also received from Councillor Sarah James appreciating the work done in putting together the proposals recognising the impossibility of meeting all expectation. Cllr James relayed concerns of residents relating to the informal crossings stating that residents find these meaningless and requesting that we include more zebra crossings in the design.

The wide entry into Wightman Road from Turnpike lane was also raised as of concern requesting that the entry be narrowed to help slow traffic entering from Turnpike Lane and remove the misconception of Wightman Road being a suitable cut through to avoid Green Lanes.

- 6.6.4 The Gospel Centre (TGC), situated at the corner of Raleigh Road has expressed concerns about the impacts the proposed changes on the roadside outside of the church would have on church activities in particular interference with the parking of funeral cars and hearses and wedding cars. The Gospel Centre have asked for the removal or relocation of a tree proposed in a footway build out outside their pedestrian entrance on Wightman stating that this may be an obstacle for funeral coffins, wedding parties and for persons using wheelchairs.
- 6.6.5 Living Wightman (LW), a campaign group which previously campaigned for the closure of Wightman Road, have expressed their strong support for the removal

of pavement parking and the pedestrian refuge islands on Wightman Road, however also putting forward strong concerns regarding the introduction of new informal pedestrian crossings, stating that they are inappropriate and unsafe for pedestrians considering the high traffic levels on Wightman Road. They are of the view that formal, signal-controlled crossings are required on Wightman Road and as a minimum, a further formal crossing should be installed on Wightman Road where the New River path emerges.

Living Wightman are requesting the council to revoke the classification of Wightman Road and Alroy Road as the B138 as this misleads motorists into believing that the road is suitable for through traffic.

Living Wightman also expressed their disappointment that the council is not moving forward with any measures to reduce traffic levels on Wightman Road stating that modal filtering of Wightman Road would eliminate rat-run traffic through Wightman Road, improve safety, increase the proportions of journeys made by walking and cycling and eliminate the need for additional formal signal controlled crossings.

Lastly, Living Wightman have requested for the rationalisation of street furniture along Wightman Road and Alroy Road as part of the proposed works and for further traffic surveys to be carried out once the works are completed to assess the impacts of the measures on traffic volumes, speeds and quality.

- 6.6.6 The Ladder Community Safety Partnership (LCSP) welcomes the proposal to alter the parking arrangement along Wightman Road. They have however expressed concerns particularly relating to the provision for pedestrian safety and resident parking.

The LCSP are of the view that the proposed informal crossings are inappropriate and unsafe particularly considering the high traffic levels and speeds on Wightman Road citing guidance from the Design Manual for Roads and Bridges and the conclusion of a study conducted by the 'Inclusive Design for Getting Outdoors' to support this view. The LCSP have requested for the installation of 3 new zebra crossings at strategic locations as an addition to the existing 3 pelican crossings on Wightman Road.

Issues of high traffic speeds have also been raised by the LCSP who are of the view that the proposals does little to address this concern and have suggested interventions to help reduce the speed of traffic along Wightman Road.

The LCSP are of the view that the council's methodology for calculating the amount of available parking spaces on Wightman Road and the Ladder roads gives inaccurate results, as it does not allow for imperfect parking. An informal count undertaken by the LCSP on the Ladder roads revealed 500 useable spaces, which is significantly lower compared to the 762 available spaces by the independent survey undertaken by the council.

Additionally, the LCSP have requested for the narrowing of the Wightman Road access from Turnpike Lane and for the protection of planters proposed at the ends of the parking bays.

Lastly, the LCSP believes it is important to conduct a post implementation review of proposals to ascertain their effectiveness and areas requiring further improvements.

- 6.7 A total of 200 responses were received out of approximately 5000 letters hand delivered to properties within the consultation area; representing a 4.0% response rate. 81(41%) respondents are in support of the scheme proposals, 78 (39%) object and 41(21%) have other views.

Majority of the objections received unsurprisingly relates to the two key elements of the scheme; the proposed parking amendments along Wightman Road and the introduction of informal crossings along the corridor.

- 6.7.1 On the issue of parking, there is significant support for freeing up pavement space for pedestrians, however less so if this results in the loss of parking spaces on Wightman Road and Alroy Road with a resultant increase in pressure on the parking provision on the ladder roads. 72 out of 200 respondents made specific comments on this measure with about 50 respondents opposed to any loss of parking spaces. Objectors have raised concerns on the current difficulty in finding parking close to their properties and believe that the proposed parking amendments will make an already difficult situation worse. Some objectors have also disputed the outcome of the council's parking occupancy survey stating that it does not reflect reality.
- 6.7.2 With regards to the informal pedestrian crossings proposed along Wightman Road, similar concerns as raised by the stakeholder groups have been echoed by respondents with about 73 comments specifically made on this provision. Whilst many respondents are not overly concerned about the removal of the traffic island, they do not want these replaced with informal crossings with some arguing that informal crossings offer no priority to pedestrians and are mostly ignored by motorists. Zebra and signal crossings have been suggested as more appropriate replacements for the pedestrian refuge islands.
- 6.7.3 High traffic levels and speed on Wightman Road was also raised as of concern with some objectors of the view that these issues have not been addressed by the proposals with a section of objectors of the view that the proposal will likely increase the traffic levels on an already busy road.
- Suggestions have been made for the closure of Wightman Road with a number of objectors believing this as the worthwhile solution to the high traffic levels on Wightman Road.
- 6.7.4 Other concerns raised by objectors are on the pollution levels on Wightman Road, reduced visibility due to parking and planting and traffic obstructions due to the proposed footway build outs.
- 6.7.5 The full consultation report is attached in Appendix C of this report.

6.8 Response to concerns raised.

- 6.8.1 Haringey acknowledges that parking is of the essence to residents and businesses and therefore carried out an independent parking demand survey in September 2017 on Wightman Road and the ladder roads prior to the development of the proposals. The purpose of the survey was to establish the parking occupancy rate on these roads and whether there was any spare capacity on the surveyed roads.

It is worth stating that the methodology employed for the parking demand survey is the industry-accepted methodology, which allows a 5m parking space per car

parking space (except for individually marked parking bays) in calculating the capacity of parallel parking bays on the public highway. In view of this, the survey results cannot be deemed inaccurate as asserted by the LCSP and a section of the respondents to the public consultation.

What is prevailing and explains the difference in figures between the two surveys (i.e. Haringey's independent survey and that of the LCSP) is the lack of proper parking which is acknowledged by the LCSP. Haringey is exploring ways to ensure a better use of the parking bays which may involve promotion on behavioural change requiring input from the community.

Nonetheless, the two surveys revealed more than enough spare capacity on the Ladder roads to accommodate any parking displacement on to the ladder roads resulting from the proposals.

The existing effective footway widths along Wightman Road and Alroy Road in areas with footway parking are between 1.1m to 1.5m, which is less than the 2m minimum recommended unobstructed footway width for pedestrians. This makes Wightman Road and Alroy Road an unattractive route for walking defeating Haringey's vision of being one of the most cycling and pedestrian friendly boroughs in London by 2028.

- 6.8.2 Informal pedestrian crossing are prevalent on the public highway and typically comprise of dropped kerbs with tactile paving and in some instances may include a pedestrian refuge island depending on the available road space.

There is presently 15 informal crossing locations on Wightman Road and Alroy Road; 13 of which have pedestrian refuge islands. These are proposed to be placed with 17 informal crossings made up of dropped kerbs and tactile paving with footway build out to improve visibility and also reduce crossing widths for pedestrians. A new zebra crossing is also proposed near Pemberton Road junction to assist pedestrians cross at this location in particular pupils from the South Haringey schools en route to and from school.

It is worth noting that recommendations pertaining to the installation of informal pedestrian crossings as contained in the DMRB and quoted by the LCSP is for trunk roads and therefore does not apply to Wightman Road.

In proposing informal crossings on Wightman Road we have considered factors such as the average speed of traffic, the crossing demand at the proposed locations and available funding. It is not financially viable to replace all the existing informal pedestrian crossing (i.e. pedestrian refuge islands) on Wightman Road with formal crossings as suggested by some respondents to the consultation.

Nevertheless, in response to concerns raised about the safety of pedestrians using the proposed informal crossing facilities we have undertaken an independent safety audit of the proposals. The objective of a road safety audit is to identify aspects of the scheme that could give rise to road safety problems and to suggest modifications that would improve the road safety of the resultant scheme. It is important to note that the only concern raised by the audit with

respect to the informal pedestrian crossings is the risk of conflict between pedestrians and other road users due to reduced visibility as a result of the trees proposed by the informal pedestrian crossing points. The proposed tree locations are therefore being reviewed in light of recommendations by the audit.

We are also considering a reduction of the number of informal pedestrian crossings and an addition of an additional raised zebra crossing on Wightman Road where the New River Path emerges. Signage is also to be provided on the approaches to the informal crossings to highlight them to approaching traffic.

- 6.8.3 The issue of high traffic speed is perceptual as the results of a speed survey carried out at 4 locations on Wightman Road in March 2017 revealed an average traffic speed of between 17.55mph and 21.1mph, which are within the thresholds for a 20mph speed limit road. Previous surveys carried out in January 2016 and October 2016 at the same locations on Wightman Road revealed similar average speeds, which suggest that the existing traffic calming measures on Wightman Road are effective in helping to moderate the speed of traffic along the corridor.

Nonetheless, we have proposed two additional raised tables on Wightman Road between Raleigh Road and Turnpike Lane junctions to help further slow traffic along that section of Wightman Road.

We also firmly believe that the chicanes proposed to primarily alternate parking on Wightman Road will create horizontal deflections along Wightman Road and thus slow traffic down further.

It is intended to undertake a repeat speed survey post implementation to establish any change in traffic speeds along Wightman Road and Alroy Road.

- 6.8.4 Wightman road carries an average daily traffic (ADT) of between 14000 to 16000 vehicles per day according to a survey carried out in March 2017. Options to reduce the traffic levels on Wightman Road were investigated during the Green Lanes Area Transport Study. The options included a closure of Wightman Road (similar to the traffic management arrangement deployed to enable the bridge replacement works on Wightman Road in 2016) and one-way options (southbound and northbound). The road closure and the one-way options were not recommended by the consultants due to their significant impacts on the road network particularly on vehicle and bus journeys times.

Additionally the response received to the road closure option was extremely polarised with almost an evenly split views, indicating a complete lack of broad community support which was essential for any option carried forward from the study.

We are of the view the proposed measures in particular the chicanes will make Wightman Road an unattractive route for through traffic and thus help to reduce the level of traffic on Wightman Road.

It is intended to undertake a repeat volume survey post implementation to establish any change in the traffic levels on Wightman Road.

- 6.8.5 Air quality is a complex issue that is affected by various factors. As such, the air quality in a particular location is not solely determined by the emissions in the immediate vicinity. Whilst pollution may be produced in a particular location, it is primarily the weather that dictates what will happen once it is released into the air.

Haringey acknowledges that the Nitrogen Dioxide (NO₂) concentrations on a number of roads in the borough exceeds the EU limit and are therefore putting measures in place to help tackle this concern holistically.

In as much as a big percentage of the NO₂ emissions on Wightman Road and Alroy Road are from road transport sources as established by the Green Lanes Area Transport study, this issue unfortunately cannot be resolved by simply displacing traffic from Wightman Road and Alroy road on to other roads hence the need for a holistic approach to tackling this problem. One viable way to reduce the NO₂ emissions on Wightman Road and Alroy Road and thus improve air quality along the corridor is to make walking and cycling an attractive transport mode along the corridor, which is what the proposed safety and accessibility improvement measures on Wightman Road and Alroy Road, seeks to do.

7. Contribution to strategic outcomes

- 7.1 The project proposals will help to improve safety and accessibility along Wightman Road and Alroy Road in particular for pedestrians and cyclists contributing to the delivery of Haringey's Corporate Plan Priority 3, Objective 3, "Making Haringey one of the most cycling and pedestrian friendly boroughs in London".

8. Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance, Equalities)

8.1 Comments of the Head of Legal Services

8.1.1 N/A

8.2 Chief Finance Officer Comments

- 8.2.1 The cost of the proposed works can be contained within the existing budget funded from Transport for London LIP allocation.

8.3 Equal Opportunities

- 8.3.1 The consultation documents were hand delivered to all households / businesses within the agreed consultation area and also placed on the council's website to ensure that all stakeholders were made aware of the Council's proposals. Two drop-in sessions were also organised to afford residents and businesses the opportunity to discuss and seek clarification on the scheme proposals from Council Officers.

8.4 Staff Side Comments

8.4.1 N/A

8.5 Summary and Response

8.5.1 200 responses were received to the public consultation on measures to improve safety and accessibility on Wightman Road and Alroy Road; 81(41%) in support, 78 (39%) objections and 41(21%) other views.

8.5.2 Majority of the objections received relates to the proposed parking amendments along Wightman Road and the introduction of informal crossings along the corridor.

8.5.3 With respect to the parking amendments, objectors have raised concerns on the current difficulty in finding parking close to their properties and are of the view that the proposed parking amendments will make an already difficult situation worse. Some objectors have also disputed the outcome of the council's parking occupancy survey stating that it does not reflect reality. This concern has been echoed by the Ladder Community Safety Partnership, who advise that there are less useable parking spaces on the Ladder Road as realised through their informal parking occupancy survey compared to the council's independent survey.

However to achieve the council's vision of being one of the most cycling and pedestrian friendly boroughs in London by 2028, it is imperative that the parking along Wightman Road and Alroy Road be moved from the footway on to the carriageway and thus free up space for pedestrians. The methodology employed for the independent parking demand survey carried out the council is the industry-accepted methodology and therefore the results cannot be rendered inaccurate. Nonetheless, the two surveys revealed more than enough spare capacity on the Ladder roads to accommodate any parking displacement resulting from the proposals.

8.5.4 Informal pedestrian crossing are prevalent on the public highway and Wightman Road and Alroy Road are no exception.

In proposing informal crossings on Wightman Road, we have considered factors such as the average speed of traffic, the crossing demand at the proposed locations and the funding availability. It is not economically viable to replace all the existing informal pedestrian crossing (i.e. pedestrian refuge islands) on Wightman Road with formal crossings as suggested by some respondents to the consultation.

Nevertheless in response to concerns raised about the safety of pedestrians using the proposed informal crossing facilities we have undertaken an independent safety audit of the proposals. It is important to note that the only concern raised by the audit with respect to the informal pedestrian crossings is the risk of conflict between pedestrians and other road users due to reduced visibility as a result of the trees proposed by the informal pedestrian crossing

points. The proposed tree locations are therefore being reviewed in light of recommendations by the audit.

We are also considering a reduction of the number of informal pedestrian crossings and an addition of a raised zebra crossing on Wightman Road where the New River Path emerges. Signage is also to be provided on the approaches to the informal crossings to highlight these to approaching traffic.

8.5.5 Other issues raised by objectors has been the high speed and traffic levels on Wightman Road.

The notion of high traffic speed is however perceptual as speed surveys undertaken on Wightman Road revealed average speeds within the acceptable thresholds for 20mph speed limit roads. Nevertheless we have proposed 2 additional tables on Wightman Road and are of the firm believe that the chicanes proposed to alternate parking along Wightman Road will help to further reduce traffic speed along the corridor.

Options to reduce the traffic levels on Wightman Road were investigated during the Green Lanes Area Transport Study. The options included a closure of Wightman Road and one-way options (southbound and northbound). The above options were not recommended by the consultants due to their significant impacts on the road network particularly on vehicle and bus journeys times. We are of the view the proposed measures in particular the chicanes will make Wightman Road an unattractive route for through traffic and thus help to reduce the level of traffic on Wightman Road.

It is intended to undertake a repeat volume survey post implementation to establish any change in the traffic levels and speed on Wightman Road.

8.5.6 On the issue of poor air quality, Haringey acknowledges that the Nitrogen Dioxide (NO₂) concentrations on a number of roads in the borough exceeds the EU limit and are therefore putting measures in place to help tackle this concern holistically.

9. Use of Appendices

- Appendix A – Consultation letter and area
- Appendix B – Feedback from Stakeholders
- Appendix C – Consultation report

10. Local Government (Access to Information) Act 1985

10.1 N/A

APPENDIX A



LEGEND:



Consultation area

12 July 2018

Statutory Notification

Wightman Road and Alroy Road N8: Proposed Safety and Accessibility Improvements

Dear Resident or Business,

We recently carried out an independent transport study of the Green Lanes areas dubbed the 'Green Lanes Area Transport Study' with the aim to develop measures to help address the traffic and safety concerns identified within the study area which covered parts of Haringay, St. Ann's and Severn Sisters wards. For information on the Green Lanes Area Transport Study, please visit the study webpage on the council's website link: <http://www.haringey.gov.uk/transport/green-lanes-area-transport-study>.

One of the issues identified by the study was the reduced footway widths along Wightman Road and Alroy Road owing to footway parking and other obstructions on the footways such as household refuse bins, overgrown foliage and redundant street furniture. These obstructions reduce the available space for pedestrians particularly affecting people with mobility impairment and people walking with buggies, making walking a less attractive transport mode along this corridor. The existing footway widths along Wightman Road and Alroy Road are approximately 2.1m to 2.5m (this includes space taken by the footway parking), which is less than the desirable minimum for pedestrians. Footway parking can also result in damages to the footway increasing maintenance requirements and in some instances creating trip hazards for pedestrians.

We therefore propose moving the footway parking on to the road. However due to the narrow nature of the carriageway, parking can only be accommodated on one side of the road.

The main measures are as follows and are detailed on the accompanying plans.

1. Use of chicanes to alternate parking along Wightman Road. As well as freeing up the footway for pedestrians, this will also help reduce traffic speeds and improve general road safety.
2. Removal of pedestrian refuge islands along Wightman Road, which currently creates pinch points for cyclists, and improvements of some of the existing pedestrian crossing facilities.
3. Footway build outs at the junctions with the 'ladder roads' to improve visibility and reduce crossing widths for pedestrians.
4. Additional raised tables along Wightman Road to help lower traffic speed along this corridor.
5. Provision of on-street planting areas and trees to help improve the street scene appearance.

Impact of proposals on Parking

An independent parking occupancy surveys in September 2017 along Wightman Road/ Alroy Road and the ladder roads showed average maximum occupancy rate of 73%. Thus, about 2337 of the 3210 designated parking/ loading spaces on the surveyed streets were being used at the busiest times.

Wightman Road and Alroy road currently have about 229 designated parking/ loading spaces, 163 (71%) of these will be retained.

We want to hear from you!

An important part of this consultation is to receive your feedback, which will inform the decision on whether we proceed with the scheme or if any amendments are required. This notification letter marks the start of a five-week consultation period during which we welcome your views using the enclosed Freepost feedback card.

Alternately, email your views to us at frontline.consultation@haringey.gov.uk. Should you wish to object to the proposal please include reasons.

Please ensure that your comments reach us as soon as possible and no later than 17 August 2018.

Drop-in Events

We will also be holding 'drop in' sessions where you can meet with officers and find out more about the proposals. The dates and locations of these sessions are below:

- Wednesday 18 July, from 6:45-8:45pm at the St Paul's Parish Hall, Wightman Road N8
- Saturday 21 July, from 12-2pm at the Turkish Cypriot Community Association, 628-630 Green Lanes, N8 OSD

Thank you for your interest and we look forward to hearing from you.

Yours faithfully,



Sustainable Transport: Highways Engineering

Sustainable Transport
Level 1 South
River Park House
225 High Road, Wood Green
London N22 8HQ

020 8489 1000

www.haringey.gov.uk

APPENDIX B

The Gospel Centre

Wightman Rd Hornsey London N8 0LT

Tel: 020 8374 7708; Email: thegospelcentre@blueyonder.co.uk

Pastor Brendan Munro

31 July 2018.

Sustainable Transport, London Borough of Haringey

Level 1 River Park House,

225 High Road N22 8HQ

Dear Mahama Razak,

Re; Wightman Road ; proposed traffic management and parking plans.

Thank you for your letter of 12 July 2018 inviting comments on the proposed changes to the carriageway, footways and parking provision on Wightman Road. I attended the public consultation exhibition on 18 July and spoke with one of the Highways Team.

I write on behalf of members of the Gospel Centre, which is a church at the northern end of Wightman Road on the corner of Raleigh Road.

We appreciate that traffic and parking on Wightman Road presents a difficult problem, and welcome the intention of improving road safety, reducing pollution, and planting more trees and shrubs to green the area.

