

DECISION MAKING REPORT FORMAT WITH GUIDANCE

Report for: Record of Decision Taken Under Delegated Authority

Item number:

Title: Warwick Gardens N4: Proposed Permanent Road closure

Report authorised by : Head of Operations



Cabinet Member for Neighbourhoods:



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

Ward(s) affected: St. Ann's

**Report for Key/
Non Key Decision:**

1. Describe the issue under consideration

1.1 To report on the feedback from the public consultation carried out from 31st January to 22nd February 2019 on proposals to replace the failed rising bollards on Warwick Gardens at the junction with of St. Ann's Road. The key features of the proposals are as follows:

- Physical road closure using a combination of trees and bollards.
- A Copenhagen crossing on St Ann's Road– This type of crossing has an uninterrupted footway that will extend across Warwick Gardens. Although this treatment is new to the UK it has recently been used extensively in Waltham Forest as part of their mini Holland programme. A key benefit of this treatment is improved access for pedestrians on St Ann's Road.
- Footway widening and resurfacing and decluttering of the public highway to improve the streetscene appearance.

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

2. Recommendations

2.1 In view of the general support for the scheme proposals, it is recommended that we proceed to implementation

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 The rising bollard which was introduced in Warwick Gardens at the junction of St Ann's Road in 2001, has deteriorated over the years. This has led to increased occurrences of the rising bollards being out of operation, which has resulted in traffic and road safety issues, and unsustainable maintenance costs. A long term replacement solution was therefore investigated as part of the Green Lanes Area Transport Study.

5.2 The study, which concluded in October 2018, recommended a conversion of the rising bollards on Warwick Gardens to a permanent closure, with access for pedal cyclists following extensive engagement with the local community.

More information on the Green Lanes Area Transport Study, is available on the study webpage on the council's website link: <http://www.haringey.gov.uk/transport/green-lanes-area-transport-study>.

6. Statutory Consultation

6.1 Stakeholders relevant to the scheme (lists attached in Appendix A of this report), were initially engaged on 4 draft replacement options for the failed rising bollards. The options are listed below and copies of the designs attached in Appendix A of this report.

- i. Option 1 – Permanent closure physically enforced using bollards, with access allowed for emergency vehicles and cyclists.
- ii. Option 2 – Virtual closure with camera enforcement
- iii. Option 3 – One-way southbound with a contra-flow cycling facility to enable cyclists to travel in the northbound direction
- iv. Option 4 – One-way northbound with a contra-flow cycling facility to enable cyclists to travel in the southbound direction

All four options included footway build out with planting areas created to help improve the public realm appearance.

6.2 Feedback received from stakeholders fed into the filtering process used to narrow down the design options to one final draft option; permanent closure with access only for cyclists. The final design proposal was emailed to stakeholders on the 1st of February 2019 for comments back by Friday 22nd February 2019.

6.3 A response was received from the Haringey Cycling Campaign on the 19th of February 2019 in support of the scheme proposal, however making suggestions to improve the landscape value of the proposals such as following some of the design features of the existing modal filter on Cleveland Gardens and raising the cycle path to pavement level with the use of an attractive surface.

6.4 The Gardens Residents Association have expressed support for a replacement of the failed rising bollard with a permanent closure with access for cyclists only. The Gardens Residents Association have however requested that the proposed planting areas be reduced and made into rain gardens which require less maintenance. Concerns have also been raised by the Gardens Residents Association with respect to contravention of the road closure by motorcycles and 3 or 4 wheeled vehicles making suggestions to help reduce the potential traffic contraventions.

6.5 Public consultation for the scheme proposals was conducted from the 31st of January to the 22nd of February 2019. A copy of the consultation document and a plan of the consultation area are attached in Appendix B of this report.

6.6 A drop-in event was also organised on the 6th of February 2019 from 17:30hrs to 20:30hrs at the Turkish Cypriot Community Association, 628-630 Green Lanes, N8 OSD, to afford residents and businesses the opportunity to discuss the proposals with Haringey Officers

6.7 The statutory consultation for the traffic management order required to legally implement the scheme proposals was run concurrently with the public consultation. No objections were received.