The church, which has been here for over 100 years, has a Sunday morning attendance of around 100 people, who travel either on foot, by car, bicycle, bus or train. We have off-street car parking at rear and front for 9 cars. We share use of the building with a Brazilian-speaking church that mostly meets on Saturday evenings.

Thus during the working day church-related parking is accommodated off-street – with the important exception of weddings and funerals, which I refer to later. The main traffic generation from the church is therefore at weekends and on occasional evenings.

With regard to the proposals for Wightman Road outside the Gospel Centre : -

1. The carriageway, footpath and parking situation here is different from that on Wightman Road further south; there is no parking on the footway, the carriageway is wider, and the footway is wider and less obstructed by street

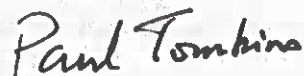
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furniture or wheelie-bins. There are parking restrictions from Monday to Saturday up till 6.30 p.m.. So we do not feel the need for alterations to the carriageway and parking layout in this section is as great as in other parts of Wightman Road.

2. We would be concerned if the changes on the roadside outside of the church interfere with the parking of Funeral cars and hearses, or Wedding cars. Funerals in particular are likely to take place on a weekday, and we usually seek permission from the Council's Parking control section for Funeral cars to be parked outside the church for a period of two to three hours. Since there are no immediate residents on this section of Wightman Road (there is a church, community centre, and mosque), there would not seem to be any reason to designate the area outside the church for residents parking only until 6.30 p.m. There are a couple of cars that bring 'Blue Badge' disabled persons to the church, and currently these cars are able to park very close to the entrance to the church. This might be more difficult if the bays were designated for residents only.
3. Whilst we have no objection to a small planted area in place of the carriageway, close to the junction of Wightman Road and Raleigh Road, we are concerned at the proposed planting of a tree right outside the main pedestrian entrance to the church, as this would be a bit of an obstacle for funeral coffins, for wedding parties, and for persons using a wheelchair. (The church has external and internal ramps and an accessible toilet for persons in wheelchairs).
4. We ask that this **tree be omitted or added to the larger planting area** close to the Raleigh Road junction.
5. The only other comment does not relate to the church, but is an observation; the Hornsey Rail Maintenance Depot on Hampden Road does occasionally receive railway carriages and heavy equipment on special low loaders. As this is necessary for supporting public transport operations, the proposed changes in Wightman Road ought not to make this already difficult access any harder for those who need to get rail vehicles to the Hornsey Depot.

I trust you will be able to take the above points into account.

Yours faithfully



Paul Tomkins

(on behalf of the Leadership of The Gospel Centre, Wightman Road).

Feedback from Councillor Sarah James

Dear Razak,

It was a pleasure to meet you the other weekend at the consultation event on Wightman Road.

I wanted to say that I appreciate all the work that you and your colleagues have put into developing the plans for Wightman Road and the impossibility of satisfying everyone's hopes. I have received generally positive feedback on the proposals.

The main concern – which I share – is that the informal crossing points are pretty meaningless in that drivers do not generally take notice of them. Given the number of young children – whether accompanied or not – that cross the road, as well as the large number of dog walkers, I do think that there need to be more zebra crossings in addition to the pelican crossings. I would particularly suggest that a zebra crossing is needed at the point where the New River path comes out on Wightman Road – almost opposite Allison Road – as this path is frequently used and this is a busy crossing point on a stretch of the road that is hilly.

Secondly, as we discussed when we met, the junction of Wightman Road with Turnpike Lane is very wide and encourages traffic to speed. For those drivers who are not familiar with the area, it creates the impression that Wightman Road is a major thoroughfare and therefore a suitable cut through to avoid Green Lanes or other routes. Much could be done to reduce the volume and speed of traffic if the road was narrowed on the south side at this junction.

Finally, it would also be good to see electronic signage warning drivers to reduce speed.

I hope it will be possible to get the work done this year so that residents can benefit from the improved environment.

Best wishes,

Sarah

Feedback from Haringey Cycling Campaign (HCC)

Dear Razak,

Thank you for consulting Haringey Cycling Campaign. We have previously commented on the strategy adopted for Wightman Road and the overall outcome is likely to be disappointing - Wightman Road will remain a poor environment for cycling. Failure to control through motor traffic volumes means that implementation of these proposals will do little to encourage wider uptake of cycling or solve the issue of poor air quality that is damaging the health of people living on or close to Wightman Road. We anticipate the Council will need to review their approach to traffic reduction, however looking only at the detail of the present design we support it, in so far as it is an improvement on the current situation and have the following comments-

- 1) Tree pits- these would best be designed to collect rainwater, in the same way as the recent tree planting at the S end of Horsey Park Rd, giving multiple benefits and better suiting the changing climate.
- 2) The new informal crossing points should be on raised tables to slow traffic and as these are mostly at side road junctions, this gives the opportunity to form raised junctions, as already provided at Hampden Rd.
- 3) The layout of build outs and speed tables should allow for future cycle contra-flow on all "Ladder" roads, similar to the current work at Tynemouth Rd (Tottenham). This would allow contra flow to be added at minimal cost.

Regards,

Michael Poteliakhoff

for Haringey Cycling Campaign

LCSP Response to Wightman Road Traffic Proposals

The LCSP welcomes the proposals to alter the parking arrangements on Wightman Road. However, we note that the current plans seem to give undue weight to the needs of vehicular traffic and do little to mitigate the effects of this traffic for the residents of Wightman Road, and the wider Harringay Ladder.

In particular, we have significant concerns relating to the provision for:

1. Pedestrian Safety
2. Resident Parking

1. Pedestrian Safety

Pedestrians continue to be those most negatively affected by traffic on Wightman Road, and the current proposals appear to perpetuate this situation.

Wightman Road is a very busy road with traffic often travelling well above the speed limit. Pedestrian users include more vulnerable and mobility impaired members of our community; the elderly, those with small children and the disabled.

The requirement for all pedestrians to use Wightman Road with reasonable safety should be paramount. The failure of the proposals to tackle high traffic speeds and to provide safe crossings for pedestrians are significant weaknesses.

A. Crossing Points

We have significant reservations about the proposed 'informal crossings'. Our observations of their use elsewhere as well as informal research we have undertaken have led us to the firm conclusion that they will put resident safety at risk.

Informal crossings give no legal priority to pedestrians over vehicular traffic. In an informal survey undertaken by the LCSP, most local residents were unaware of the existence of informal crossings, as both pedestrians and drivers. Those who are aware of them reported such low satisfaction with their efficacy that crossings such as the one on Endymion Road are avoided. Several members have even reported near misses trying to use these crossings.

The Highways England [Design Manual for Roads and Bridges](#) gives very clear guidance about where informal crossings should even be considered. Our understanding of this guidance is that a road with the conditions of Wightman Road is well outside the scope of consideration. Table 6/1 in the Manual (reproduced below) provides criteria to assist in determining whether 'informal at-grade crossing facilities' are appropriate, based upon Average Annual Daily Traffic flows (AADT).

The average flows on Wightman Road, as counted by the Council last year were 16,000 per day. This is 30% above the maximum suitability ceiling given by Highways England.

Road type	AADT flow (two-way)		
	Normally Appropriate	Potentially Appropriate (see paragraph 6.8)	Not Normally Appropriate
Single carriageway	Below 8,000	8,000 to 12,000	Above 12,000
Dual carriageway	Below 16,000	16,000 to 25,000	Above 25,000
Wide single c'way	-	Below 10,000	Above 10,000

Table 6/1 - Criteria for Suitability of Informal At-Grade Rights of Way Crossings

There are also many studies which have shown that informal crossings are the least popular type of crossing. For example, a study done by 'Inclusive Design for Getting Outdoors' (a multi-disciplinary consortium, supported by a wide range of partners in industry, government and advocacy), concluded informal crossings and uncontrolled crossings are the least popular type of crossing. Typical comments from participants were:

“These are risky and confusing because of the uncertainty of who has got right of way”

“A nightmare – you can’t control it at all”

We welcome the inclusion of a zebra crossing at the top of Pemberton, especially given the fact Pemberton/Mattison are school roads. It is our view that the scheme needs more of these. We fully understand that more pelican crossings may not be what is desired, but zebra crossings do allow an appropriate prioritisation of pedestrians, whilst still allowing traffic to flow efficiently. Zebras also offer an opportunity to slow the overall speed of traffic.

We would like to see planned into this scheme 2-3 more zebra crossings at strategic places on Wightman, possibly sacrificing informal crossing points as these points are where pedestrians are going to cross anyway (red paint will not alter this behaviour).

We also note that the current proposals do not include the two current pelican crossings at the top of Hampden and Burgoyne Roads. We assume this is an error. We have since had your confirmation this was an omission and these will indeed remain.

Alternative Options

The current proposals envisage:

- 17 new 'informal crossings' at on Wightman Road at 15 different points
- 1 new zebra crossing
- The retention of 2 existing pelican crossings

An alternative scheme could provide for 11 crossings at 11 different points:

- 6 new 'informal crossings' on Wightman at 6 different points
- 3 new zebra crossings
- Retention of 2 existing pelican crossings

We have done our best to establish the cost of alternative options, and whilst we would of course need your expertise to confirm the situation, it is our understanding that the alternative scheme outlined above, for example, could be implemented for very much the same cost as the one in the current proposal.

B. Traffic Speeds

Wightman Road currently sees daily average traffic volumes of 16,000, rising to over 20,000 vehicle movements per day at certain times. The plans as designed do little to consider the management of the speed of traffic along Wightman Road. Indeed the proposals appear to ensure as seamless a business as usual approach as is possible to ensure unimpeded access to the Ladder for traffic that we know to be moving through the borough and on the whole is not local.

We would urge the Council to use this opportunity to design in mechanisms to encourage the observation of the speed limit.

Options:

- Ensure any raised tables are 'severe' enough to force drivers to slow down (such as is the case for the table at the crossing at the Wightman end of Fairfax road - this is very effective in slowing traffic speed)
- Assess the use of 'green wave' type traffic light technologies to slow or stop traffic that is moving more than 20mph
- Determine if other approaches could be utilised to reduce and control traffic speeds
- Raised tables should be a distinct colour to alert drivers, especially if used for any informal crossings retained in the final scheme

2. Impact on Resident Parking

Parking is already very difficult on some Ladder roads. We are keen to minimise the extent to which changes on Wightman Road exacerbate the situation further. To arrive at effective recommendations for parking, we believe that it is essential to work from an accurate information base.

Informal counts undertaken since the Council study suggest that the Council's methodology of calculating spare parking capacity does not give accurate results.

We were informed by a council officer that parking capacity is calculated by dividing the length of a road by the average vehicle length. Our informal counts show that this does not allow for imperfect parking and so significantly overestimates spare parking capacity. We are unclear as to whether allowance is made for interruptions made for parking provision by disabled spaces, driveways and the like.

The LCSP is organising a controlled parking capacity count to compare actual spare parking capacity with that estimated by the Council. The count was carried out by 17 residents, all following the same methodology. The headline results are in the table below and the full report is appended and forms part of the LCSP consultation submission.

Overall data for Ladder rung roads

Category	LCSP Resident Survey 2018	Haringey Survey 2017	Difference
Parked vehicles	1,804	1,798	-6
Vacant useable spaces	500	762	-262
Total capacity	2,304	2,560	-256

We are aware that parking pressure is significantly lower over the summer period. So we propose to do an initial study to meet the consultation deadline along with a further study in early/mid-September.

We would appreciate final decisions being held over until that second count is completed and Haringey consider and respond to the conclusions and recommendations contained in the appendix.

3. Other Issues

A. Wightman Road Entry from Turnpike Lane

The southbound lane is unfeasibly wide at the entry into Wightman, and the 'motorway' like feel for this stretch sets the tone for behaviour across the Ladder for many drivers. There is no reason for the road to be as wide as it is.

A proposal is made that could enhance this slightly unloved part of Wightman Road. If the road at this is narrowed at the entry point into the Wightman, the excess space liberated could be used to plant a screen of trees. The trees could support the aesthetic enhancement of this part of Wightman, and contribute to reducing road traffic derived pollution. If bollards were utilised as opposed to a possibly more expensive redesign of the curb line this could be achieved while also retaining current car parking at the edge of the road for residents and businesses.

Options:

- Assess narrowing of the road at the junction to free land for tree planting

B. Places of Worship

There is absolutely no mention of the impact of various places of worship on the Ladder, particularly around the north of Wightman. Sundays, Fridays and certain religious festivals (Eid, weddings, etc) can see traffic dramatically impeded around the northern Ladder. This is disruptive to those living nearby and those using Ladder roads. It is not clear that anyone is taking ownership of this issue, be it from the council or the respective places of worship.

Option:

- To forward proposals as to how manage parking for those using places of worship.

C. Planters at End of Parked Cars

Planters need to be adequately protected as cars parking, and passing, are likely to catch the planters/trees over time and damage them. They need to be sufficiently sturdy that they present a clear incentive to drivers to moderate and manage their speed and driving behaviour.

Options:

- Design planters to be sufficiently robust, with concrete bollards, high strength steel poles or brick designs
- Utilise high viz methods to ensure drivers are aware of the deviation of the road, especially at night

4. Conclusions

We have significant reservations about pedestrian safety and the impact of the scheme on resident parking. In addition there are a number of other concerns which we have raised above. We cannot support the scheme as currently constructed.

We have welcomed the Council's willingness to work with residents to deal with the very contentious issue of traffic on the Harringay Ladder.

Before the Council proceed to the implementation stage, we would ask the following:

1. Firstly, we would like to see optional solutions modelled for safety to include improved crossing provision and further provision to encourage adherence to the speed limit.
2. Following the submission of our parking provision data, we would want to see a more realistic assessment of the impact on parking and explore potential solutions
3. We would like to see proposal to deal the other issues we have outlined above

Furthermore, we suggest that the scheme incorporates trialling to assess the efficacy of the chosen solution elements.

Further Points Noted

Various members also noted several other points worth capturing:

- At present the parking bays are almost exactly the same width as a 4x4 type vehicle. Has (or will) the council measure the width of the road once vehicles are in the road to see how much lane width is left? It is suspected that it will be slightly less and this could impact cyclists who are being passed by cars trying to keep to their side of the road. There will likely not be the minimum door zone to be maintained safely by cyclists – we don't want a situation where the whole length of the road is so narrow that it affects the safety of both cyclists and drivers.
- The plans imply that some of the chicanes are positioned where there is an existing "raised table", but some other chicanes are not – and there is no new raised table proposed at that point. It would be best if every chicane has a raised table.

Post Development Reviewing

We believe it is important to carry out a review following implementation of the effectiveness of interventions. We also believe we should carry out a further traffic volume and speed count at strategic point consistent with the original traffic survey counts to assess volumes and vehicles speeds and identify if there are areas that require further work or any detrimental impacts. We are clear this may be a multi-year process, and the first design is not going to get everything right first time.

Options:

- Carry out a post development traffic speed and volume count to compare against the original Wightman traffic count
- Carry out a post development review of where there may be areas to improve (what worked/what failed)

Appendix

Parking availability on Ladder “rung” roads

Why and how this work was carried out

- The London Borough of Haringey (Haringey) carried out a survey of parking on the Ladder over the period 11th to 17th September 2017 (the Ladder is an area bounded by Turnpike Lane, Wightman Road, Endymion Road and Green Lanes) This identified Sunday evening as being the busiest time for parking on Ladder Roads.
- Informal feedback from residents using the social media website Harringay On Line confirmed that Sunday evening tended to be the busiest time for parking
- Proposals for changes to Wightman Road will result in reduced parking for residents there. In their consultation document, Haringey calculate that there are currently 229 parking spaces on Wightman Road and if the proposed changes go ahead this would result in the loss of 66 spaces.
- The 2017 survey carried out by Haringey of Ladder rung roads (those roads running between Wightman Road and Green Lanes) has been used to identify what capacity there may be for displaced Wightman Road residents to park on roads near to their properties.
- As Sunday is the time when demand for parking is most stressed (has the highest demand) it was decided to carry out the resident survey at this time to indicate how Ladder roads would cope with extra parking demand when the maximum number of people (residents and visitors) were looking to park a vehicle
- Seventeen local residents carried out the survey of the Ladder rung roads using identical methodology to look at parking and vacant useable parking spaces in order to compare this with Haringey's findings. To make the resident survey comparable it was carried out on Sunday evenings between 8pm and 9pm.

Methodology for the resident survey (sent to and used by residents taking part)

Survey period

Sunday 22 July or Sunday 29 July 2018 between 8pm and 9pm.

What is to be counted?

- Number of parked vehicles
- Number of empty useable parking spaces

What is NOT a parking space?

- Too small (see next section)
- Disabled bays
- Doctors' bays
- Yellow lines
- Zig-zag lines
- Dropped kerbs to allow driveway access
- Private or off street parking

- If you see an area you're not sure of, the question to ask yourself is "With a residents' parking permit, could I legally and safely leave my car here at any time". If the answer is no, don't count it.

What IS a parking space?

- Yes - if it doesn't fall into any of the categories above
- Yes - if it can accommodate an average size car
- Yes - if it is temporarily obstructed - by a skip for example
- I'm not a car owner so I can't make an instant judgement if a space is big enough so after a bit of striding up and down my street 7 paces seems ok. I am over 6 foot tall though so those of you who aren't may want to allow 8 paces.

What I need back from you

- Name of the road
- Date audited
- Time audited
- Number of parked vehicles
- Number of empty, useable parking spaces
- Any observations you feel moved to make.

Issues to consider

- The Haringey 2017 survey was carried out in September. In order to fit in with the Haringey consultation period on Wightman Road changes, the LCSP resident survey was carried out at the end of July 2018. This coincided with the start of the school summer holidays. Due to this it may be that fewer residents and visitors were parked on the Ladder rung roads. Anecdotal evidence over many years strongly suggests that there is significantly less parking pressure during the summer period.
- A number of residents carrying out the work commented that the road they surveyed was quieter than on a normal Sunday evening.
- Some activities that may have an impact on parking - events and services at places for worship for example may not have been running during the resident survey.
- The weather was exceptionally hot. This may have negatively or positively impacted on the number of residents and visitors parking on Ladder rung roads.
- All those surveying said that vacant spaces were mainly at the west end of the rung roads, i.e. the sections of the road closest to Wightman Road.
- Willoughby Road, Lothair Road North, Lothair Road South, Conningsby Road, Tancred Road, Venetia Road and Endymion Road were not counted or compared with Haringey data. This is because the location of these roads makes them unsuitable for the needs of residents displaced by proposals for Wightman Road.