6.5 Responses to Consultation

6.6.1 The full consultation report can be found in appendix C

6.6.2 A total of 66 responses were received out of approximately 1500 letters distributed within the consultation area, representing a 4.4% response rate. 66 (83%) respondents are in support of the scheme proposals and 14 (18%) object.

6.6.3 The reasons put forward by those who object to the proposal have been summarised below with their related responses.

Objection:

Closing the bollards is a problem for our street especially on weekend evenings because of traffic bottlenecks and traffic jams on Green Lanes and St Ann's Road.

Our response:

We note the concerns raised and will be monitoring the scheme post implementation to establish impacts of the road closure on traffic flows within the immediate vicinity of the scheme with the view to identify measures to mitigate these impacts where viable subject to funding availability.

Objection:

Now with Warwick Gardens closed we have a lot of traffic in Green Lanes. Keep Warwick Gardens open - no bollards.

Our response:

The option to re-open Warwick Gardens was investigated as part of the Green Lanes Area Transport Study. This was however not considered a viable option by the consultants as it would attract additional traffic into the Green Lanes area which would generally worsen air quality and traffic noise. The increase in traffic on the Gardens roads is also likely to worsen road safety on the Gardens roads.

Objection:

I object to this proposed closure. This consultation is inherently flawed in that it offers no alternative to a complete closure. I understand that previously, there was another option - a 'virtual closure' which would use CCTV licence plate recognition to allow residents' cars to pass through. I object to not having another choice of exit from the Gardens

Our response:

The recommendation from the Green Lanes Area Transport study is for a replacement of the failed rising bollards with a permanent closure with access for cyclists only, having considered other potential replacement options. The virtual closure option (with camera enforcement) which was drafted purposely for engagement with stakeholders would have only allowed access for cyclists and not residents, as per the recommendation of the transport study.

Objection:

This ignores the impact from surrounding roads e.g. frequent road rage and difficulty going in / out of our homes because of shop visitors, especially at weekends. I object to not having another choice of exit from the Gardens.

Our response:

The recommendation from the study is for a replacement of the failed rising bollard with a permanent closure with access for cyclists. This recommendation was put forward by the consultants following extensive engagement with the local community on possible permanent replacement options for the failed rising bollards. We have however noted your concerns and plan to monitor the scheme post implementation to establish its impacts on the local area with the view to identify measures to mitigate these impacts where viable subject to funding availability.

Objection:

Why not use an ANPR camera to fine non-residents who use the junction? Closure will increase traffic in Green Lanes and result in more carbon emissions from traffic waiting at the lights on the junction with St Ann's Road

Our response:

The recommendation from the study is for a replacement of the failed rising bollards with a permanent closure following extensive engagement with the local community on potential replacement options. We have however noted concerns on the impacts of the proposals and plan to monitor the scheme post implementation with the view to identify measures to mitigate any impacts the proposal may have on the local area where viable subject to funding availability.

Objection:

Reopen the bollards. Put in rising gate

Our response:

The recommendation from the study is for a replacement of the failed rising bollards with a permanent closure with access only for cyclists having considered other options. Re-opening Warwick Gardens will attract more traffic into the area and thus worsen air quality and traffic noise. Moreover, the maintenance cost for a rising gate is considered unsustainable particularly considering that it is likely to suffer a similar fate to the failed rising bollards

Objection:

I object to the plans of a proposed permanent road closure. The bollard system is vital for residents to circumnavigate the traffic that builds up on Green Lanes. I suggest putting in a cheaper alternative to a bollard, like an electronic gate with wireless key system.

Our response:

The maintenance cost associated with an electronic gate as suggested, is considered unsustainable and therefore not viable. It is also not in keeping with the study recommendation which is for a replacement of the failed rising bollards with a permanent closure with access for cyclists having considered other potential options.