Findings

Overall data for Ladder rung roads

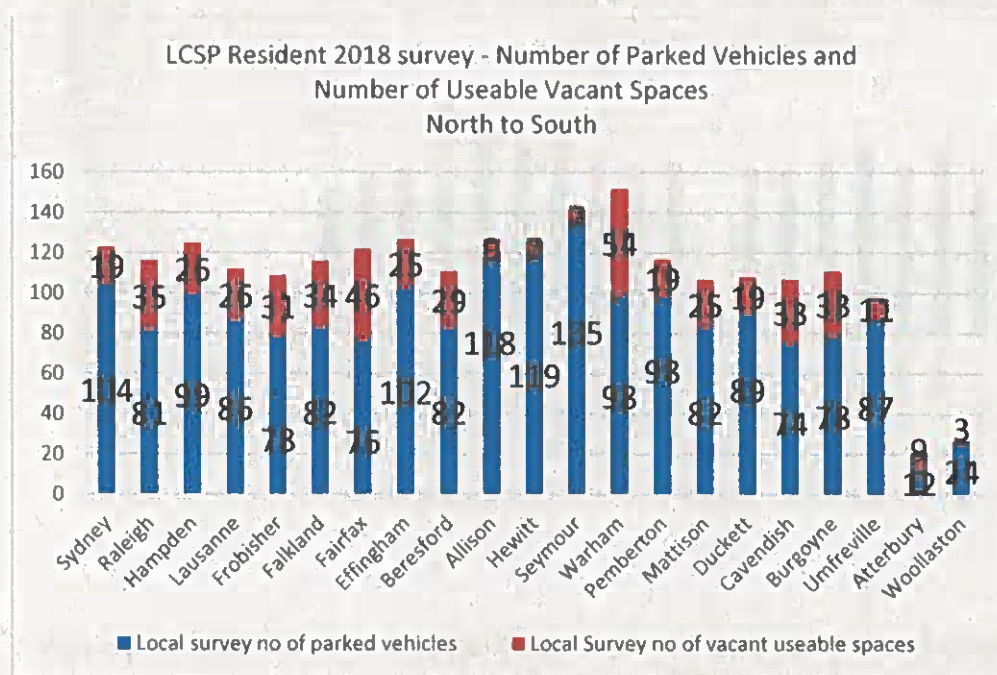
Category	LCSP Resident Survey 2018	Haringey Survey 2017	Difference
Parked vehicles	1,804	1,798	-6
Vacant useable spaces	500	762	-262
Total capacity	2,304	2,560	-256

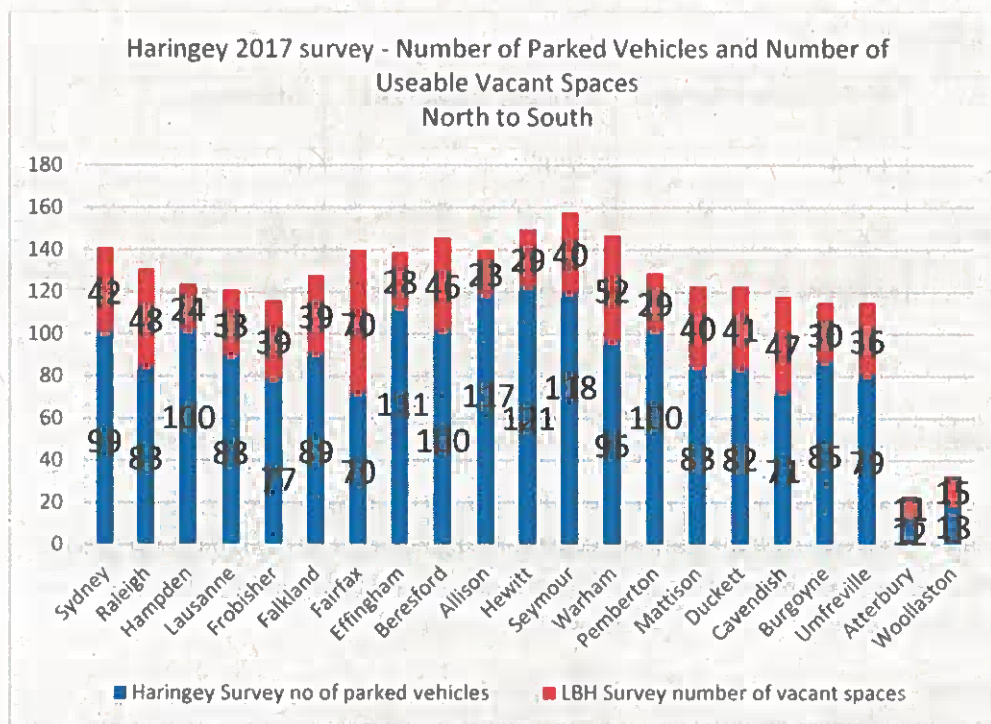
There is in close agreement between the two surveys regarding the number of parked vehicles.

Vacant spaces are significantly higher in the Haringey 2017 survey. This may because the methodology Haringey used was a mathematical calculation which deducted the number of parked cars from the road length rather than the result of direct observation. Those carrying out the resident survey did find spaces on roads that could **not** be counted as –

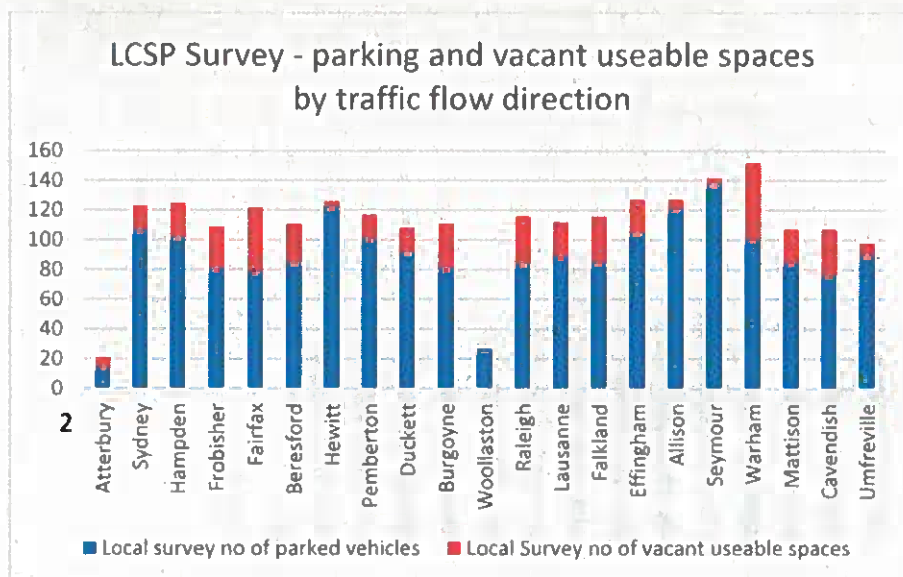
- They were too small to park an average sized vehicle
- They were an unoccupied disabled parking space which could only be occupied by a blue badge holder or other authorised vehicle
- The section of the road had zig-zags, yellow lines, dropped kerbs or other restrictions

Specific road data charts

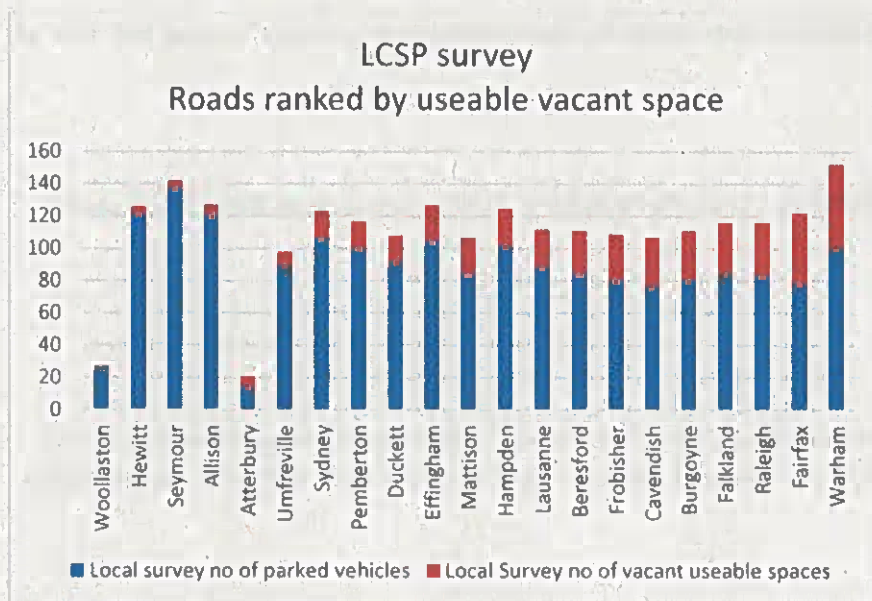




The Resident survey shows that those roads with the highest levels of parking stress are those in the middle section of the Ladder rung roads; Allison, Hewitt and Seymour. The number of vacant useable spaces found in 2018 is lower, in some cases significantly so, than the numbers shown in the Haringey survey of 2017.



There seems to be no correlation between direction of one way traffic and parking stress. Sydney to Burgoyne roads flow west to east and Raleigh to Umfreville roads east to west.



Discounting the small roads of Woollaston and Atterbury, the streets with the most parking stress (20 or fewer useable spaces observed) are Hewitt, Seymour, Allison, Umfreville, Sydney, Pemberton and Duckett roads. Earlier informal counts have showed that outside the summer period, the central three Ladder roads have little or no parking capacity on most evenings.

Conclusions and recommendations

Conclusion 1

Haringey's proposals suggest that there are currently 229 parking spaces on Wightman Road and that 163 spaces will be retained (a net loss of 66 parking spaces) if the proposed scheme goes ahead. This was using data gathered in the September 2017 survey of Ladder roads. Given the findings of the actual count of vacant useable spaces carried out by residents in July 2018 this would seem to be an overestimate of remaining useable spaces and an underestimate of lost spaces.

Recommendation

An actual count is carried out by Haringey on a Sunday evening (the period of maximum parking stress) using the same methodology as used by residents in the July 2018 survey to better estimate:

- a. the likely loss of useable spaces on Wightman Road
- b. the number of useable vacant spaces on the Ladder rung roads to see if this will take up the shortfall on Wightman Road

Conclusion 2

In order to be of use to Wightman Road residents, vacant useable spaces need to be at the "top" of the Ladder rung roads.

Recommendation

Separate data is gathered looking at parking availability on the western most 50m of each Ladder rung road

Conclusion 3

The three central rung roads (Allison, Hewitt and Seymour) are at maximum parking capacity and have no space to take on the extra parking needs of those displaced from Wightman Road who live near these roads.

Recommendation

Haringey need to look at why these three roads are particularly affected and what mitigations can be put in place. There may be scope to look at providing some resident only bays at the western ends of these roads

Conclusion 4

Feedback from residents living at the northern end of the Ladder indicate that there is extra parking stress due to the cluster of places of worship.

Recommendation

Haringey needs to investigate what can be done to alleviate the parking stress at the northern end of the Ladder in order to free up resident parking spaces

Data tables**LCSP Resident survey July 2018**

Road	LCSP survey Number of parked vehicles	Local Survey Number of vacant useable spaces	Local Survey Capacity
Sydney	104	19	123
Raleigh	81	35	116
Hampden	99	26	125
Lausanne	86	26	112
Frobisher	78	31	109
Falkland	82	34	116
Fairfax	76	46	122
Effingham	102	25	127
Beresford	82	29	111
Allison	118	9	127
Hewitt	119	7	126
Seymour	135	7	142
Warham	98	54	152
Pemberton	98	19	117
Mattison	82	25	107
Duckett	89	19	108
Cavendish	74	33	107
Burgoyne	78	33	111
Umfreville	87	11	98
Atterbury	12	9	21
Woollaston	24	3	27
Total	1804	500	2304

Haringey survey September 2017

Road	Haringey Survey Number of parked vehicles	Haringey Survey Number of vacant spaces	Haringey survey capacity
Sydney	99	42	141
Raleigh	83	48	131
Hampden	100	24	124
Lausanne	88	33	121
Frobisher	77	39	116
Falkland	89	39	128
Fairfax	70	70	140
Effingham	111	28	139
Beresford	100	46	146
Allison	117	23	140
Hewitt	121	29	150
Seymour	118	40	158
Warham	95	52	147
Pemberton	100	29	129
Mattison	83	40	123
Duckett	82	41	123
Cavendish	71	47	118
Burgoyne	85	30	115
Umfreville	79	36	115
Atterbury	12	11	23
Woollaston	18	15	33
Total	1798	762	2560



Living Wightman: Feedback on Proposed Safety and Accessibility Improvements to Wightman Road and Alroy Road

1. Living Wightman **strongly supports the removal of pavement parking** in order to meet government design guidelines for minimum pavement widths, enabling full use of the pavement by pedestrians including those with buggies or using mobility aids or wheelchairs, reducing damage to the kerbs, paths and underground services by parked vehicles, and improving the streetscape (including new tree plantings at the end of the new parking bays) in a residential area which has for too long been dominated by cars. Removing pavement parking is aligned with key TfL and Haringey strategies to increase the proportion of journeys made on foot and reduce reliance on motor vehicles.

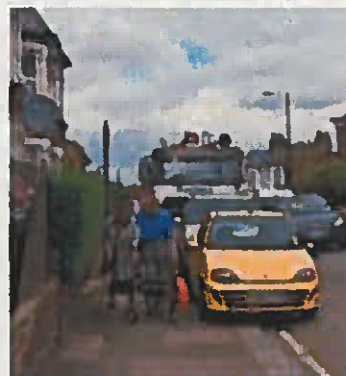


Figure 1 Pavement parking makes walking unsafe or even impossible

2. Living Wightman also **strongly supports the removal of "pedestrian refuge islands"** which create dangerous pinch points for cyclists on an already hostile road with over 1000 vehicle



Figure 2 "Refuge islands" are dangerous for cyclists

movements per hour for most of the day (actually higher than some neighbouring A-roads such as Turnpike Lane) and peaks of over 1500 vehicles per hour. Removing "pedestrian refuge islands" is aligned with key TfL and Haringey strategies to increase the proportion of journeys made by cycling and reduce reliance on motor vehicles.

3. Living Wightman has serious concerns about the introduction of new "informal pedestrian crossings" to replace the refuge islands. We understand these crossings comprise simply of red anti-skid paint. We do not believe these are appropriate for a road which experiences traffic volumes of over 1000 vehicles per hour, and are likely to decrease pedestrian safety rather than increase it. *Creating new "informal crossings" is not aligned with key TfL and Haringey strategies to increase the proportion of journeys made on foot and reduce reliance on motor vehicles. We believe formal, signal-controlled crossings are needed on a road with the current volume of traffic. We note there is one new*



Figure 3 "Informal crossing" on Endymion Road is ignored by both drivers and walkers and has not created a safe crossing



zebra crossing proposed at the top of Pemberton Road but there will be no other safe places to cross between this and the signal-controlled crossing at the top of Fairfax Road which is seven blocks and nearly half a mile away. As a minimum, we believe a further formal crossing is needed where the New River path emerges onto Wightman Road between numbers 201 and 203.

4. Living Wightman requests that Haringey Council exercises its power to **revoke the classification of Wightman and Alroy Roads as the B138**. The existence of the classification undoubtedly misleads drivers to believe that the road is suitable for through-traffic and this impression is reinforced by the cartographic convention of showing B roads as being physically wider than unclassified roads. Removing the classification would also remove the impression that through-traffic has superior rights to residents. Such a move by Haringey Council would be a clear and cost-free indication of its commitment to the strategy of increasing the proportion of journeys made by cycling and reducing reliance on motor vehicles.



Figure 4 Google and other maps suggest Wightman is wider than the Ladder rungs – it isn't

5. Living Wightman is **disappointed that the council is not moving forward with any measures to reduce traffic on Wightman Road**.

For example, modal filtering of Wightman Road would eliminate rat-running through-traffic and



Figure 5 Modal filter on Eade Road allows walking and cycling but prevents vehicular through traffic

be strongly aligned with key TfL and Haringey strategies to increase the proportion of journeys made by walking and cycling and reduce reliance on motor vehicles. Modal filtering was supported by 61% (279/456 responses) of Harringay Ladder respondents (and just over 50% of respondents overall) in the Council's online survey at the end of the Green Lanes Area Transport Study in mid-2017. There was also evidence during the 2016 Wightman Road bridgeworks when the road had to be filtered, that air pollution improved not just in the local area but also more widely. We therefore request again that modal filtering of

Wightman Road (or other measures to drastically reduce traffic) is re-considered, perhaps by introducing barriers or gates (similar to those used in residential areas to the east of Green Lanes such as Eade Road) along Wightman Road where some of the chicanes are proposed. A drastic reduction in traffic would also make the road safe for shared use and eliminate the need for any additional formal, signal-controlled crossings.



6. Living Wightman requests that **the works contractors should be provided with a detailed itinerary of signposts and other street furniture that should be removed** as part of the proposed works. Removal of redundant street furniture is often overlooked when new streetworks are made. For example the signposts which currently signal the start and end of pavement parking will need to be removed. Any currently dropped kerbs with tactile paving that are not to be used as crossing points will need to be restored to level pavements.
7. Living Wightman requests that **further automatic traffic count surveys should be carried out once the works are completed**, using pneumatic tubes at the same locations on Wightman Road as the previous surveys, to assess the impact on traffic volumes, speeds and quality (e.g. proportion of HGVs).

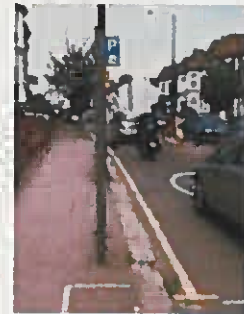


Figure 6 Example of signpost to be removed



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WASHINGTON, D. C. 20240

APPENDIX C

Consultation Report

September 2018

Wightman Road and Alroy Road Statutory Consultation on: Proposed Safety and Accessibility Improvements

Introduction

The 'Green Lanes Area Transport Study' identified possible measures to address traffic management issues in the area. One of the issues raised was reduced pedestrian space on Wightman and Alroy roads caused by cars parking on the pavements. Further obstructions include household refuse bins, overgrown foliage and redundant street furniture. Pavement parking also damages the paving stones resulting in trip hazards as well as additional maintenance costs.

We therefore propose moving the footway parking on to the road, although because of the narrow width of Wightman and Alroy roads; parking will be on one side only. The proposed measures are:

- Parking to be moved off the pavements and onto the road.
- Use of chicanes to alternate the parking along Wightman Road - this will also help reduce speeding.
- Removal of pedestrian refuge islands and provision of 'informal' road crossing areas.
- Pavement build outs at junctions with the 'ladder roads' to improve visibility and reduce crossing widths for pedestrians.
- Additional raised tables along Wightman Road to help lower traffic speed along this corridor.
- Provision of on-street planting areas and trees to help improve the street scene appearance.

These measures would result in removal of 66 parking spaces from Wightman Road. However, surveys carried out by Highways Engineering indicate there is sufficient alternative parking space available in the ladder roads to offset the loss of parking.

A five-week consultation period was held because of the summer holiday season. Freepost feedback cards were provided for residents' convenience when responding. The Frontline Consultation email address was also provided. Two 'drop in' sessions were held for residents to discuss the proposals. The consultation started on 12 July and closed on 17 August 2018.

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Analysis

1. Support / Object

		Count	%
Support or object	1. Support	81	41%
	2. Object	78	39%
	3. Other view	41	21%
	Total	200	100%

Support by road. Percentages read across >>>

		Support or object					
		Support		Object		Other view	
		Count	Row %	Count	Row %	Count	Row %
Road name	Allison Rd	4	67%	1	17%	1	17%
	Amberton Rd	1	100%	0	0%	0	0%
	Burgoyne Rd	6	86%	0	0%	1	14%
	Beresford Rd	0	0%	7	100%	0	0%
	Denmark Rd	2	100%	0	0%	0	0%
	Duckett Rd	1	20%	4	80%	0	0%
	Effingham Rd	6	55%	3	27%	2	18%
	Endymion Rd	0	0%	0	0%	4	100%
	Fairfax Rd	3	50%	0	0%	3	50%
	Falkland Rd	1	33%	2	67%	0	0%
	Frobisher Rd	1	50%	0	0%	1	50%
	Green Lanes	1	50%	0	0%	1	50%
	Hampden Rd	4	57%	2	29%	1	14%
	Hewitt Rd	3	43%	3	43%	1	14%
	Lausanne Rd	3	60%	1	20%	1	20%
	Lothair Rd N	0	0%	2	100%	0	0%
	Lothair Rd S	1	50%	0	0%	1	50%
	Mattison Rd	1	20%	3	60%	1	20%
	Pemberton Rd	3	43%	3	43%	1	14%
	Raleigh Rd	2	25%	4	50%	2	25%
	Seymour Rd	5	42%	6	50%	1	8%
	Sydney Rd	2	50%	2	50%	0	0%
	Umfreville Rd	1	25%	1	25%	2	50%
	Venetia Rd	0	0%	0	0%	1	100%
	Warham Rd	8	47%	6	35%	3	18%
	Westbury Ave	3	100%	0	0%	0	0%
	Wightman Rd	15	36%	18	43%	9	21%
	Woollaston Rd	2	67%	1	33%	0	0%
	Not stated	2	13%	9	60%	4	27%
	Total	81	41%	78	39%	41	21%

Support for specific measures

		Count	%
Reduced parking	yes	22	31%
	no	50	69%

		Count	%
Chicanes to alternate parking	yes	20	48%
	no	22	52%

		Count	%
Replace refuge islands with informal crossings	yes	19	26%
	no	54	74%

		Count	%
Pavement buildouts at ladder junctions	yes	18	47%
	no	20	53%

		Count	%
Additional raised tables	yes	16	43%
	no	21	57%

		Count	%
Street planting and trees	yes	24	71%
	no	10	29%

A majority of respondents did not comment on the individual measures – except to raise concerns at the loss of parking and resultant displacement. While many respondents were not overly concerned about the removal of traffic islands per se, they generally did not want them replaced by informal crossings which they think inappropriate inappropriate given their views on the speed and density of traffic on Wightman Road.

With the parking issue, there is significant support for freeing the pavements for pedestrians, but less so if this results in parking congestion in the ladder roads.

Analysis of the comments gives more explanatory detail on the views of residents on the proposed measures and show there is limited consensus. Underlying the views on these proposals are issues such as relative share of traffic volumes between Green Lanes and Wightman Road. There are also significant differences in views between drivers on the one hand, and pedestrians / cyclists on the other.