Objection:

Object because of heavy parking congestion in the area and impact on e.g. emergency services. I suggest that the bollards are removed entirely (road reopened to traffic) as closure can add 30 minutes to drive less than half a mile

Our response:

The emergency services have been consulted on the scheme proposals with no objections received. Re-opening Warwick Gardens will attract additional traffic into the area and thus worsen air quality and traffic noise. The increased traffic on the Gardens roads is also likely to worsen road safety on the Gardens roads.

Objection:

Prefer the previous card reader system which allowed residents access. I'm not happy now having to go via Green Lanes and St Ann's Rd. It wastes time.

Our response:

The maintenance cost associated with the rising bollards is unsustainable hence the proposal to replace these with a more sustainable solution requiring less maintenance whilst delivering on maintaining or enhancing general road safety on the Gardens roads. Nonetheless we have noted your concerns with regards to the increased travel time owing to the temporary road closure currently in place on Warwick Gardens. It is our intent to monitor the scheme post implementation with the view to identify measures to mitigate its impacts where viable subject to funding availability

Objection:

Get a better system to let the cars in. Green Lanes is already crowded, and the closure did not help residents get to their homes without being stuck in traffic. Also, many Gardens roads need to be one way like on the ladder.

Our response:

Possible replacement options for the failed Warwick Gardens bollards were investigated during the study with the permanent closure considered the most viable following extensive engagement with the local community. Making the Gardens roads one way is likely to increase traffic speeds on the Gardens roads and thus worsen road safety.

Objection:

Open the Warwick Gardens / St Ann's junction and allow traffic to flow again as with the original system. Otherwise Green Lanes clogs up with traffic and that is bad for the environment.

Our response:

Re-opening Warwick Gardens will attract more traffic into the area and thus worsen air quality and traffic noise. The increased traffic is also likely to worsen road safety on the Gardens roads.

Objection:

Will inconvenience all the staff of Green Lanes shops and residents as it will cause more traffic congestion and accidents.

Our response:

The Green Lanes Traders Association were consulted on the scheme proposal with no objections received.

Objection:

This just allows posh people in the Gardens to have what they want. Closing access, the amount of traffic running from St Ann's Road to Green Lanes is horrendous and increases pollution. There has to be another way off Green Lanes. Salisbury Rd - St Ann's Road corners are amongst the most polluted areas in Haringey. I am now over 80 and have throat problems as a result of pollution.

Our response:

Replacement options for the failed Warwick Gardens bollards to include re-opening of Warwick Gardens was investigated during the Green Lanes Area transport study. The study recommendation following extensive engagement with the community is for a replacement of the failed rising bollards with a permanent closure with access for cyclists. Nonetheless we have noted your concerns and plan to monitor the scheme post implementation with the view to identify measures to mitigate its impacts where viable subject to funding availability.

7. Contribution to strategic outcomes

7.1 The project proposals will help to improve road safety on the Gardens roads in particularly for pedestrians and cyclists thus contributing to the delivery of Haringey's Corporate Plan Priority 3, "A clean, well maintained and safe borough where people are proud to live."

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 these 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 distributed to all households / businesses within the agreed consultation area and also placed on the Councils website to ensure that all stakeholders were made aware of the Council's proposals. A drop-in session was 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 The scheme proposals have received majority support (83%) from the public consultation conducted from 31st January to 22nd February 2019.

8.5.2 Fourteen objections have been received, representing 18% of responses received through the consultation exercise.

The key concern raised by objectors is the increased travel times due to increased traffic on St Ann's Road and Green Lanes being attributed to the temporary closure of Warwick Gardens which is a short-term fix for the failed rising bollards. Suggestions such as re-opening of Warwick Gardens and a replacement of the rising bollards with electronic gates have been made by residents.