2. Grouped Comments

		Count	%
Comments grouped	Priority is to reduce traffic in Wightman Road - these proposals don't	13	7%
	No comments on the measures	19	10%
	Informal crossings would be ineffective and ignored by motorists - need zebra or pelican	40	20%
	Will create overspill parking on other roads - survey data not credible	17	9%
	Need to stop the speeding cars	5	3%
	Removing overhanging foliage and redundant street furniture would create more space	6	3%
	Measures will cause traffic congestion and queuing	13	7%
	Generally support but have some additional suggestions	38	19%
	Object for various reasons - incl waste of money	22	11%
	Other views	27	14%

3. Verbatim Comments grouped by Road

Road name	Support or object	Comments
Allison Rd	Support	
Allison Rd	Support	Really pleased with the improvements for cyclists and pedestrians although to avoid being squeezed against parked cars I would suggest a clearer delineated / separate cycle path on the west side of the Endymion end of Wightman Rd as cars race along there
Allison Rd	Support	Looks fantastic. Please keep us informed about when roads will be closed etc. after the works commence. Thanks
Allison Rd	Support	Will alternative parking provision be made? We are concerned about increased parking congestion in the ladder roads.
Allison Rd	Object	Leave it alone. Don't create more competition for parking space on the ladder; as it's difficult enough already. Residents will be paying excessively for a service you can't provide. Do something about the overhanging shrubs and branches. Also do something about bins on the footpath. You have enforcement powers, use them!
Allison Rd	Other view	Agree with improving conditions for pedestrians. However, pavements need repairing, as does the overhanging foliage. Cars parked outside the marked areas should be fined. Reduced parking on Wightman Rd will put more pressure on the ladder roads with implications for pedestrian safety. At what time were the surveys done? It is virtually impossible to get a parking space every evening.
Amberton Rd	Support	May be worth having a pedestrian crossing at Burgoyne Rd to help make it safer for people using Harringay Overground station
Burgoyne Rd	Support	New anti-skid crossings will need signage or cars will not stop for people. Parking reductions will simply push traffic onto already congested ladder roads. Free parking options should be removed. What about speed cameras? Also suggest cleaning the streets occasionally as the piles of dumped rubbish are out of control.
Burgoyne Rd	Support	More trees need planting. Many have been taken down and not replaced.
Burgoyne Rd	Support	Have bollards at junction with Wightman to prevent Beresford Rd being used by HGVs and coaches. Have 'real pedestrian crossings in Wightman. The informal ones are always ignored by cars
Burgoyne Rd	Support	
Burgoyne Rd	Support	While this will slow traffic; removing the traffic islands will create added risk for pedestrians - esp those with children. Please put zebras in instead of 'informal' crossings. These will be safer for pedestrians and are understood by motorists. I hope you will prioritise pedestrians more while doing these works.
Burgoyne Rd	Support	
Burgoyne Rd	Other view	Some changes are Ok but we really need the parking hours extended e.g. 8am to 10:30pm, as parking is a nightmare here. Do please think of the residents before removing more parking space
Beresford Rd	Object	Don't agree with this. Making the road smaller with cycle lanes will affect parking. Cyclists already use Burgoyne Rd, so why is there any need to make a cycle lane?
Beresford Rd	Object	

Beresford Rd	Object	We don't agree with this. We already have difficulty finding a parking space so this will make it worse. You should be focused on fixing the potholes and other road defects.
Beresford Rd	Object	Cyclists can easily use the one way Umfreville and Cavendish roads. Cycle contraflow will lead to accidents near the junction with Harringay Passage - mainly because pedestrians (incl runners and joggers) will not check both ways because this will be the only ladder road with two-way traffic.
Beresford Rd	Object	Because cyclists have two alternatives in the form of Umfreville / Cavendish roads. Also parents and children use Harringay Passage a lot to get the school in Mattisson Road.
Beresford Rd	Object	Object because it doesn't make a jot of sense. Plan/map is incomprehensible. I dislike cars because of noise, pollution and 'boy racers', as well as delaying the buses. The best time was when there were road closures while the bridge was repaired. Cars in London need to be banned!
Beresford Rd	Object	Pedestrian crossings should be zebra or pelican - not informal. The junction of Alroy and Endymion is very dangerous when walking to Finsbury Park. Reducing traffic volume has not been addressed, nor has speeding.
Denmark Rd	Support	Speed cameras needed to deter speedsters.
Denmark Rd	Support	Support one side parking as it helps visibility. Large vans can block the view.
Duckett Rd	Support	Please include EV charging points in all future highways and parking schemes - esp for those without garages.
Duckett Rd	Object	
Duckett Rd	Object	Where is the money coming from to pay for this. There's potential for abuse by drivers parking in inappropriate places - causing chaos. Also an inability of vehicles to pass freely along the road. The loss of parking spaces (just 163 will be retained) drivers will park in the ladder roads.
Duckett Rd	Object	
Duckett Rd	Object	Pelican crossing needed instead of zebra at top of Pemberton Rd. 'Informal' crossings are of no use to anyone. We need proper crossings and more speed controls eg electronic signs. The measures do not address the fundamental problem of excessive traffic on Wightman Rd.
Effingham Rd	Support	This is a step in the right direction. However we need more formal pedestrian crossings (Pelican / Zebra). Disappointed no improved provision for cycling. Still appears to prioritise drivers. More needed to control speeding e.g flashing warning signals when speed is exceeded. Also have raised tables at ladder road junctions
Effingham Rd	Support	
Effingham Rd	Support	Very pleased to have the pedestrian refuge islands removed. They are terrible for cyclists. Also support moving parking off the pavements. Not so sure that informal pedestrian crossings are a good idea on a road with such heavy traffic. It may give pedestrians a false sense of security, and I'm not sure that motorists know what they are meant to do.
Effingham Rd	Support	Hi guys, I just wanted to say that the plan makes a lot of sense and I think it'll look great if implemented. A nice response to the problem. Thanks!
Effingham Rd	Support	
Effingham Rd	Support	More Bikehangars please. One near Effingham Road would be great.

Effingham Rd	Object	I live on Effingham Road. The proposal was possibly from some articulate person who indeed had access problems on the road. I doubt I'd many people walk the full stretch of the road. Yes improvements are needed. Maybe straighten the paving remove bollards and unnecessary signage so the road is flatter and nearer. However asking these residents to move their cars will only create problems elsewhere on the ladders. Parking will continue to be an issue. I think parking in itself needs to be addressed I used to be a huge supporters of the council but now decisions are not always full of common sense. Also many residents can't email use English or are able to express their concerns. More educated people can do this. I am lucky I can do this. I do feel wheelchair users and buggies need access but making people move cars do not help. Women will have to park cars far from their front doors and there will be safety issues and car thefts hence a new set of problems. Thank you for reading this
Effingham Rd	Object	Object to removal of refuge islands. They are essential when crossing such a busy road.
Effingham Rd	Object	This would increase the traffic in an already busy area. Parking is already difficult on Effingham and having fewer spaces would make it impossible to park on my street. Please consider the traffic and parking problems this scheme would cause.
Effingham Rd	Other view	I support the general aims in that Wightman Road needs to be widened, traffic islands removed etc. However I'm not convinced that footway widening and buildouts are a good idea as they could increase traffic congestion without helping safety for pedestrians
Effingham Rd	Other view	What makes the informal crossings any different from just walking into the road? Do they have any legal status? Are they raised?. The top end of Effingham is parked in by Wightman residents. Removing spaces will make this situation much worse. I Build-outs: The ones on Beresford have really slowed the traffic down because there is no room for vehicles turning left or right. The current set up works better I think.
Endymion Rd	Other view	Dear Razak Mahama, I received the works notice. I refer you to my email below on the matter, sent six months ago to this same address, to which I received no answer. My concerns remain the same and I am keen to hear from you regarding the illegal emissions: To whom it may concern, I want to express my views on the safety improvements planned on Endymion Road of which I received a statutory notification as a resident. I live on the Eastern part of the road, near to the junction with Green Lanes. Currently the air pollution is very bad as cars waiting at the traffic lights leave their engines on and emit toxic fumes. In fact the Green Lanes Area Transport Study concluded that the levels of NO2 exceeded European limit values. As residents we deal with this and its health implications. While I welcome the double yellow lines along the southern footway, I am worried that it will mean more cars stop on the northern footway, increasing pollution outside resident's homes. Also, the raised tables will slow cars down, emitting more pollution. While I recognise these are safety issues, I would like to hear what suggestions are being introduced to reduce the illegal emissions outside our homes. I look forward to hearing from you

Endymion Rd	Other view	We received notification that works are starting today on safety improvement on Endymion Road. As a property with a bedroom at the front, I'm concerned that the letter states that all work will be carried out at night from 9pm to 5am. Will steps be taken to minimise noise during the night? e.g. Are there any rules about when noisy activities can take place? Please advise as this is very concerning for our ability to sleep during the period. Usually the road is quiet at night, and we need to sleep with the window open in the current heat. Thanks
Endymion Rd	Other view	Driving behaviour is atrocious here. Traffic lights are needed at the junction. Also the 'Give Way' signs need to be much bigger. Suggest having Wightman Road as one way.
Endymion Rd	Other view	Zebra crossings needed at Junction of Alroy and Endymion roads. The measures you propose to cope with this dangerous junction do not seem enough
Fairfax Rd	Support	As a cyclist, Wightman Rd is the most dangerous part of my journey largely because of the pedestrian islands which squeeze the traffic. Removing these is a great idea
Fairfax Rd	Support	Welcome the footway being returned to pedestrians. However I am concerned that removal of pedestrian islands will make it difficult to cross the road. Not sure the chicanes will reduce speeds sufficiently. Also the problem of too much traffic in Wightman Rd and rat running in the ladder roads need addressing.
Fairfax Rd	Support	I support the changes except for the anti-skid informal crossing areas. I'd prefer zebras. Ambiguity over priority would cause accidents. Also, no provision made for reduction in air pollution. The council needs to take more responsibility for public health.
Fairfax Rd	Other view	You should concentrate on the ladder roads, which are used as short cuts by speeding vehicles esp Falkland and Fairfax. As these roads are by a children's playground we need chicanes and humps.
Fairfax Rd	Other view	I am in favour of a filtering system that acknowledges the ladder as a residential area with primary schools. Through traffic should use green lanes.
Fairfax Rd	Other view	This is piecemeal and ignores the main issue. Wightman Rd should not be a through route. It needs to be filtered one-way in at either end.
Falkland Rd	Support	I drive, cycle and walk in the area and it's clear that traffic on Wightman needs to be slowed down and the volume reduced. Any measures to help this are welcome. Help with its appearance would also be welcome. I agree that the pedestrian refuge islands are dangerous for cyclists because cars come very close when overtaking at these points.
Falkland Rd	Object	Reducing parking space will just lead to increased parking in the ladder roads (Hampden, Falkland, Frobisher etc.) Don't support measures which just move the problem to other roads.

Falkland Rd	Object	<p>I think the proposals are overly fussy and complicated and mostly unnecessary. I do not think the cost justifies the improvements. Just how unsafe is Wightman Rd? I think it is reasonably safe. There are traffic calming methods already in place that induce reduced speeds to a reasonable level. I do not think anything more needs to be done. I would support improving pedestrian movement and safety, especially for wheelchairs and pushchair by only having on-the-pavement parking on ONE side only of all of Wightman Rd . The pavement on the side of Wightman Rd with junctions from ladder roads should be free of parking thus enabling safer pedestrian travel on this side of the road Furthermore the loss of parking spaces would be compensated for if the Council were to review the parking boxes in all ladder roads. This is urgently outdated and overdue. These boxes were set out when the ladder roads were 2 way streets. Now that they are one-way streets there are some spaces that had been left as pull in spaces that now can be converted in parking bays. For examples of this see the Green Lanes end of my own street, Falkland Rd, where about 6 new parking spaces could be created. Along the length of all the ladder roads I would estimate you would realise 200 more parking spaces. I cannot urge you more strongly to do this work that would not be very costly nor time consuming In conclusion , many of the proopsals are unnecessary and costly. Don't due them for a minimum improvement. Spend the money on something else.</p>
Frobisher Rd	Support	Plant plenty of trees to help reduce air pollution
Frobisher Rd	Other view	. I believe this will be a step forward though it could be a great deal better. I fully support the views of the Living Wightman group
Green Lanes	Support	
Green Lanes	Other view	Don't agree with the plan as it will cause overspill onto other roads, slowing down the traffic and causing longer journey times elsewhere
Hampden Rd	Support	Believe this will be beneficial and effective. Net road space will not be changed because taking away parking from one side of the road will be offset by moving parking off the pavement on the other side. My suggestion is to reduce pavement widths on both sides by 0.5m, and then the pavements will still be wider than at present; but 1m will be gained in road width.
Hampden Rd	Support	
Hampden Rd	Support	Enforce the 20mph speed limit.
Hampden Rd	Support	Please also get rid of redundant street furniture (e.g. cable phone and TV empty boxes), refuse bins, overgrown foliage, fly tip. Also make the entrances to the New River along Wightman and Hampden roads more obvious and thereby safer.
Hampden Rd	Object	Agree with removing the refuge along Wightman Road. However, all houses are responsible for keeping their front gardens in order - and they should be fined if their mess encroaches onto the pavement. Further speed humps will damage cars - put in speed cameras. Loss of parking will crate additional overspill in other congested roads

Hampden Rd	Object	<p>I live on Hampden Road, towards Hornsey station, and parking outside our house is already problematic at times. This is due to the number of flats on this road, our proximity to Hornsey station and our proximity to the mosque, which, during busy service times in the evenings and on Sundays, sees a lot of cars parking all the way down our street. I'm worried that with even fewer spaces available on Wightman Road, both for residents and visitors, there will be even more cars parking - and driving round repeatedly looking for parking - in Hampden Road, making it even harder for us to park. Please make sure this isn't the case, either by issuing different permits for Wightman Road, or creating additional spaces elsewhere in the immediate vicinity. Failing that, I would urge you to reconsider removing the existing parking at this point on Wightman Road. My other concern is the length of time this work will take. Wightman Road was only recently closed for the best part of a year while works on the bridge were taking place, seeing traffic backed up all along Turnpike Lane and Hornsey High Street and making entry to our road very difficult. Please could you let me know how long the planned road closure and disruption will be?</p>
Hampden Rd	Other view	<p>It is good to see the plans to take the cars off the pavements. It can be impossible to walk down the pavements in single file never mind with a push chair or wheelchair. The idea to alternate the car parking is not a good idea as it will mean that cyclists will be forced into the path of the oncoming traffic when the parking changes from one side to the other. It is extremely disappointing that Haringey council has not taken the opportunity to make a radical change to Wightman Road by reducing the traffic. I have heard it said that people wanting reduction of traffic on Wightman Road are NIMBYs. The implication being that people living in around Wightman road are middle class people and want to protect their own interests by making the area nicer whilst pushing traffic into other areas. The council has failed to acknowledge a number of issues.</p> <ul style="list-style-type: none"> · There are many multiple occupancy houses on Wightman Road and the ladder. many with young children living in the properties. · The air pollutants on this road are at a high and sometimes illegally high level. (Something that the Mayor tells us he is committed to reducing). · Most of the traffic on Wightman Road is from outside Haringey. · Most households in Haringey do not have access to a car. · Wightman Road could provide an excellent cycle route leading in through Finsbury Park and then into the city offering an efficient and healthy way for people in Haringey to get into central London. I think much more radical proposals should be put forward and believe this is a missed opportunity.
Hewitt Rd	Support	<p>You're doing a good job. Thank you for asking for our opinion. We support the proposed improvements</p>
Hewitt Rd	Support	<p>Hewitt can become very busy at night so please review extending permit control hours to discourage this</p>
Hewitt Rd	Support	<p>Please don't make the raised tables too high. I have a classic small car which could be damaged - as could other older and smaller vehicles.</p>

Hewitt Rd	Object	<p>I'm happy with the idea of removing the on street parking to improve pedestrian access, slowing speeds and improving the streetscape with planting, but I do have a number of serious concerns over the proposal: 1. As a parent, the loss of the traffic islands is highly concerning as it will make crossing lethal during rush hour when the traffic is near constant. As a cyclist, I also understand the effect they have due to the reduced carriageway width pinch point so the only solution to meet both needs is to add more zebra/pelican crossings. It's not clear what's happening at the mosque or by moka from your plans but from what I've understood the number of pedestrian priority points to cross near fairlands park, new river path, Haringay and Hornsey stations and both north and south schools is reducing which is very dangerous. You should have dedicated priority crossings at each of these points as a minimum 2. The red informal crossings are a crazy idea as they are not understood and if you drive here you will know that many of the motorists in this area have no concept of legal right of way, let alone any informal one so there will be conflicts and accidents. 3. The other area where pedestrian crossings are needed is at the allroy/ endymion roundabout as crossing to access the park is always dicey unless you walk all the way up to the gate which requires a longer journey on the east side pavement which people instinctively avoid. The proposal mentions a separate scheme so can you provide details? Similarly you mention a cycling scheme for Burgoyne, can you elaborate? 4. In terms of parking, your survey is obviously deeply flawed so could you share your stats for Hewitt Rd? If you have ever tried to park on a weeknight after 8pm you may find yourself parked at best on either end of the street or sometimes on a different street. If Hewitt has say 100 spaces, your survey suggests there should be 23 free at peak times ... absolute nonsense. The best way to spread the load across Wightman and not down onto the ladder is to either: A. Make Wightman parking its own residents zone along the length. B. Convert the paid parking at the bottom of ladder roads to residents to offset the extra load from Wightman. This itself could be offset by making more of the Garden roads paid parking as the density there is less as they have all the cross streets which adds up to a lot of empty roadway. 5. Finally, at what point will the council look at the safety of the pedestrians</p>
Hewitt Rd	Object	<p>Object to the lack of proper pedestrian crossings. 'Informal' crossings are not safe for pedestrians esp during busy traffic times. Also concerned at loss of parking impact on the ladder roads. Hewitt Rd frequently has no spaces overnight and we often have to park in neighbouring roads</p>
Hewitt Rd	Object	<p>Will result in Wightman Rd being single carriageway at various points making this busy road even worse and will add more traffic to Green Lanes. Reduced parking will make it even more difficult to find space. Occupancy levels are higher than your estimate.</p>
Hewitt Rd	Other view	<p>While I support the proposed measures to improve pedestrian crossing, the chicanes to help reduce traffic speeds and on street planting, I do not support the extent of the reduction in parking spaces. Despite paying for a residents permit, we are regularly unable to park outside or near our house due to the volume of cars, a problem which will be exacerbated by the proposals. This is a concern as my wife and I are soon have a new born baby and could therefore be required to park in excess of 50m away from our home (as has been the case on several occasions recently), on a busy road (Wightman Road), with a new born baby. I trust these comments will assist in informing your consultation process / these proposals.</p>

Lausanne Rd	Support	<p>I support the scheme outlined in these proposals and I hope that it proceeds - it would make Wightman Road safer for cyclists and pedestrians, and improve the overall environment around the road. However I suggest that some amendments are needed to where the parking spaces are located on the stretch of Wightman Road between the junctions with Hampden Road and Seymour Road, in order to improve safety for traffic - particularly cycle traffic - travelling southwards along Wightman Road. With the current layout of Wightman Road, the location of parking bays just north of some junctions with 'ladder' roads mean that southbound traffic cannot easily see if there are cars emerging from the 'ladder' roads along this stretch, due to the view being blocked by parked cars. This problem is most pronounced in the approach to Seymour Road, but is also present in the approach to Lausanne, Falkland and Effingham Roads. In each case, the problem is made worse by traffic emerging from these 'ladder' roads (onto Wightman Road) also being unsighted - this results in car drivers often 'creeping' forwards into the southbound lane to try to improve visibility along the road, and avoid their view being blocked by parked cars. This presents a particular threat to the safety of cyclists travelling southbound on Wightman Road. (The problem is also currently present in the approach to Warham Road, but if the one-way working is reversed on Warham Road, so that it takes traffic away from Wightman Road rather than towards it, then this junction will no longer have this problem, which only applies to 'ladder' roads whose direction is towards Wightman Road. There is no problem with locating parking bays just to the north of 'ladder' roads whose direction takes traffic away from Wightman Road.) To improve safety at the southbound approach to these junctions, parking bays should not be located on the southbound lane (as in the current proposals), but should be moved to the northbound lane. Specifically: - 4 parking spaces outside 278-272 Wightman Road (north of Lausanne Road junction) should be moved to the opposite (northbound) side of the road - 4 parking spaces outside 270-256 Wightman Road (north of Falkland Road junction) should be moved to the opposite (northbound) side of the road - 4 parking spaces outside 228-218 Wightman Road (north of Effingham Road junction) should be moved to the opposite (northbound) side of the road - 5 parking spaces outside 162-152 Wightman Road (north of Seymour Road junction) should be moved to the opposite (northbound) side of the road In order to retain the proposed chicanes along Wightman Road (a feature of the plans that has clear safety benefits), while also making the changes above, it might also be necessary to change the location of other parking bays. This might include moving some parking bays which are currently proposed for the northbound side of the road to the southbound side. I hope that the above changes can be incorporated into the proposals, to help make Wightman Road a safer environment for all users of the road.</p>
Lausanne Rd	Support	This is very good
Lausanne Rd	Support	More Bikehangars needed. Please have formal - rather than informal crossing points.
Lausanne Rd	Object	Proposal will increase traffic congestion and pollution. Reduced parking will impact ladder roads. I recommend removing all obstructions to lower pollution and improve traffic flow. Also remove dangerous cycle lanes. The area is dangerous for pedestrians.