Potential replacement options for the failed rising bollards to include re-opening of Warwick Gardens were investigated during the Green Lanes Area Transport study. The recommendation from the study following extensive engagement with the local community is for a replacement of the failed rising bollards with a permanent closure with access for cyclists. Re-opening Warwick Gardens will attract more traffic into the area and thus worsen air quality and traffic noise. The increased traffic on the Gardens roads is also likely to worsen road safety.

An electronic gate is not considered a viable replacement option for the failed rising bollards due to associated maintenance cost which is considered unsustainable considering the council's limited resources.

8.5.3 The project proposals will help to improve road safety on the Gardens roads particularly for pedestrians and cyclists thus contributing to the delivery of Haringey's Corporate Plan Priority 3, "A clean, well maintained and safe borough where people are proud to live."

9. Use of Appendices

- Appendix A – List of relevant stakeholders and Draft design options
- Appendix B – Consultation letter and area
- Appendix C – Consultation report

10. Local Government (Access to Information) Act 1985

9.1 N/A

Appendix A











List of relevant stakeholders and Draft design options

Warwick Gardens Bollards – List of relevant stakeholders.

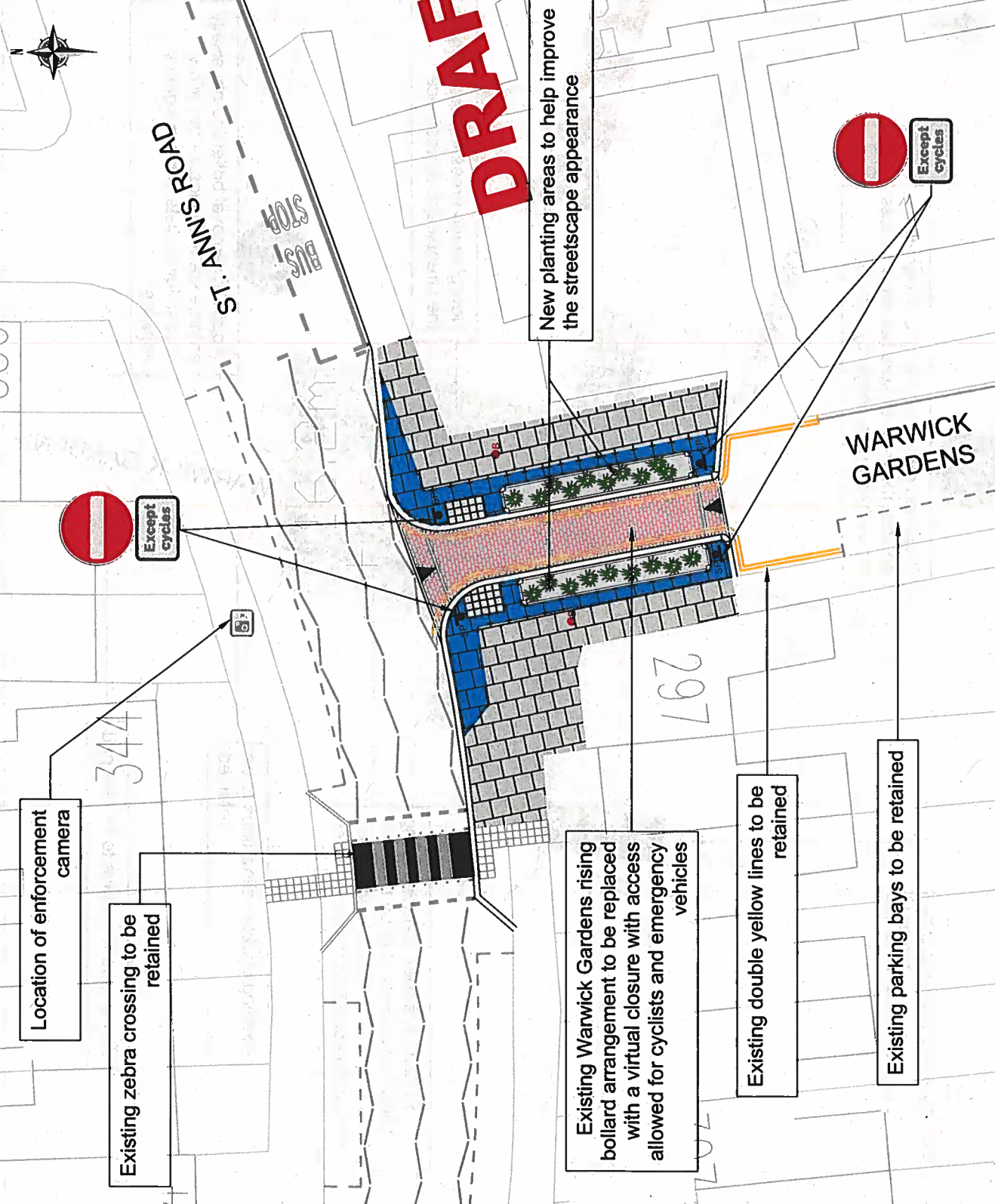
1. Cllr Hearn Kirsten - Cabinet Member for Environment
2. St. Ann's Ward Cllrs
3. Salisbury Road Residents Association
4. Gardens Residents Association
5. London Fire Brigade
6. Metropolitan Police
7. London Ambulance Service
8. Haringey Cycling Campaign
9. Haringey Disability Group
10. Green Lanes Traders Association.