Lausanne Rd	Other view	Support additional crossings and slowing of traffic. Not sure when you did the parking survey but it underestimates congestion - particularly with so many mosques and churches. Friday and the weekends have high parking pressure.
Lothair Rd N	Object	There are pros but the cons outnumber them. Bound to lead to greatly increased pressure on parking in the ladder roads; where it is already often very difficult to find parking space. It's also extremely tough on Wightman residents who need to park. I don't believe the survey figures. How did they count disabled bays - which are often empty?
Lothair Rd N	Object	These works will cause major queues in Endymion and Green Lanes - severely reducing air quality and delaying public transport. They will also impact on traffic at the Arena centre
Lothair Rd S	Support	Need zebras instead of informal crossings, otherwise it would be impossible to cross safely. Camera needed to deter drivers turning right into Wightman. Still being used as a rat run
Lothair Rd S	Other view	The junction of Edmymion and Aloy was "improved" only a year or two ago. No one knows what a red anti-skid surface means! I drive and this junction has not improved at all. This really is a total waste of money.
Mattison Rd	Support	Support safety improvements but would like a safer crossing at the top of Mattison Rd for school children, families and those with mobility issues.
Mattison Rd	Object	Object to removal of pedestrian islands. I remember what it was like before they existed i.e. impossible for pedestrians. Drivers won't bother to stop and it will be very dangerous for able-bodied adults let alone disabled and the many children using schools and nurseries in the area.
Mattison Rd	Object	Strongly object to change of direction in Warham Rd. Traffic from the east must move more quickly through the ladder roads in order to reduce jams in Green Lanes. Mattison Rd has a primary school on it and under your plans will be the next road for drivers to turn left into after Salisbury. Traffic volume in Mattison is already high and should not be encouraged further. The closing of The Gardens means that the ladder roads only have two access points: Salisbury and Harrinagy roads. What will happen to the latter? Traffic jams outside their houses?
Mattison Rd	Object	Footway buildouts will just obstruct traffic and cause more queues. No useful purpose will be served
Mattison Rd	Other view	Many pedestrians rely on the 'islands' to cross safely. By all means free up the pavements for pedestrians but Wightman Rd traffic is nose to tail most of the day, so there is limited opportunity to cross, and there is only one Pelican crossing. Either have Wightman and Green Lanes as one way (in opposite directions obviously) with cycle lanes on both. Or install another Pelican crossing to help pedestrians cross and/or increase the speed limit to 30mph so the traffic is less congested.
Pemberton Rd	Support	Object to raised tables because of their noise. Need cameras to stop speeding. Support having more Bikehangars.
Pemberton Rd	Support	Excessive and speeding traffic on Wightman. It is used as a through route (for which it was not designed) and should be 'disincentivised' as much as possible

Pemberton Rd	Support	that I agree with your proposals. I have long felt that the pavement parking is a bad thing. It is awkward for anyone walking along Wightman Road and inconsiderate pavement parking, especially when there are bins in the road, must make it impossible for wheelchair and mobility scooter users. The pavement parking also contributes to the danger caused by motor traffic to cyclists. Cyclists need room to pass at a safe distance away from parked cars. Therefore, will you put signage to remind motorists of that, please? In conclusion, I write to say that I am in favour of and fully support your proposed changes to Wightman and Alroy Roads. Such changes are long overdue
Pemberton Rd	Object	Stop hounding motorists with these silly schemes. Vehicles need to be able to move about and we can't all use bicycles and buses in our jobs. I will never vote Labour if I can't drive or park and do my job.
Pemberton Rd	Object	I object to the proposals as follows: 1. The consultation document is not in plain English eg terms like chicane need explaining and what is an existing vehicle crossover. 2. They are focused primarily on cyclists, not pedestrians. There is no mention of people with disabilities and no disabled parking bays which are needed at shopping areas at both ends of Wightman. 3. Removal of refuge islands will increase risk to pedestrians especially those with mobility limitations because of having a disability, small children, pushing a buggy or luggage or carrying shopping. 4. The proposed informal pedestrian crossings are not a safe alternative to refuge islands especially for the groups above. 5. I welcome the pedestrian crossing near Pemberton Rd, but why not have a signalised crossing? There is only one on Wightman near Fairfax Rd. They are much more pedestrian friendly than what is proposed. 6. I am concerned about displacement of parking from Wightman onto the surrounding ladder roads. It is already hard at times to park on Pemberton Rd.
Pemberton Rd	Object	Object to removal of the refuges, as they are needed by all those who cannot walk fast or run across the road. At least have zebras to replace them. Also need some DBs at north end of Wightman Rd. Reduced parking bay numbers will adversely impact on ladder roads especially in late evenings when there are few spaces available
Pemberton Rd	Other view	Removal of household refuse bins, overgrown foliage and redundant street furniture needs to be down across the area not just in the proposed parts. Pemberton Road is full of bins which block the path for pedestrians
Raleigh Rd	Support	Need to also have bike hangars in Willoughby Rd. The second 'informal' crossing north of Raleigh seems unnecessary. If footway to Raleigh Rd is to be built out, where will the corner shop refuse go? Also it is often difficult to see the road.
Raleigh Rd	Support	Please plant Olive trees. They are evergreen, drought resistant, don't grow too tall, and are in keeping with the Greek-Turkish Cypriot history of this area.

Raleigh Rd	Object	<p>I agree that the footpaths along Wightman Road do need widening to create better accessibility for pedestrians and that road layout changes need to be made to reduce the speed of the traffic and increase safety. However, I have the following concerns: - specifically the changes made around the exit of Raleigh Road on to Wightman Road. In the current situation there are double yellow lines and parking bays on Wightman Road to the north of Raleigh Road. The double yellow lines here are regularly ignored so that drivers can stop to call into the shops. Combined with the slope of the road this completely blocks the view of traffic approaching from the north and drivers exiting Raleigh Road have no choice but to edge out into the road hoping that there is nothing coming. There are regular near misses. I have reported this to the council before but nothing changed. I strongly object to the adding of a shared use bay in the exact same spot that already causes visibility issues. It will give those who already ignore the double yellow lines even more freedom to simply park and pop out to the shops. Yes, the businesses need parking for their customers but that should not be at the expense of other road users safety. The visibility issue is further compounded by the proposed planting on the south corner of the Raleigh Road/Wightman Road junction. Surely planting would be more safely added to roads that were entered from Wightman Road, rather than expecting drivers exiting on to Wightman Road to have to pull out enough to view round it. Other new shared used bays have also been added just south of the planting, also adding potential visibility issues. Surely these shared use bays would all be far safer on the Mosque/Community centre side of the road, leaving visibility at the entrance and exit of the ladder roads to be clear. The new Altitude development appears to only have limited car parking available to it's residents so there will be less traffic entering from the west of Hampden Road than there are from the east so it makes more sense to move the parking to this side. More generally: - the increased pressure on parking on the ladder roads as a result. The ladder roads can often be difficult to find parking on as it is. Many properties have been converted into multiple flats and the space in front of each property only really allows for one car. The property next door to me is one of these. When there were 2 cars per flat registered that meant needing space for 4 cars where there really was room for one and a half at best. While they lived there any available parking was often a significant distance from my own property. When the tenants changed to ones with less cars the parking pressure was instantly reduced. So the point is that just 3 extra cars into an area can make a significant impact. It may make only a little difference, but perhaps some of the unnecessary half spaces of double yellow lines that were introduced between Permit Holder Only bays and Pay and Display bays could be removed. There may be other proposals to offer improved parking options for Wightman Road offered by other respondents. I trust that no residents parking permits will be issued to the new Altitude development to allow their residents to park on Wightman Road and the adjoining ladder roads as space is already limited. - in formal crossing points. The informal crossing points are not really suitable for a road that carries such a high traffic count as there will never be enough of a gap in the traffic for the pedestrian to cross without taking risks. They do very little to enable anyone to cross the road. Cyclists and drivers are generally unsure as to whether they should stop to allow someone to cross or not. The current island refuge points cause a hazard to cyclists so are not a solution. Only one zebra crossing has been introduced in the current plan. Zebra or pelican crossing make it far more clear who had the right of way both to road users and pe</p>
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Raleigh Rd	Object	<p>I'm alarmed at the parking proposals between Raleigh and Sydney. Most traffic on Raleigh turns right onto Wightman. This is already a hazardous turn because parked vans and cars (often illegally parked) obstruct visibility. Allowing more parking bays will make the problem worse.</p>
Raleigh Rd	Object	<p>I object to the proposed changes on three grounds: A. Potential adverse impact on parking; Almost certain adverse impact on traffic flow; and Priorities for scarce Council resources.</p> <p>A. Potential adverse impact on parking The paperwork received shows that, under normal circumstances, there would still be sufficient parking spaces to meet demand. I am in no position to contest that. However, there are often abnormal circumstances which mean that parking is at a premium. The proposals would make an already difficult situation much worse. For example, during the recent festival of Eid, there was an enormous volume of traffic visiting the mosque on Wightman Road opposite Hampden Road. It was very difficult to park on several evenings. I arrived home at various times between 2000 and 2300 and found that I was unable to park anywhere near my house. Once, I could not park anywhere on my own street. Were the proposed changes to be made this already bad situation would have been impossible. This is city where people own and drive cars. That needs to be accepted and facilitated. The best way of doing that is to leave well alone. B. Almost certain adverse impact on traffic flow I contest the underlying thrust of the proposals that traffic moves too quickly along Raleigh Road and that it ought to be slowed. It does not; that way would lead to more congestion, greater levels of frustration amongst drivers, and greater air pollution. All these things would be far better if the humps were removed completely and the 20mph limit increased to 30mph as it used to be. The last thing we need is for further obstacles to be put in the way of motorists.</p> <p>C. Priorities for scarce Council resources At a time when the Council is desperate for resources it is, in my view, absurd to be proposing changes to traffic systems. The money could far better be spent elsewhere. For example, two or three years ago, the Council spent a great deal of money on upgrading the football and basketball courts on Duckett Common. They were very well used until late at night, providing the youth of the area with a positive way of spending their free time, keeping them off the streets and away from crime. Now, however, most of the floodlights have failed; and the courts have far more restricted utility. I would strongly urge that money be spent on youth and sports facilities in the Borough rather than on unnecessary traffic schemes. I should be grateful if you would record this e-mail as constituting my formal objection to the proposals.</p>

Raleigh Rd	Object	<p>I have two significant concerns that I think worth raising in the context of your proposals. Both relate to my part of Whiteman Road (Cutline 1). Firstly, I strongly oppose the proposal to create a new parking space just north of the Raleigh Road / Whiteman Road junction. This turning is already dangerous, because vehicles (including vans) frequently stop on the double yellow lines in front of the arcade of shops on Whiteman Road just north of Raleigh Road. Visibility is often terrible when trying to turn onto Whiteman Road from Raleigh Road, and vehicles driving south on Whiteman Road do not always drive sufficiently slowly to mitigate the risk of an accident or near miss. I would like to see the double yellow line properly policed. Vans, especially, completely block the view north along Whiteman Road. Actually allowing vehicles to park there is a step very firmly in the wrong direction. I don't know whether this problem will affect other turnings from ladder 'rung' streets that are one way towards Whiteman Road. If so, you need to go back to the drawing board. It is definitely a problem at Raleigh Road. Secondly, you need to do something about the lane markings at the very top of Whiteman Road, as correctly illustrated on your Cutline 1. The lanes are clearly marked to require those wishing to turn left to take the left hand lane - the middle lane is solely for those driving straight across the junction. But these lane markings are routinely ignored by many drivers at certain times, such as in the morning rush hour. Those seeking to cut the queue by using the middle lane often do so without indicating, or without indicating until the very last moment (as they know they aren't supposed to be using the middle lane to turn left). This is not only annoying for those of us using the lanes as marked, but also dangerous, especially following the narrowing of the road left to accommodate the cycle lane. I'm not sure whether it would be better to change the road markings to allow a left turn from the middle lane, or to enforce the rules as they currently stand. But rules that are routinely ignored are by definition bad rules - please either enforce them, or change them. I'll also take this opportunity for two more general complaints. The state of the roads is really dreadful - surely you can do better with the blight of potholes. And the 20 mph speed limits don't really work. In many places, this is slower than the natural speed, and is routinely ignored. I confess I usually try not to drive faster than 25 in such places, in part to avoid disrupting the flow of traffic. I would strongly recommend that you review how the 20 mph speed limit is working, and consult on how it might be improved. I am all in favour of slower, safer speeds, but (as with the lane markings at the top of Whiteman and the routinely ignored double yellow to the right as you come out of Raleigh Road onto Whiteman Road) rules that are routinely ignored need to be reconsidered and a better solution found - enforcing them properly where they make sense, and changing them where they don't.</p>
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Raleigh Rd	Other view	<p>I support the improved access for pedestrians to the pavements and thus the alternation of parking along different sides of Wightman Rd. I oppose the increase in "informal" pedestrian crossings, especially at dangerous and busy crossings. Proper light controlled pedestrian crossings only should be provided at reasonable intervals. Many school children use this road to get to school. Many additional pedestrians will be introduced with the new high rise development at Hornsey Station. Informal crossings cause confusion. The intersection with Raleigh Rd, which I use regularly by car and foot, is particularly dangerous and I very strongly oppose the informal crossing proposed to the north of this intersection. A clear crossing, at least a pelican crossing with flashing lights and pedestrian right of way should be implemented so there is clarity. I also wish to point out the extensive illegal parking, which takes place outside the shops on Wightman Rd between Raleigh Rd and Turnpike Lane. I recommend you study this. Cars double park, obstructing entirely visibility for pedestrians and cars alike coming out of Raleigh Rd and seeking to cross in that area. What provision will be made to ensure there is not such use of the road ongoing? I am very concerned that it is only a matter of time before someone is badly injured at this junction, and I hope very much it is not me - I will have a record of this warning saved in my email. I object to any excessive pinching of use at major turnings, making tailbacks and causing pollution in an area where many children walk to work. You should relook at the arrangements north of the junction with Turnpike Lane and Wightman Rd - children walk to school in a traffic jam every day because of the constrictions new traffic arrangements have caused there - it is not possible to enter the continue straight traffic lane from Mayes Rd because the turn right lanes get overfull and with now only one lane approaching the intersection from the North, cars cannot filter appropriately. I worry that the plans you make for Wightman Rd will excessively pinch traffic flow and lead to congestion. Bearing in mind that Green Lanes traffic problems are displaced onto this road, and during events in Finsbury Park there is also excessive traffic. You have not explained how these arrangements will ensure reasonable flow of traffic in conditions of heavy pressure. Above all, please hear my grave concerns that: 1. informal crossings of Wightman Rd will place the many teenagers and toddlers who use this road in considerable peril. 2. The informal crossing of Wightman Rd by Raleigh Rd will add to the existing dangers of that intersection and a clearer, legible arrangement needs to be made. 3. The dangerous illegal stops for businesses (customers and deliveries) on Wightman Rd by Turnpike Lane need to be addressed with some urgency, and this traffic plan does not address that.</p>
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Raleigh Rd	Other view	<p>I am writing with regard to the proposed new shared used bay (1 parking space) indicated on your plan of Wightman Rd between Sydney Rd and Raleigh Rd, N8. Unfortunately, there is already a problem with cars and vans waiting on the double yellow line in this area while drivers go into the shops on that stretch of road - this make it difficult and dangerous for traffic exiting Raleigh Road, e.g. when there are white vans parked on the double yellow line in Wightman Rd it is often impossible to see past them, so even inching forward very slowly runs the risk of being side-swiped. The problem of visibility is exacerbated by the gradient of the respective roads and the fact that traffic tends to speed up when it gets past the lights at the junction with Turnpike Lane. I would therefore ask you to consider the placement of the new parking bay very carefully; I also wonder whether a planting area next to the proposed parking bay and near the corner of Raleigh Rd (similar to the one proposed on the other side) might help matters.</p>
Seymour Rd	Support	<p>Support any measures that will improve the urban environment for pedestrians and cyclists. I also strongly support the introduction of Bikehangars in Wightman Road.</p>
Seymour Rd	Support	<p>Wightman Road is indeed dangerous for cyclists and frustrating for pedestrians especially those pushing prams/pushchairs/wheelchairs as the pavements are too narrow due to, as you pointed out cars and foliage. Also, removing the islands in the centre of Wightman Road will be beneficial to road users because as a driver I know I have room to drive between a cyclist and the island yet the cyclist may become unsettled due to road conditions which could be potentially dangerous. I do think the new crossings are a good idea and as a Seymour Road resident, I feel that having it near the top of the road may be dangerous as there is a blind left hand curve when driving toward Finsbury Park as some people do speed (both drivers and cyclists) although it may advantageous for road users who turn right onto Wightman Road from Seymour Road as the crossing would slow/stop the traffic. I do think placing a crossing between Seymour Road and Warham Road could possibly be a better alternative. The one problem I have noticed are the footway build outs you are proposing to build from Falkland Road to Umfreville Road (not including Warham Road). I feel they could create more traffic on the ladders as cars will need to queue, whereas currently there are two lanes for left and right turns. This will add to more pollution which is potentially unfair for the occupants of the ladder as no doubt we could have our parking permit charges rise if the pollution does get worse. In all, I support these proposals and have outlined what I feel could be a couple of minor disadvantages. I have copied this email to my personal address.</p>
Seymour Rd	Support	<p>Need more pelican crossings otherwise will be impossible to cross the road - esp children and elders and those with mobility issues. Also extend the residents' parking time.</p>
Seymour Rd	Support	
Seymour Rd	Support	
Seymour Rd	Object	<p>Informal crossings are totally unsafe for pedestrians. Need proper crossings and refuges. Chicanes should be able to slow down traffic, but these won't as motorists will navigate easily while driving at their usual 40mph. Removing pavement parking will cause problems for the ladder roads especially at weekends. The whole idea is total nuts!</p>

Seymour Rd	Object	<p>object to the removal of pedestrian refuge islands. These are the only things that make crossing Wightman road with a pram safe. Cars do not stop for 'informal pedestrian' crossings. I also object to the reversal of the Warham road direction for all the traffic Seymour Road will have to carry. If you look at a map Seymour Road will be the only west facing street out of 4 streets, this unfairly puts pressure on one road. If you're turning right onto Wightman road from Seymour there is a blind bend you're turning onto. The increased traffic will make this more dangerous. The plans further complicate matters by having an informal pedestrian crossing on the blind bend on Wightman as you turn out from Seymour. I was told Seymour road residents would be contacted about this change of traffic direction, I expect there to be a further circulation about this as its not mentioned on the written plans, the only indication is the arrow of the street direction. I'm also object to Wightman road parking onto streets, I already find it difficult parking on my street and we live half way up. On Sundays we often have to park on neighbouring streets. Suggest if you want to calm traffic and ensure pedestrian safety you install at least two more sets of traffic lights.</p>
Seymour Rd	Object	<p>Parking is already very difficult and this will make it harder. When was the traffic survey carried out? Pre or post summer holidays? Always very busy and only rarely as low as 75%</p>