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LEGEND:

	Footway to be resurfaced
	Footway build out
	Existing informal side road pedestrian crossing to be re-aligned to new kerb line
	Raised table
	Proposed planting area
	Proposed non-removal bollard to prevent vehicle access of footway
	Existing single or double yellow lines to be retained
	Existing double yellow lines to be refreshed
	Existing parking space to be retained
	Proposed

Rev	Description	Checked	Date
PROJECT: GREEN LANES AREA TRANSPORT STUDY			
FILE: WARWICK GARDENS BOLLARDS (Option 2 - Virtual closure enforced by cameras)			
DATE: 11/10/2011	PROJECT: GREEN LANES AREA TRANSPORT STUDY	SCALE: 1:500	DATE: 11/10/2011
SCALE: NTS	DATE: 11/10/2011	SCALE: 1:500	DATE: 11/10/2011
DRAWING NO: STAKEHOLDER ENGAGEMENT			
PROJECT: PLACE & SUSTAINABILITY SINGLE FRONTLINE			
BY: PLACE & SUSTAINABILITY, LONDON			



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LEGEND:

	Footway to be resurfaced
	Footway build out
	Existing informal side road pedestrian crossing to be re-aligned to new kerb line
	Raised table
	Proposed planting area
	Proposed removal bollard to allow access for emergency and maintenance vehicles
	Proposed non-removal bollard to prevent vehicle access of footway
	Existing single or double yellow lines to be retained
	Existing double yellow lines to be refreshed
	Existing parking space to be retained
	Proposed