Seymour Rd	Object	<p>strongly object to the Wightman Road and Alroy Road N8 Proposed Safety and Accessibility Improvements, on the following grounds:</p> <ol style="list-style-type: none"> 1. Inadequate pedestrian crossing: the removal of the pedestrian crossing islands and replacement with "informal" red paint crossing is wholly inadequate. <ol style="list-style-type: none"> a. I have experience trying to use red paint crossing elsewhere in Harringay and find they do not assist crossing roads. b. The proposed crossing sites do not line up with natural desire parts, e.g., near railway stations and near the new river footpath. c. The informal crossing have no status in the Highway code and so drivers are not required to observe them/give pedestrians priority. d. Highways England's Design Manual for Roads and Bridges guidelines on informal crossing demonstrate that the Average Annual Daily Traffic flow on Wightman road is at a level which far exceeds the threshold at which the crossings are deemed not appropriate. e. The cost of the informal crossing is comparable with a smaller number of zebra crossings. f. Other London boroughs have had to remove informal crossing on the basis they are not appropriate at considerable cost. The proposal could only be made adequate by providing for a considerable number of more traffic light crossings, zebra crossings, and/or traffic islands. 2. Inadequate consultation: the only consultation I have had on this proposal is a single letter with a single proposed plan. This is clearly procedurally inadequate as it does not provide any mechanism for me (or other local residents) to feed in on plan. 3. Lack of zebra crossing on the roundabout/endymonion road - this crossing needs pedestrian crossing (either traffic lights or Zebra crossings) - I have been nearly hit crossing on foot. 4. Failure to coordinate with roundabout at endymonion road - I note this is currently being altered under a separate scheme. This is clearly a missed opportunity for joined-up thinking on the redesign as a whole and suggests inadequate planning on the part of the council. I have also not been consulted on the roundabout. 5. Lack of parking restrictions on ladder roads: the plans will increase parking pressure on Ladder roads. On my road (Seymour Road) I have experience of not being able to park at all on the road in the evenings (particular on Fridays/Saturdays when people are visiting green lane restaurants). I cannot support any proposal which does puts more pressure on Ladder roads without also proposing an extension in residents only parking restrictions to Friday and Saturday evenings. In general this process is a shame - Wightman road is in need of redevelopment and I am broadly supportive of the planned alternate parking bay proposals. However the plan and consultation process is wholly inadequate for the above reasons.
Seymour Rd	Object	<p>Parking on ladder roads is in fact extremely limited. I have a baby and can rarely park near my house, which is a struggle. On two recent occasions, I've had to park on adjacent roads because Seymour had no spaces. If these changes are introduced we will have overspill from Wightman which goes against the purpose of the CPZ. Suggest you put Wightman in a separate CPZ rather push into GL - A ladder roads. Your survey was done in the school holiday, and not only unrepresentative but also failed to reflect parking reality</p>
Seymour Rd	Object	<p>Stop wasting our money narrowing our roads. Also remove that ridiculous cycle lane at the new bridge.</p>

Seymour Rd	Other view	<p>support the proposals to change Wightman road by cutting back on car parking, introducing chicanes and adding new planting areas. Wightman Road is currently a miserable road to drive, cycle or walk along and I cannot see any way of addressing this without restricting parking in the manner you propose. However I have a couple of reservations which I would appreciate you considering. My main concern relates to the impact of removing the pedestrian refuges and replacing these with informal crossings. The refuges are vital currently for anyone wishing to cross the road, but I can see they do not work within the proposed scheme. As an occasional cyclist I note they also make cycling on Wightman Road more dangerous than it should be, as they squeeze cars and cyclists closer together. However, I think you need to give more careful thought to the needs of pedestrians who will be disadvantaged by the islands' removal. I absolutely do not think the solution is informal crossings; in my experience these are a complete waste of effort and money as neither drivers nor pedestrians know what they are nor use them. I routinely cross Park Road next to an informal crossing (near the cricket grounds at Shepherds Cot) and cars hardly ever stop. I note that Sutton Council recently had to remove informal crossing and replace them with formal ones on road safety grounds; more information about this in the Sutton Guardian:</p> <p><u>Controversial_informal_crossings_to_be_removed_from_Hackbridge_Road/</u></p> <p>The plan adds a new formal crossing (by Pemberton) to the two existing crossings (at Harringay and Hornsey stations); that adds up to 3 crossings for 20 Wightman/ladder road junctions, with the largest crossing between Pemberton and the Hornsey Road crossing. I would urge you to rethink the introduction of informal crossings and instead introduce proper 'formal' crossings at a few more points. Finally, I do not think the statistics you've produced regarding 'spare' parking spaces on the ladder roads are accurate and suspect they considerably overestimate the number of free usable spaces. I took part in an exercise to count the number of actual spare spaces, the evidence from which has been provided to you by the LCSP. Consequently, I think you need to give more thought to how you can cut back on parking on Wightman without inconveniencing resident drivers. I would support more restrictions on parking for non-residents.</p>
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Sydney Rd	Support	<p>I support all the proposals. Both the removal of on-street parking and removal of the pinch points are extremely positive. Both of these currently impact me negatively, either walking with a buggy or cycling along Wightman Road, either on my own or with my son on the back of the bike. On-street parking frequently means that the path is blocked (particularly on bin days) with a buggy. The pinch points as a cyclist are frankly extremely dangerous, especially coupled with the volume of traffic, relatively high speeds, and the usage of Wightman Road as a rat-run by impatient drivers. (I currently am involved in the prosecution of a driver for driving without due care and attention following a dangerous pass at a pinch point, which is being heard at the Magistrates' Court.) However, there are a number of improvements that could be made and, in my view, these proposals do not go far enough. In particular: 1. Crossing Wightman Road, particularly with small children, is currently hard & dangerous, particularly at peak times. Removal of the islands will make this worse, despite the narrowing/informal crossings. You should seriously consider adding zebra crossings at key points. The reality is that these will not impede traffic, which frequently has to queue at either Turnpike Lane or Endymion Road. In any case, fear of the impact on traffic flow should not be an argument for not providing safe crossing points. I would strongly urge you to consider this. 2. The raised tables, as a cyclist, are unconformable and distracting, particularly when cycling with small children (e.g. Wightman Road is a key southbound route, to Finsbury Park and the cycle routes through Islington into town, which, due to the presence of the park and the traffic calmed routes beyond, is always preferable to either taking Green Lanes or Crouch End). Where there is no parking at the table, can a cyclist bypass on either side of the table not be installed? 3. Motor traffic often uses the ladder roads as rat runs, thus turn into and from these roads quite quickly. (E.g. the end of Sydney Road is particularly bad as traffic turns into Wightman Road and then straight onto Sydney Road to avoid Turnpike Lane). There should be raised tables at the end of every ladder road, which would both discourage fast moving traffic at these points and also make the pavement level for someone walking along Wightman Road (particularly those of us with buggies, small children, or disabled/elderly people). This is also a bugbear with the crossing of each ladder road at the Harringay Passage. 4. Motor traffic speeds are too high, particularly near Turnpike lane where the road is wide. Please consider installing speed cameras. 5. My key concern is that all of the above is a sticking plaster for the real problem, which is that traffic volumes along Wightman Road are way too high, for what is an almost entirely residential area with a large number of families and children. I would encourage you to explore ways in</p>
Sydney Rd	Support	Will lead to more parking on the ladder roads. Removal of pedestrian islands will make it dangerous for elderly and disabled people to cross the road.
Sydney Rd	Object	<p>our OBJECTION for the following REASON: The parking space calculation on which the proposals are based does not reflect reality on the ground. Actual free parking space is much more scarce and sometimes not at all available, especially at night. The proposals, if implemented, will result Worsen this situation for residents and car owners using ladder rung roads.</p>
Sydney Rd	Object	
Umfreville Rd	Support	Overall the plans are very well thought out and will have significant positive impact on road safety

Umfreville Rd	Object	I would support this if you improved parking on Umfreville. Currently you are simply displacing the parking on to a different road.
Umfreville Rd	Other view	I support most of it, but NOT the removal of the pedestrian crossings near Burgoyne and Hampton roads. Drivers will not slow down and will not know what informal crossings mean. Too much risk of KSI
Umfreville Rd	Other view	Many use ladder roads to avoid traffic lights in Green Lanes. This rat running is a risk for children and elders. This could easily be sorted by ensuring that vehicles coming into Wightman from the ladder roads could only turn either right or left - but NOT BOTH
Venetia Rd	Other view	Support the measures except for raised levels of Wightman. Road humps are very painful for people with bad backs or who have nerve pain - even if driving very slowly.
Warham Rd	Support	All good. Do it! Also pedestrianize Green Lanes from 8am - 4pm!!
Warham Rd	Support	
Warham Rd	Support	Great idea - and much needed. Best of luck. You have our support.
Warham Rd	Support	I fully support all of the measures outlined in the Statutory Notification document dated 12 July 2018 that we received. I have carefully considered the plans provided, especially in relation to Warham Road and the stretch down towards Finsbury Park. I have the following suggestions and recommendations: 1. I would like a formal pedestrian crossing at the end of Wightman Road where it meets Endymion Road. At present, if you are walking to the park from the ladder roads the informal crossings are really dangerous for pedestrians, especially those with children. I can see that the junction improvements are to be implemented under a separate scheme. Can we comment on this - or can you confirm this will be catered for? 2. I can also see that proposed reversal of Warham Road is to be consulted under a separate scheme. Can you tell me when that will be launched? I fully support a reversal to prevent Warham Road carrying such a large amount of traffic travelling east from Tottenham. 3. I fully support the planting of new trees and inclusion of planting areas and would encourage you to put as many as is feasible along the route. It does dramatically change the appearance and atmosphere making it much nicer. 4. Traffic travels far too fast along Wightman Road. I know it is a 20 mph speed limit, but many vehicles exceed this. Is there any prospect of speed cameras or similar?
Warham Rd	Support	Make the pavement on Wightman road that is pedestrianised even. :Less parking restrictions as people on Wightman Rd will park elsewhere.
Warham Rd	Support	Need: sufficient pedestrian crossings including one at Endymion Rd roundabout - - speed cameras to enforce 20mph - lots of trees - reversal of Warham Road one way system.
Warham Rd	Support	Agree with moving parking onto the road. This will make it safer for pedestrians as we will be more visible and have more space to walk in. Currently the overhanging hedges and parked cars mean I need to walk in the road

Warham Rd	Support	<p>Overall, I view the changes proposed to Wightman/Alroy Road as set forth in the consultation document as an improvement. However, I feel that the following points and comments should be made. They may help add clarity to the Council's own premises leading to the proposals in the consultation document as well as address points I expect will be raised in the feedback of others. I may even be making points heretofore not considered by anyone involved.</p> <p>1. Reduced Number of Parking Spaces on Wightman Road - A number of Ladder residents believe that the result of the reduced parking on Wightman Road per the proposals will mean undue impact from additional parking on Ladder roads. However, the reduction in question is of 66 spaces along the entirety of Wightman Road, which would be distributed over 22 roads (the Ladder plus Atterbury Road and Lothair Road South). That averages out to an additional 3 cars per Ladder Road. Consequently, I do NOT see the reduced number of spaces under the proposal as having an undue impact.</p> <p>2. Removal of Traffic Islands / Informal Pedestrian Crossing - The removal of the traffic islands is something I strongly support. As a daily cyclist on Wightman Road, as currently configured, Wightman Road is the most dangerous road I cycle in all of London. In large part this is because of these islands and the squeeze they put on cyclists by passing motorists. Concerning the proposed "informal pedestrian crossing", with all respect, I believe this part of the proposal to be its weakest element. Currently, there are such informal crossings near the roundabout at Alroy and Endymion Roads. I cycle through this junction, and I can confirm that these informal crossings are almost never heeded by motorists (or cyclists) in favour of pedestrians. Even when I hire cars myself, I don't stop for pedestrians at these crossings because I fear that--unlike with a zebra crossing--motorists behind me will not be expecting the sudden giving of way and could rear end me. Accordingly, I simply see no value in informal crossings and reliance upon them simply means with the removal of the islands, pedestrians will have to navigate dangerously tight two way traffic to cross Wightman Road. I would instead recommend adding to the number of currently proposed zebra crossings. My sense is that zebra crossings, save for one, are not part of the proposal because of a presumption that there is an expectation that each traffic island would be replaced with one of them. However, the number of zebra crossings does not need to correspond with how many islands there are now-that would be too many. Upper Street Islington is a busy road and it manages with 3 zebra crossings that are spread over where most of the shops on Upper Street are located. I see no reason why a few reasonably spaced zebra crossings could not be used on Wightman and Alroy Roads.</p> <p>3. Proposed Zebra Crossing at Pemberton Road - Concerning the single proposed zebra crossing near the junction with Pemberton Road, I support the proposal to facilitate in particular safer crossing for young school children of South Harringay School. I would point out, however, that at the South Harringay School the school's main morning entrance for 3rd year and up is on Mattison Road, not Pemberton Road. At the end of the school day, however, children do exit the school on Pemberton Road. In light of this, perhaps the zebra crossing would be of better service more equidistant from Mattison and Pemberton Roads.</p> <p>4. Alroy Road Parking Spaces near the Endymion Road Junction - Again per my experience as a daily cyclist, in the mornings Alroy Road backs up with vehicles from the Endymion Road roundabout to Lothair Road South and often beyond. This back up, combined with vehicles parked on the left edge of the road make it nearly impossible for cyclists to pass this back up without going into oncoming traffic, thereby adding risks to cyclists. As a result, I would</p>
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Warham Rd	Object	This is rubbish. There's plenty of pavement space for pedestrians. The road was only re-laid two years ago. This is a waste of money so please scrap the plans and leave it alone.
Warham Rd	Object	Same views as those given by Living Wightman
Warham Rd	Object	Stop interfering with the traffic flow - you useless Labour council
Warham Rd	Object	Measure 1 is problematic as the previous chicane arrangement resulted in increased traffic on Green Lanes and more delays. Strongly object to measure 2 - there are only 3 traffic light crossings between Turnpike Lane and Alroy / Endymion. Approve of measures to increase visibility as long as it does not reduce driving vision. Reduced parking at Umfreville/Wightman corner + Warham/Wightman corner will create problems for pedestrians crossing these ladder roads. Do not want more raised tables as these encourage more braking and acceleration with consequent increase in air pollution. Removal of cycle lane bollards at Bridge / Alroy rd section - this is forcing north-south drivers towards middle of the road which is on a bend and an incline. Please remove redundant street furniture and clear overgrown foliage to improve footway space and visibility for all road users. Many ladder road humps are too high and get eroded. Also the road surfaces are very poor - especially Umfreville and the top of Pemberton.
Warham Rd	Object	There is already a 20mph limit, so traffic does not need to be slowed down any more. This is a busy road and our proposed changes would make it more difficult for road users.
Warham Rd	Object	Help traffic flow on Wightman by raising the speed limit to 30mph. Also remove the pedestrian crossings and the speed humps.

Warham Rd	Other view	<p>I broadly support the proposals with some reservations. 1/ I feel that the informal pedestrian crossings will not be effective and are potentially dangerous. As a driver and as a pedestrian I have no idea what the red markings (to indicating informal crossing) actually mean and this is dangerous, should I stop the car or as a pedestrian should I have the right to cross? What is the legal position if I don't stop the car and a pedestrian walks out assuming that I will stop. I therefore feel that it is necessary to have more formal crossings to give the pedestrian the right of way. 2/ Distances between formal crossing points are much too far apart making it a problem particularly if crossing with a pushchair/ wheelchair/ children/ low mobility etc. I therefore feel that it is necessary to have more formal crossings at shorter intervals. 3/ At the consultation the engineer said that if drivers see too many formal crossings ahead they will speed up, however Alroy/ Wightman Road is not a straight or level road, it is possible to see only a section of the road at any one time. I therefore feel that there is no real reason why there cannot be more formal crossings. 4/ I live on Warham Road and think that reversing the direction of traffic would be excellent. On recent surveys Warham Road was one of the busiest 'ladder' roads, particularly taking morning rush hour traffic from North and East London onto Wightman Road (and then going towards central London). The reversal of direction would improve air quality and life not only on Warham Road but also on Wightman Road and Salisbury Road too. 5/ This is probably not within your remit but there needs to be a way of monitoring and enforcing the speed of cars along this route as it is invariably higher than stipulated; hopefully the changes together with more formal crossings will not only bring down the speed but encourage drivers onto other routes or onto public transport. I support the proposals of a) taking cars off the pavements b) chicanes c) bike hangers, pinch points, more trees and planters, even if it means more parking on the 'ladder' rung roads such as my road.</p>
Warham Rd	Other view	<p>1. I would like a formal pedestrian crossing at the end of Wightman Road where it meets Endymion Road. At present, if you are walking to the park from the ladder roads the informal crossings are really dangerous for pedestrians, especially those with children. I can see that the junction improvements are to be implemented under a separate scheme. Can we comment on this - or can you confirm this will be catered for? 2. I can also see that proposed reversal of Warham Road is to be consulted under a separate scheme. Can you tell me when that will be launched. I fully support a reversal to prevent Warham Road carrying such a large amount of traffic travelling east from Tottenham. 3. I fully support the planting of new trees and inclusion of planting areas and would encourage you to put as many as is feasible along the route. It does dramatically change the appearance and atmosphere making it much nicer. 4. Traffic travels far too fast along Wightman Road. I know it is a 20 mph speed limit, but many vehicles exceed this. Is there any prospect of speed cameras or similar? 5. I can't see much to assist cyclists. It is clearly a narrow road, but is there anything else that can be done?</p>
Warham Rd	Other view	<p>Generally support changing the parking bays but NOT the informal crossings. Drivers don't know what these are, nor do pedestrians. No one uses the crossings at Endymion mini-roundabout because there's too much traffic. Only zebra crossings are safe for pedestrians like me with children and a pram.</p>
Westbury Ave	Support	
Westbury Ave	Support	

Westbury Ave	Support	Anything welcome which will slow down cars and motor bikes. However, I can see a problem with introducing the cycling lane.
Wightman Rd	Support	
Wightman Rd	Support	Support measures to improve appearance and reduce speeding. However there could be problems as a result of lack of parking near the mosque - esp during Ramadan - drivers park in restricted bays in order to attend the mosque. I would welcome the council's views on parking during the holy month of Ramadan.
Wightman Rd	Support	Suggest that the Bikehangars are moved to the existing pavement build-outs on the Ladder junctions away from busy traffic roads. As a cyclist I would feel much safer off Wightman Rd when I dismount and store the bike.
Wightman Rd	Support	Shift Bikehangars to the pavement build-out areas. I support the scheme - great work.
Wightman Rd	Support	(i) One-way traffic. (ii) No traffic. (iii) Extra CCTV cameras (iv) Better lighting. (v) Extend pavement where possible and put in grass verges and even more trees. (vi) Seating areas.
Wightman Rd	Support	Like the improvements as they make environmental sense, improve air quality, and reduce noise. Thanks
Wightman Rd	Support	There is no longer a tree outside the church - despite it still being shown on your map. It was hit by a vehicle and had to be removed. Please can you replace it if you are serious about improving the streetscape with trees elsewhere.
Wightman Rd	Support	Active CCTV needed to tackle speeding both day and night. Need to cut speed to improve safety.
Wightman Rd	Support	I have impaired mobility and strongly support this. Most problems seem to be covered by this proposal which is well thought out. Enforcing the cutting back of overhanging hedges would also be desirable.
Wightman Rd	Support	I think in general the changes proposed to Wightman Road will have a positive impact on the road, and hopefully help with the speeds of cars along it. I do have a couple of suggestions/points of view: -I worry that the informal crossings will be ignored by drivers and basically become useless, especially in rush hour. Would it be possible to replace these with actually formal crossings. -I really hope the cycle hangers are installed, both my partner and I have been on the waiting list for one for around two years now. -I think changing the parking on the ladder to be diagonal to the pavement on a single side rather than parallel on both sides could optimise the amount of parking space available on those roads, which may help with any additional cars parking there after not been able to find a space on Wightman. In summary, I support than change.
Wightman Rd	Support	Support - but would prefer zebra crossings in place of the informal ones
Wightman Rd	Support	Access to my shop is frequently blocked by long stay parking in front. - I would like to have a single yellow line (or equivalent road markings) outside the shop to help encourage turnover of parking outside.

Wightman Rd	Support	<p>I would like to support the proposal but I would also like my reservations noted - and ideally acted on. Putting a zebra crossing opposite the top of Pemberton Road is fantastic. Given that there are many children who need to cross here to get to South Harringay School I am delighted that this has been proposed. I am fully supportive of the idea of moving parking off the pavement. I hope that the chicane this produces will slow down, and deter, other traffic on the road. It will also make life a lot easier for pedestrians. I very much like the idea of adding trees to the street. However, the proposals for enhanced crossing and removing the Islands elsewhere fills me with dread. Having spoken to the Engineer last night I can appreciate that removing the islands makes Wightman Road safer for cyclists. However do not delude yourselves that the proposed pedestrian crossings made by adding red anti-slip surface to the road will make crossing the road any safer for pedestrians. There is this type of crossing on Endymion Road which I use to try to use - both with a buggy and whilst jogging towards Finsbury park. No car has ever paid a blind bit of notice to it or me. Now whenever I go to Finsbury Park I cut down Lothair Road South and come out by the zebra crossing further down Endymion Road. I've learnt to avoid the informal pedestrian crossing because it does nothing. Therefore I am ignoring the proposed red anti-skid crossings in your proposals. They may as well not be there. I do however use the islands to cross at because with a road as busy as Wightman it is often very hard to find a gap in the traffic going both ways. The Engineer I spoke to last night suggested that people with prams don't like to stop at the islands because they are too narrow to accommodate a person and a buggy. I have a double buggy, it is tight but possible and better than the alternative of not having a refuge to aim for. Bearing this in mind and looking at the plans this means there will be the existing crossing at the top of Fairfax Road and then there is no safe point to cross until the Zebra Crossing at Pemberton. That is a distance of six ladder roads (Effingham, Beresford, Allison, Hewitt, Seymour and Warham) and after the removal of six existing islands. This means that anyone from coming from around 117 Wightman to roughly 243 Wightman will not have a safe place to cross should they wish to head to Green Lanes. Equally those who live on the ladder roads mentioned above (or the corresponding sections of Green Lanes / the Gardens) and who is heading to the train stations at either end of Wightman or further west will have the choice of trying to cross Wightman Road or they have to cross a number of ladder roads. I appreciate there are budgetary constraints and it would be over kill to add a zebra crossing or lights where there are currently your proposed red crossings. But I do think one more place to cross equidistance from the existing crossing at the top of Fairfax Road and the proposed Zebra Crossing at Pemberton would vastly improve the plan and act as a further traffic calming measure. This could be located between Allison and Hewitt which is currently a place with poor visibility and would further serve the cut through by new river to Hornsey Train station. Moving on. As you drive into Wightman from the Turnpike Lane end there is a digital display that flashes to alert you if you are going faster than 20 mph. This helps to reinforce the speed restrictions and alerts people if they are exceeding the speed limit. As you drive into Alroy/Wightman from the Endymion Road end there isn't this electron</p>
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Wightman Rd	Support	<p>What a great idea! So pleased to read these plans, I really hope they get carried out. I live in (and co-own) 87 Wightman Road. There are four people in the house; the person I co-own with and two tenants. All four of us cycle and none of us have a car, so particularly excited about the ideas for bike stores as we have real difficulties in our hallways and have no need for the parking spaces outside our house. Key thoughts as follows: 1) Overall, we all fully support all the changes recommended, if anything we'd like them to go further. 2) We particularly like the proposal for shared bike stores as this would really help us. 3) At some times of day there are traffic jams on the roads, at others just a constant hum, and then at night cars and motorbikes hurtle noisily down. My bedroom faces the road and, especially at the moment, I sometimes want to open my window but can't really as its so noisy at night. Anything to deter cars from coming down the road or slow them down so they're less noisy would be great, so would welcome the proposed raised tables and narrowing of the road. I suppose asking for it to be made a single lane with bike lines would be too much? 4) I really like the idea of getting rid of the on street parking, there isn't space for it at all. When a van or other large vehicle parks outside our house, which happens probably at least once every other week, it's hard to get my bike into the house. I have to sort of lift it up and squish awkwardly round to get it through the gate. One of my housemates is female, a lot smaller, and has a much heavier bike so I don't actually know what she does, but I imagine its even more annoying. And the same goes for shopping and things like that. If I wanted to get anything bulkier in with something parked there I guess I'd have to lift it over the wall. 5) We love the proposal for trees, I think that would make the road much nicer and hopefully help absorb some of the noise from the cars. 6) We think the ideas around making it easier to cross are good too, often we have to wait a little while for there to be a gap. That being said it isn't as high priority for us as the other issues. 7) I like the idea of getting rid of the refuge islands as I cant see the point in them, although personally I haven't felt they made it particularly more dangerous for me as a cyclist, so again, a lower priority for me. Also, great letter! Really informative and the maps made it very clear what was being proposed to be put where, its really good. Plus having five weeks to get back is useful as often v busy and cant do things immediately. If there's anything I can do that would make these plans more likely to happen (or any way of doing more, e.g. more trees, more bike stores, more ideas for deterring or slowing cars etc.) then please let me know. Really want these to happen!</p>
Wightman Rd	Support	<p>I support anything which makes Wightman safer and improves the appearance. These ideas might help. Personally, I'd prefer it if Wightman Rd had no traffic like it was when the bridge works were going on. Thanks</p>
Wightman Rd	Object	<p>Object to parking bays in front of the church as we need space for Wedding limousines and funeral cars. This would make it impossible to carry out church functions without frequently having to block the road with the relevant vehicles. This could also be dangerous.</p>
Wightman Rd	Object	<p>I do NOT want a tree outside my house blocking my view and spreading roots into the foundations. The chicane system will cause traffic build up as the road is busy in both directions.. Too many car parking spaces are being taken away and it is already difficult finding parking space near my house.</p>
Wightman Rd	Object	<p>I cycle on Wightman and use the refuge islands to cross the road. They should be kept or replaced with zebras, as no one knows what the red paint means</p>

Wightman Rd	Object	No tangible benefits. Removal of refuge islands will make it difficult and hazardous to cross the road which is very busy at peak times. Reducing parking provision to below the level of peak occupancy is not a good idea.
Wightman Rd	Object	This will make it even more difficult to park here - and it's already bad enough
Wightman Rd	Object	Leave my road alone. You constantly alter Wightman Road - digging it up and changing what doesn't need changing. You obviously get money from contractors. You are licensed thieves. I will vote LibDem in future.
Wightman Rd	Object	Object because: Road has too much traffic (caused by the council). Lack of enforcement of lorries exceeding 7.5 tonne limit. (see Card 183 for extended text) Conclusion: The proposals listed in the Statutory Notification will be, in my view: · Ineffective in speed reduction · Dangerous, possibly to the point of negligent, in the introduction of 'informal' crossing points without any driver education or means of enforcement · Contemptuous to the residents along Wightman Road and Alroy Road in failing to address their long held and legitimate concerns relating to traffic volume and speed and driver behaviour and in removing a proportion of their parking provision with a bogus statistical justification which fails to recognise the difference between average use and peak use · Overdue in offering trees and planting · Inadequate in the provision of one zebra [not pelican] crossing and two raised tables with no clear plan or commitment to resolve the crossing issues created by the mini-roundabout at the Endymion Road. Alroy Road junction · Disingenuous in using cycling as an excuse to clear the crossing islands - if cycling was indeed a priority then a safe cycling environment would be a priority · Iniquitous in their treatment of one area differently and unfairly in comparison with other schemes which have been introduced in the Borough
Wightman Rd	Object	This does nothing to reduce traffic flow and will make it much more difficult to cross the road safely. Of particular concern is crossing the road with my child. Why is a one-way system not part of these proposals?
Wightman Rd	Object	Following on from our attendance at the consultation we write to register our opposition to the proposal to create 4 parking spaces in front of the Church entrance. The reason is we need that space clear so that various vehicles can stop to drop off brides for weddings, the hearse to drop off coffins, dial-a-ride and other taxis to drop off disabled people etc. We have funerals every week and it will create a big problem with trying to get the coffins into the Church. We are in favour of some minor changes to slow down traffic and make Wightman Road safer. We hope that you give due regard to our opposition.

Wightman Rd	Object	<p>1)The fact that you intend to allow for no parking outside my property will cause a great deal of inconvenience and difficulty. I have no car and never want one but I do want friends to be able to park easily when visiting and for deliveries to be made to me without any problems. Your proposals appear to be based on a survey that has shown that the parking spaces are not all used on Wightman Road. This is not true here - a location you intend to have no parking provided for - on weekdays evenings almost all spaces are taken on BOTH sides of the road. I live here and I know - I am not a one off visiting researcher. It will lead to a shortage of spaces if these plans go ahead. We need easy parking - it is bad enough to be living on a road that is so busy but then not to be able to park will be unbearable. Also it will become a pain/impossible to have big deliveries made - I object. 2)Furthermore my elderly relative who has difficulty walking visits me often and needs to be dropped easily and without fuss or worry outside my property and also needs a car to be waiting outside my gate when going out. I can imagine the fuss made by the motorists if they have to wait to allow an old person to get out of the car on a non-parking space. You talk of improving accessibility in this plan - in fact by making it much harder for the elderly or mobility impaired to park and enter their homes or those they wish to visit you are restricting access and making things very hard. 3)The lack of parking will also mean that moving cars are actually nearer my property than they are at present. This means that the car noise will be greater in the flat and also that the pollution will be that much nearer to my property. Keep the traffic in the centre of the Road where it is now. 4)The removal of the refuge island is a great mistake as these provide the only safe way to cross the road at present. There should be more islands not less. It is rare to be able to cross both lanes at one go. I find it completely amazing that you can be thinking of removing these islands - this is complete nonsense. 5)I support the suggestion of additional raised tables to lower speeds.</p>
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Wightman Rd	Object	<p>have the following comments: 1. We strongly support the removal of pavement parking in order to meet government design guidelines for minimum pavement widths. 2. We strongly support the removal of "pedestrian refuge islands" which create dangerous and potentially lethal pinch points for cyclists on a road which carries in excess of 120,000 vehicles a week. Removing pavement parking and "pedestrian refuge islands" is aligned with key TfL and Haringey strategies to increase the proportion of journeys made by foot and cycling and reduce reliance on motor vehicles. 3. We have very serious concerns about the introduction of new "informal pedestrian crossings" to replace the refuge islands. These kind of crossing are totally inappropriate for a road which carries such a high number of vehicles. Vehicles simply won't stop and it will make crossing Wightman Road extremely difficult not to mention dangerous for pedestrians. 4. We support the new zebra crossing at the junction with Pemberton Road and would request that at least two further zebra crossing be installed along the length of the road. I presume that the two current pelican crosses will be retained. 5. We would request that Haringey Council exercises its power to revoke the classification of Wightman and Alroy Roads as the B138. Wightman Road is narrow, winding, hilly and almost 100% residential. It is totally unsuitable for the levels and kind of traffic that are attracted by a B road designation. 6. We would also add that we share Living Wightman's disappointment that the council is not moving forward with any measures to reduce traffic on Wightman Road. For example, modal filtering of Wightman Road would eliminate rat-running through-traffic and be strongly aligned with key TfL and Haringey strategies to increase the proportion of journeys made by walking and cycling and reduce reliance on motor vehicles. Modal filtering was supported by 61% (279/456 responses) of Harringay Ladder respondents (and just over 50% of respondents overall) in the Council's online survey at the end of the Green Lanes Area Transport Study in mid-2017. There was also evidence during the 2016 Wightman Road bridgeworks when the road had to be filtered, that air pollution improved not just in the local area but also more widely. Together with Living Wightman I request again that modal filtering of Wightman Road (or other measures to drastically reduce traffic) is re-considered. A drastic reduction in traffic would also make the road safe for shared use and eliminate the need for any additional formal, signal-controlled crossings. Finally, recent research into air pollution and health has reported that residents living on busy roads can have swollen hearts leading to heart disease and are higher risk of developing dementia. Haringey Council has a moral obligation to resolve the issue of this dangerous and polluted road and failure to do so will be a dereliction of duty. Other London Councils such as neighbouring Hackney have been proactive and bold in closing roads to rat running and improving the health of their residents - it is time that Haringey Council had the courage to do the same for its residents</p>
Wightman Rd	Object	<p>Object because of reduced parking space. As a resident of Wightman Road, and a car owner, I am concerned that this proposal will lead to a lack of parking spaces. On occasion it can already be hard to find a space, particularly when there are vans etc. conducting building work and using resident permits. The number of spaces outlined seems to be insufficient. If the changes go ahead and this is a problem, will this be reviewed again? Will the resident permit cost be reduced to reflect the fact that there is reduced parking?</p>

Wightman Rd	Object	<p>I am in favour of moving footway parking on to the road to improve pedestrian access but object to the proposals to make this possible because I am not convinced that they will in any way reduce speed or improve safety. In fact, I fear they will make things worse. What evidence is there that the tables or other safety measures added a while ago have reduced speed? My observation is that they have made no difference. Drivers, including illegally heavy lorries, continue to speed, drive aggressively and anti-socially and endanger pedestrians and cyclists with impunity. In fact, I'm concerned that, without stronger curbs, we will see more dangerous driving as speeding drivers compete even more aggressively for less road space and, with the staggered parking, veer from one side of the road to the other, damaging vehicles and endangering pedestrians. What impact assessments have been carried out in this respect and how will the council compensate residents if their property is damaged as a result of these changes? I also note that there are no chicanes or extra tables planned for the Alroy Road end. These don't appear until number 70. Why? Is speeding and dangerous driving only an issue after this section? Again, what is the evidence behind this? If the council is serious about reducing speeding and improving safety, Wightman Road, at the very least, should be made one-way. This would also allow the extension of the cycle lane at the Alroy Road end all the way down Wightman Road. Why is this not on the table? Because, it seems, that motorists, in these plans, always take priority. I don't cycle on Wightman Road and am forced to use the pavement because I don't feel safe as a result of speeding and aggressive drivers. Incidentally, why are there no planned cycle hangers, either, at the Alroy Road end? It seems especially remiss that there is nothing by Harringay station, which has a lot of commuter traffic. The first planned bike hanger isn't until opposite Mattison Road - why nothing before this? In general, there is very little here for cyclists - and it is disingenuous to claim that removing pedestrian refuge islands will help them. On the contrary, this will further endanger pedestrians and do nothing for cyclists. In fact, it is very telling that the council thinks that the only way to "improve" cycle safety is to trade this off against the safety of pedestrians. Again, the rights of drivers trump those of everyone else. I - in common with my neighbours - am especially concerned about the proposal to replace these islands with informal crossings. As it is, the existing crossings are pretty poor. Drivers often don't stop when I'm crossing with a baby in a buggy on a red light at the traffic light crossing by Mermaid Court near Burgoyne Road. The existing refuge islands are already too small to accommodate a buggy and feel a dangerous place to wait as traffic speeds past. And it can take absolutely ages to cross, with drivers reluctant to stop. I have never seen anyone using the existing informal red marked crossings. They are just red paint on the road - neither pedestrians nor drivers know what they mean. The general opinion is that you would have to be suicidal to take the chance. Is there any evidence that they have proved safe for pedestrians on Wightman Road? So the idea of having these at the Alroy Road roundabout - a notorious pinch point - is laughable - or would be if was not for the fact that introducing more of these</p>
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Wightman Rd	Object	<p>I support what has been said by Living Wightman in their collective submission. An additional point, not covered by Living Wightman, concerns my view of civil engineering aspects. Recent events have enabled me to observe closely what lies beneath the surface of Wightman Road. It appears that the load bearing capacity of the carriageway has never been systematically increased to bear either the present huge volume of light vehicles or, more importantly, the weight of heavier vehicles. My observations suggest that most of the carriageway consists of a layer of tarmac resting on little more than a few inches of brick rubble which itself is laid directly onto London clay. As I am sure your engineers know, this structure is not adequate for the kind of load routinely imposed by the traffic that now uses the road. The carriageway has little more load bearing capacity today than when it was built in the 1890s for the occasional horse drawn vehicle. Relaying the tarmac surface from time to time does not improve its carrying capacity, it merely makes the ride smoother and, increasingly, compresses and shifts the clay surrounding the various kinds of plant installed within it. Since I bought my house in Wightman Road in 1979, a great deal of highly disruptive work has been done to repair and replace water and gas pipes. Much of the work on low pressure gas mains was made necessary by damage caused by the ground shifting around buried pipes under both footways and carriageways. In both of these cases the general condition has been worsened in recent years by the installation of cable tv plant too near the surface. The immense cost of all this repair work falls, no doubt, on the customers of the utilities, not on the real culprits, drivers who make use of unsuitable routes and the authorities that allow them to do so. The individual ladder rung roads have precisely the same feeble structure and evidence of cracked surface material being pressed into the soft substrate is plain to see in several streets. Already the most recently installed surface of Wightman Road is showing signs of stress. More ominously there have been a number of incidents of sewer collapse and these are probably the biggest potential problem if the traffic burden is not substantially lightened. As we all know, sewers are deep down and much more time consuming to fix. The potential for damage has been worsened by parking vehicles on the footway not merely because it has even less load bearing capacity but because the rule requiring parking cars on the footway encourages drivers of heavier vehicles to stand these too on the footway. I have a photo of a large Volvo FMX truck (maximum weight about 30 tons) parked half on the footway at a point where subsequently Thames Water and Cadent have had to make repairs. By contrast, Green Lanes, where I have observed it being worked on, has about a foot of steel reinforced concrete under the carriageway surface which is therefore perfectly equipped to carry vehicles up to the legal maximum of 40 tons. In my view, Haringey Council needs to take a far more rigorous approach to the control of what vehicles should and should not be permitted to traverse Wightman/Alroy. To re-inforce my concern I can report a dialogue I had with an engineer who worked on the diversion of services while the Wightman Road railway bridge was rebuilt. He said that the medium pressure gas main runs under the carriageway and is made of cast iron. In his view, it was</p>
Wightman Rd	Object	<p>Already difficult to find parking space near home when returning from work at night. Losing parking spaces will compromise my safety further. Object to the yellow lines, although I do feel pushing parking back off the footway will slow down the traffic. 20mph is ignored by all.</p>

Wightman Rd	Object	This will not reduce traffic or speeding. Crossing 'informally' is dangerous. Cars are fast and often do not slow down. Parking is difficult. Our bay is marked for 5 cars but because of the metal posts at both ends, only four cars can fit. Pollution is a big reason I don't walk along Wightman Rd with my children. This won't help with that as speed humps just encourage cars to accelerate and speed up between the humps.
Wightman Rd	Object	We need the (parking) space outside our house.
Wightman Rd	Object	I disagree with the conclusion that "pedestrian refuge islands..... currently create pinch points for cyclists". What the current situation with cyclists is that increasing numbers of them refuse to obey the Highway Code and mount pavements or move into the oncoming traffic lane instead of stopping when: the road traffic ahead of them has come to a standstill, due to the operation of the pelican crossing at Burgoyne Road/Wightman Road or the traffic has come to a natural stop because of road conditions ahead. Removal of the pedestrian refuge islands will not stop this. I disagree that the changes to existing pedestrian crossing facilities can be described as improvements. What is being proposed is the removal of the pedestrian refuge islands and their replacement with "informal pedestrian crossings". No traffic will stop to allow pedestrians across them. This will result in there being: only two safe crossing points along the whole of Wightman Road/Alroy Road: the traffic lights at the Turnpike Lane junction and the pelican crossing at Burgoyne Road/Wightman Road (half way down Wightman Road) one "safe" informal pedestrian crossing at the Alroy Road/Endymion Road junction. This only works because the mini roundabout forces the traffic to stop from time to time which allows pedestrians to dodge between taxed vehicles whilst trying to avoid cyclists ignoring the Highway Code. The only safe solution for pedestrians is to retain the existing pedestrian refuge islands (PREFERRED) or to replace them with formal pedestrian crossings.
Wightman Rd	Other view	Support two wheels up footway parking., but object to removing islands and just replacing them with an anti skid surface. Informal crossings have no effect on drivers and make it less safe for pedestrians. Please reconsider and have more pelican or zebra crossings.
Wightman Rd	Other view	The objective of giving more space to pedestrians is much needed. Having a cycle lane on the side of the road where parking is removed would be even more effective. Increased cycle safety would make it more inclusive for different road users.

Wightman Rd	Other view	<p>1. The current traffic noise due to speeding and heavy vehicles is significant at no 180 and the proposed measures will not improve this 2. We often struggle to find somewhere to park our car especially when unloading so the reduction in spaces along WR is a concern. 3. The road is often busy and it's difficult to cross - replacing the traffic islands with 'informal' crossing points worries me as I'm not convinced the drivers will pay them much attention. 4. How will loading/ unloading work on busy Wightman Road when the reduced parking spaces won't allow me to park anywhere near my home? 5. One of the biggest problems is wheel bins clogging the pavement - this proposal does not address this issue 6. Some additional trees will be welcome - how will you prevent them being used as dog toilets? 7. Have you considered introducing short sections with parking on both sides of Wightman so there are periodic single lane sections to discourage speeding vehicles and lessen reduction of spaces? 8. The distance between traffic calming measures appears too great to be effective 9. Have you considered a more formal crossing point near the station? It's hard to cross there now so is likely to get worse if you remove the island. Kind regards,</p>
Wightman Rd	Other view	<p>on the whole I think your plans are really good and it's very nice to see the council doing something about the volume of traffics and safety issues that come with living on such a busy road. The addition of new trees is great and one of the best things the council can do to try and improve the air quality for an area which has a large child population.</p> <p>The one are of the proposal that really concerns me is the removal of existing pedestrian refuge islands. Personally I feel the planned removal of the one by Beresford road could potentially be a disaster. The section of Wightman Road between Alison and Effingham is the only bit of road that isn't flat. The angle of the road means cars naturally speed up to go down it faster or up it faster. Although the Chicanes will slow cars down on the flat road there are no chicanes on the hill so I think this will be a natural point of acceleration for frustrated cars who are already being made to slow down. The road even with with refuge island isn't easy to cross. I cross it ever day, multiple times and I can honestly say that you can never make it across and even when you are on the island you have to wait for ages before selfish drivers even stop to let you finish crossing the road. Before I had a child I probably wouldn't have even been concerned about this but crossing the road with my 2 year old is already treacherous and I am deeply concerned that it's the children and young families you are putting in danger by removing these crossings. You have 2 primary schools and multiple nurseries along the ladder and you only need to observe the road during school runs hours to see how vital and heavily used these islands. I know you have proposed informal red crossings but let's be brutally honest, no driver ever stops and give pedestrians right of way. Especially on a road as busy as Wightman Road. I love Haringey and I love bringing my little boy up in such a vibrant and busy area. These kids are our future, let's make it safe for them. Teach them how to cross roads properly using the traffic islands and not copy the adults by just running out in front of cars. I strongly urge you to reconsider the removal of these islands or as an alternative consider adding more traffic light crossing points or zebra crossings.</p>

Wightman Rd	Other view	<p>We would like to know what assessments have been on the area with regard to subsidence. There have been many works carried out along Wightman Road over the last few years and over the same period of time we have been finding it very difficult to find a company to insure our property due to subsidence issues in the area. We fear that more works will cause more disruption and make the subsidence issue worse. Especially in relation to the trees that will be planted on the pavements in that over time their roots will cause further problems. We also have concerns regarding the reduction of parking spaces along Wightman Road due to these proposals. Our mother is very elderly and relies on us for getting out and about. She is finding it increasingly more difficult to walk and will cause a problem if we cannot park near the house. we hope that you give these concerns serious considerations when finalising proposals.</p>
Wightman Rd	Other view	<p>We welcome the proposal to move cars/vehicles to where they belong. Footway parking was always a crazy idea, another way to convince us long-time residents that we do not belong on Wightman Road, North London's premier rat-run. If you cannot get rid of the rats, try to restrict their right to speed and pollute the lives of pedestrian, council-tax paying residents. With the parking changes, please ensure that the freed-up Footways do not become "informal" cycle paths, since the cycling fraternity seem convinced that Wightman Road really belongs to them. We are not convinced that the proposed chicanery will really slow down the traffic. The removal of so-called "pedestrian refuge islands" will leave pedestrians (particularly the elderly, infirm, and mothers with baby buggies and toddlers in tow) at the mercy of vehicles and silent cyclists. Twenty+ years ago, with longer uninterrupted Wightman crossings, at least traffic was less heavy and cyclists were fewer and, generally, more trustworthy on two wheels. Young schoolchildren, crossing to Mattison or Pemberton Roads to and from South Harringay Primary Schools, had the help of a 'Lollipop Man' in those pre-austerity days. The proposal for so-called "informal crossings" is a joke, isn't it? The stretch of Wightman Road from Harringay Station Approach to Effingham Road is far too long to be left without a PROPER FORMAL Crossing. If we cannot have a proper lighted crossing - "too expensive" we've been told years ago - at the very least there should be a clearly signed 'Zebra' or similar crossing just North of Mattison Road junction or just South of Pemberton Road. SHS pupils, as well as pedestrian shoppers with laden trolleys and parents with buggies, not forgetting septuagenarians like ourselves, deserve some decent treatment - at least on a par with Wightman N8. As for "raised tables along Wightman Road to help lower traffic speed along this corridor", this is another joke, isn't it? The "raised table" just south of our home (69 WR) does nothing to lower traffic speed but does much to raise traffic noise, especially from Veolia trucks, lorries delivering to Jewsons, heavily chained 'skip lorries' and the like. "Raised tables"/road humps are simply a challenge to these drivers to speed up rather than slow down. You have several other joke proposals in this consultation document - e.g. "red anti-skid surfacing to highlight informal pedestrian crossing point" (that one contains at least three jokes) - but we are too busy laughing at them to continue!</p>
Wightman Rd	Other view	<p>Support bike hangars and reduced parking. Object to "informal crossings" as this will not tackle speeding. Why not have zebra crossings? This road needs speed cameras to slow traffic and discourage those who use it as a cut through.</p>

Wightman Rd	Other view	Very concerned about 'informal' pedestrian crossings and removal of traffic islands. It is already difficult to cross without the help of islands and this will make it much worse. Please install zebra crossings.
Wightman Rd	Other view	We would have supported making Wightman Rd one way. What happened to that proposal? We agree pavement parking is bad for pedestrians - esp those with mobility issues. You need to see that the hedges are trimmed back.
Woollaston Rd	Support	
Woollaston Rd	Support	
Woollaston Rd	Object	Leave as it is. It works very well.
Not stated	Support	<p>Firstly I think you did a great job with these new plans. Wider pavements, more trees, increased cycling provisions. Working with what you have, I think it would have been harder to improve. So for that congratulations, and I'm sure the residents of Wightman and Alroy with thank you. The only thing I'd say, and this may well be biased as I am a cyclist, is you have the potential to install more bike hangers. Your proposed layout appears to be one bike hanger every other road. This roughly works out to 1 bike hanger per 36-60 homes. Or 6 bikes/48homes $((36+60)/2)$. Considering most people don't live alone (lets take an average of 2 people per home) and say half of these houses have been converted into two flats you're looking at many more people living along Wightman. I'd roughly estimate this at 144 residents per bike hanger (or 6 bikes). I feel this is woefully inadequate. I appreciate not all these residents will want hanger space, but to encourage cycling in the area more provisions like this will be needed, and installing them once works have been finished will be more costly than including them now. There are currently 4 bike hangers in place just off Wightman Road. Hewitt, Allison, Beresford and Falkland road. All hangers are full and I and my partner have been on the waiting list for this hangers for coming up to 3 years now. Lord knows where we are on the waiting list, I feel it's a long one. I feel a couple more hangers could be squeezed in, correct me if I'm wrong. For example; outside 317 Wightman Road, in between a proposed hanger and the new informal pedestrian refuge island a second hanger could be added. Same applies to 223, 185, 129, 77 and 27 Wightman Road. 156 Wightman Road has private off street parking, thus potentially space for a hanger or two outside 152/154 Wightman Road. As a side note to this, I think 5 parking spaces outside houses 160-152 is an over judgment. Considering 156 must be kept clear for access, you have 4 at most if all the cars are small. Any estates or vans parked there would reduce this down to 3 easily. On roads coming off Wightman where footways are being built out there appears to be space on some of these roads just before the first parking space. For example Lausanne Road there is space between the footway build out and the parking spaces on both sides of the road. Effingham Road, Frobisher Road and Fairfax Road appear to be similar. If you were to come up Seymour Road in direction of travel, there appears to be quite a large space on the right just after the final car parking space. One more point, not related to cycling. There is a proposed parking space just after you turn off Endymion Road onto Wightman Road. I feel this will disrupt traffic flow and isn't a suitable parking space. Many thanks for reading, and talking resident concerns into consideration. As said before, on the whole, good work and I approve the plans. Looking forward to the new and improved Wightman Road.</p>

Not stated	Support	<p>I mostly like your ideas, but I suggest; 1. Leave the street furniture /pedestrian traffic island. These help to slow traffic and provide refuge for humans, particularly slower moving ones. 2. Add speed and red light cameras. Let's raise some revenue for the local, state, national government. 3. Better protection for cyclists. We can't ride down green lanes, as that is a death wish. We need some space on Wightman. 4. Add more traffic calming infrastructure- sped bumps, turning points. 5. Perhaps make Wightman road one way at certain times of day. 6. I like the idea to remove parking spaces, but it has to be patrolled to ensure it's respected. 7. And to repeat, apart from about 20 meters of separated bicycle line leading to Endymion road, there is no on road markings or any kind of protection for cyclists.</p>
Not stated	Object	<p>Has an impact assessment been carried out? What are the findings? Stopping traffic will increase pollution and noise. Reduced parking will make it impossible for residents. Need to cut overhanging foliage.</p>
Not stated	Object	<p>I am very concerned about the out lined proposals. In the proposal you state that there is reduced footpath widths along Wightman and Alroy Road due to "footway parking and other obstructions on the footways such as household refuse bins, overgrown foliage and redundant street furniture". Clearly a simple action that would improve footpath accessibility would be to remedy these things. This would be simple and cheap. The impact of introducing the proposed changes with significantly fewer parking available on Wightman Road will have a big impact on surrounding area especially the ladder roads. It is stated that the ladder roads average maximum occupancy rate of 73%. I question this, at what time of day was this observed? From personal experience I have recently struggled to park at the upper end of Seymour Road on several occasions. I believe that there were only about 5 spaces in the whole road, this was in the early evening when people were home from work. I wonder if this proposal is an overreaction to the desire of some residents to recreate the period that they enjoyed when Wightman road was shut. That road closure stirred up a lot of strong feelings both for and against major changes in the area. Personally I found that road closure very stressful, it caused major problems to many residents increasing essential journey times significantly. More fiddling with road layout and parking may well just cause more problems for everyone. I look forward to your reply addressing these points. Regards.</p>
Not stated	Object	<p>I note your proposals to improve Wightman Road do not include any attempt to reduce traffic. This I think is key. Without any attention to the traffic flow whatever is proposed vis a vis parking/crossings will not help the situation overall. My car has been damaged on 5 separate occasions (over the past 2 years) while parked Wightman Road costing me over £500 in repairs. This is only one of the terrible consequences of the road taking more traffic than it is designed for. I do hope you will re-think.</p>

Not stated	Object	<p>Object to the proposed planned changes to Wightman Road. Having lived in Haringey for over 20 years I have witnessed the increased use of cars and parking on the ladder. These parking spaces are needed. I agree that that pavement on Wightman road needs to be improved. I believe that the removal of lampposts, road signs and bollards that are broken, or not needed would help. Replacing cracked or damaged paving slabs would make the path a lot smoother and easier to walk along. In recent years I have found it harder and harder to park outside my own home, and strongly believe that parking restrictions to Wightman road will only make this situation worse. Speaking to friends that live on Wightman road they are concerned about being able to park their cars too.</p>
Not stated	Object	<p>I welcome the council's decision to make improvements to Wightman Road. It is a truly dangerous, polluted and poorly laid out road, that carries a huge volume of people north-south in the heart of Haringey. Having reviewed the proposals put forward by the Sustainable Transport team, I have a number of concerns regarding the changes the council would like to implement. These range from complete omissions in the scheme (such as cycling priority, or consideration for cycle safety), to disappointing prioritisation (such as the retention of such a large volume of parking spaces), to the quite frankly unsafe (in particular the so-called 'informal crossings'). Before I move to my objections, let me state that I do support the following: ·The removal of part-pavement parking: A policy that was previously brought in with no consideration for pedestrians, particularly those that are elderly, that have mobility problems, use additional devices for mobility or those with pushchairs, and has been shown to cause a number of accidents (some fatal) throughout the country. The quicker these are removed entirely from our borough the better. ·The introduction of trees on our carriageways as part of chicaning, which will help absorb harmful pollutants and improve the streetscape (assuming they are properly maintained) ·The introduction of raised tables as a means of partial speed reduction if the road is to continue being promoted as a major thoroughfare for motor vehicles. ·The removal of pedestrian refuge islands which are not a safe means of crossing roads for pedestrians, are dangerous to cyclists, as you have highlighted through use of the term "pinch points", and do not reduce speed of traffic - rather they increase risks as drivers swerve in and out at speed. Whilst I welcome the above, I am afraid the proposed scheme is not an adequate one for London in 2018. It appears that the scheme's primary aim is to improve the use of Wightman Road for motor vehicles. This is out of step with the Mayor's 2018 Transport Strategy, which specifically promotes active travel as an alternative to the use of motor vehicles. Specifically, it includes an objective that "80% of all trips in London to be made on foot, by cycle or using public transport by 2041 - the current level is 63%". This aim should be seen as a minimum, not a target. Where opportunities to exceed this level are presented, such as road network changes, then Haringey should be bold and brave with its proposals. Over the last 5 years Waltham Forest has undergone radical changes in its prioritisation of travel and transport through the TFL's Mini Holland scheme, which is part of the wider Liveable Neighbourhoods plan. Results announced recently confirmed "Traffic levels in 12 key roads in the "village" area of Walthamstow fell by 56 per cent, or 10,000 fewer vehicles a day". This is not traffic that has simply been displaced to other surrounding roads; "Full results - including an expected large increase in th</p>

Not stated	Object	<p>The fundamental, unaddressed problem 1. The council is proposing to spend perhaps several hundred thousand pounds on a partial, limited solution to the problems of Wightman Road. 2. Due to an unwillingness to squarely address the underlying problem—that of a fundamentally narrow road coupled with high travel flow—I see this as a tinkering with a few of the drawbacks. It would set back by years, the needed permanent solution 3. The council accepts “the narrow nature of the carriageway” (letter of 12 July) but fails to grasp the full impact of this fundamental characteristic. 4. Narrowness is not the only salient feature, there is also the fact this B-Road is primarily a residential road of terraced houses, close to the carriageway, with attendant likely high pollution levels (probably more so than most B-Roads) close to residential accommodation. 5. There are few cross-overs and there is little off-street parking. 6. In the past, the council has tried to please all. More accurately, the council has tried to accommodate cars to the maximum extent with token concessions to pedestrians and a small, recent, single concession to cyclists (a few metres of bike lane on the bridge). 7. The council needs to accept that it is not possible in all situations to reconcile competing interests. The policy of trying to please all is likely to fail, again. First, pedestrian refuges were built at a cost to the public purse and now, the proposal is to take them out. In effect, we see policy thrashing around, trying to fit a quart into a pint pot. We should avoid replacing old mistakes with new ones. 8. “Sustainable” transport appears not yet able to accept that trying to accommodate all interests in such a narrow road, with high volumes of traffic, cannot work in the long run. Something has to give. It is obvious to many that the thing that needs to give is the volume of traffic, that is too high for this road.</p>
Not stated	Object	<p>Support removal of pedestrian islands. Support removal of pavement parking. Object to informal crossings. Object to road being classified as the B138. Want traffic reduction measures. Want removal of old signposts and out of date street furniture. Support having additional traffic counts when work is completed.</p>
Not stated	Object	<p>All Haringey's home owners , their families, as well as businesses should have a free permit. Others should pay a PCN. There are already too many charges.</p>
Not stated	Object	<p>This doesn't address the problem of crime and ASB. It doesn't create jobs for disadvantaged young people. Misspelling of Harringay!!!! Scheme is ill thought out and designed to placate petit bourgeois agitants</p>
Not stated	Other view	<p>I received the consultation documents earlier this month. The proposals seem sensible. However I object to the removal of the traffic island on Wightman road near the turn into Atterbury Road. My family and I frequently walk up Endymion road to Finsbury Park playground from Atterbury Road. We cross busy Wightman at that point as our other safe alternative would be to walk all the way back to the traffic lights near Harringay station. That's clearly not practical and in reality is not going to happen. My understanding of the proposal is that you will remove the island and expect us to cross at the mini roundabout at Endymion Road. It is almost impossible to cross the road here at certain times of the day as there is a constant flow of traffic coming from multiple directions and the pedestrian does not have right of way. I don't understand the difference that painting red stripes on the road will make here as cars still have right of way. Therefore I would suggest the existing traffic island is left in situ.</p>

Not stated	Other view	<p>In general I support the Wightman Road/Alroy Road Improvements, but would like to make the following comment: New informal pedestrian crossing to replace refuge island next to Atterbury Road This proposal and will result in a significantly more dangerous situation than currently. When crossing Wightman Road from west to east at this location it is essential to have a refuge island because the cars travel so fast and there is limited visibility south due to the bend in the road. As the informal pedestrian crossing at the junction with Alroy Road and Endymion Road has proven, drivers do not recognise them as a pedestrian crossing and do not stop. I use it every day and I estimate that 90% of the time drivers do not stop. To have an informal crossing in the middle of a road as busy as Wightman road will be extremely dangerous, particularly as it is not near a junction that would cause cars to slow down any way.</p>
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Not stated	Other view	<p>Many of the "existing raised table" on Wightman and Alroy Roads are now passed their sell by date and are falling. It would be preferable to invest some of the budget in refurbishing these rather than creating footway build outs and informal crossing points on quiet roads off Wightman and Alroy Roads (lothair road south, atterbury road, umfreville.....). Alroy Road seems like an afterthought in the proposals. It missed out of the footway improvements in 2008 and over the years has suffered from neglect. It would be good to put extra effort into the proposals for this residential street for example is it possible to insert a tree amongst or either side of the parking spaces as Alroy Road is lacking in any greenery at present and compared to the rest of Wightman Road which seems to benefit from a lot more greening in the proposals. 1m2 is all that is required for street tree so it would be great to get a few more in Alroy Road particularly as it is the entry point to Finsbury Park itself. It would be preferable to have the 8 parking spaces on the western side of Alroy Road rather than the eastern side. Is it possible to consider an entry point (ped only) into Finsbury Park somewhere on the southern edge of the junction of Alroy Road/ Endymion Road? This was proposed in the latest consultation but appears to have come off this proposal. The junction where Lothair Road South meets Alroy Road is also an opportunity area for further greening. There is quite a lot of space left over after build outs were made in the past. The north part of this junction would be suitable for a larger tree with a 1.5m2 + tree pit. It is also worth noting that this area could benefit from some signage rationalizing as there are 4 posts with similar signage plus lighting which could be rationalized to just 2 posts? Are the chicanes on Wightman Road short enough to prevent speeding along them? Will the planting area at the top of Pemberton Road be managed by a community group? It might be better to consider a larger tree or a group of trees at this location which is self managing. Could a public bench and some greening be considered outside the retail units at 3 Railway Approach, close to Harringay BR station to create a bit of a community hub. There is a coffee shop, a restaurant and a convenience store (in the recent past) which could benefit from a similar intervention which has happened around the retail units on Quernmore Road (across the railway bridge from this location). As mentioned above it would be preferable to have more greening (trees) along Wightman and Alroy Road as opposed to footway build outs and informal crossing points at junctions which are not very busy and do not experience significant ped-vehicle conflicts compared to Wightman and Alroy Roads. These are the roads which need the traffic calming measures such as "chicaning" of traffic and additional greening. There is also opportunity to add additional greening around the tree pits</p>
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Not stated	Other view	<p>I note that the pedestrian refuge islands along Wightman Road are to be removed which is a positive. These are very dangerous for cyclists with cars trying to overtake before the next traffic island and often cutting in on cyclists. However, the changes for pedestrians seem poor. I note that parking is being moved off the pavements which is a good thing but very little provision has been made for crossing the road. Looking back at the traffic surveys previously carried out, Wightman Road often gets 400 vehicles in 15 minutes during rush hour, that's one every 2.25 seconds on average. Attempting to cross the road when that is happening without any proper crossing will be very difficult to say the least. The "informal crossing points" do not have any status in the highway code and many drivers won't even be familiar with the idea that they are there for pedestrians to cross. On top of that, when traffic flows are high i.e. when a crossing is most needed, the pressure of the traffic will mean that they are not at all visible given that there is no signage to indicate that they are a crossing point. I am aware that there are a number of these "informal crossing points" at the junction of Alroy Road and Endymion Road and I have never seen traffic voluntarily stop to allow pedestrians to cross there. The refusal to put in proper crossing points is clearly all about maintaining the traffic flow at the expense of pedestrians. If the council actually thought the "informal crossing points" would work then they wouldn't install them (or they'd install actual crossing points) as they wouldn't want to risk slowing the traffic down. It is very clearly a fudge so that the council can pretend that they have done something and blame the problem on drivers not stopping rather than their own traffic design. If the council is serious in improving the quality of Wightman Road for pedestrians then, in the absence of more popular options such as modal filtering, installing actual crossings, whether they be pelican or zebra crossings, is unquestionably necessary.</p>
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