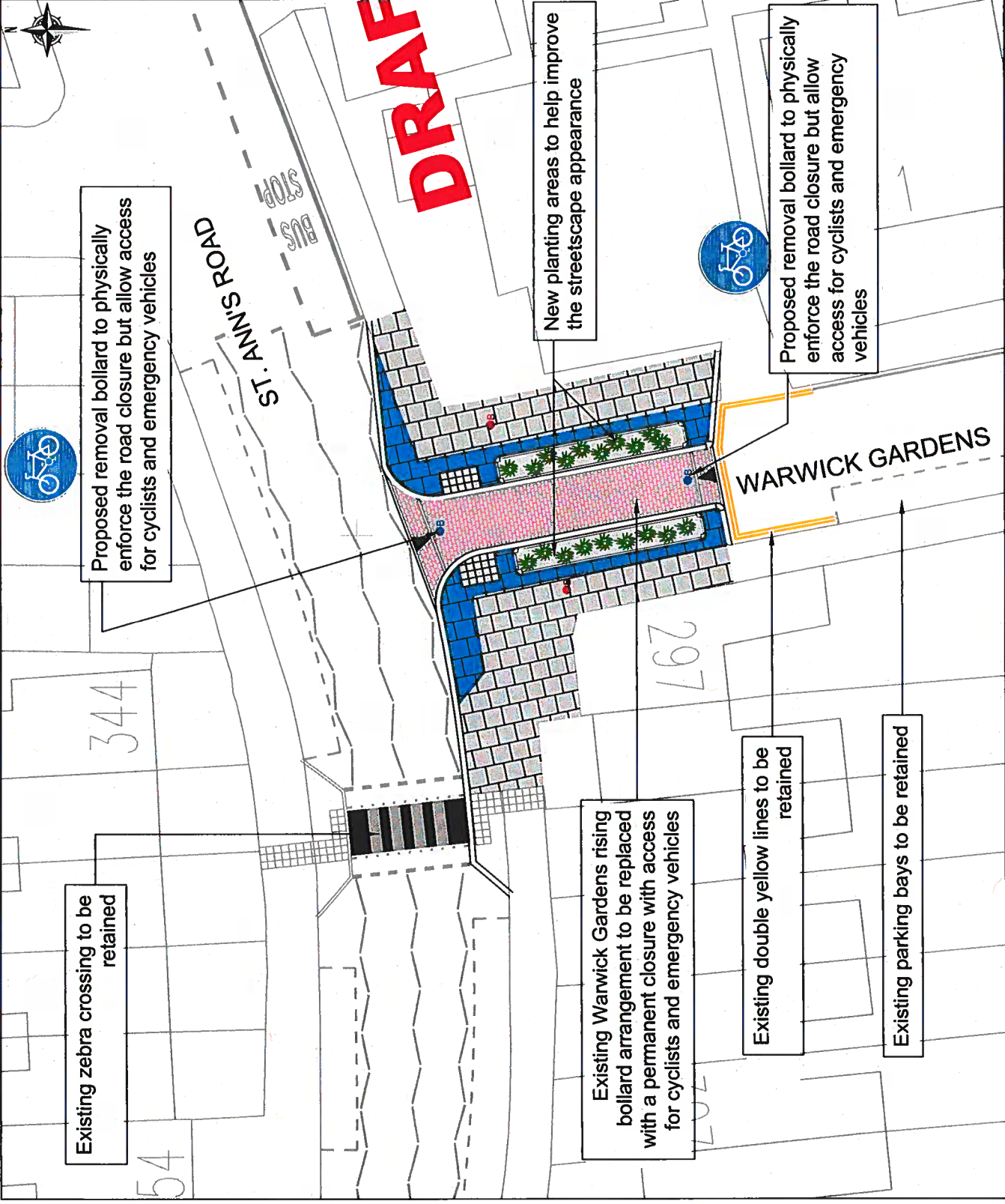
Rev	Description	Checked	Date

Project: GREEN LANES AREA TRANSPORT STUDY

TITLE: WARWICK GARDENS BOLLARDS (Option 1 - Physical Closure)

Designed: RM	RM	Checked: ##
Scale: NTS	NTS	Date Drawn/ Created: ##/##/##
Proj. No: STAKEHOLDER ENGAGEMENT	Rev: -	

PLACE & SUSTAINABILITY SINGLE FRONTLINE



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LEGEND:

	Footway to be resurfaced
	Footway build out
	Existing informal side road pedestrian crossing to be re-aligned to new kerb line
	Raised table
	Proposed planting area
	Existing single or double yellow lines to be retained
	Existing double yellow lines to be refreshed
	Existing parking space to be retained
	Proposed

Rev	Description	Checked	Date

PROJECT: GREEN LANES AREA TRANSPORT STUDY

TITLE: WARWICK GARDENS BOLLARDS (Option 3 - One-way (southbound) with cycle contra-flow)

DATE: 11/03/2014

SCALE: 1:500

PROJECT NO: 100019196

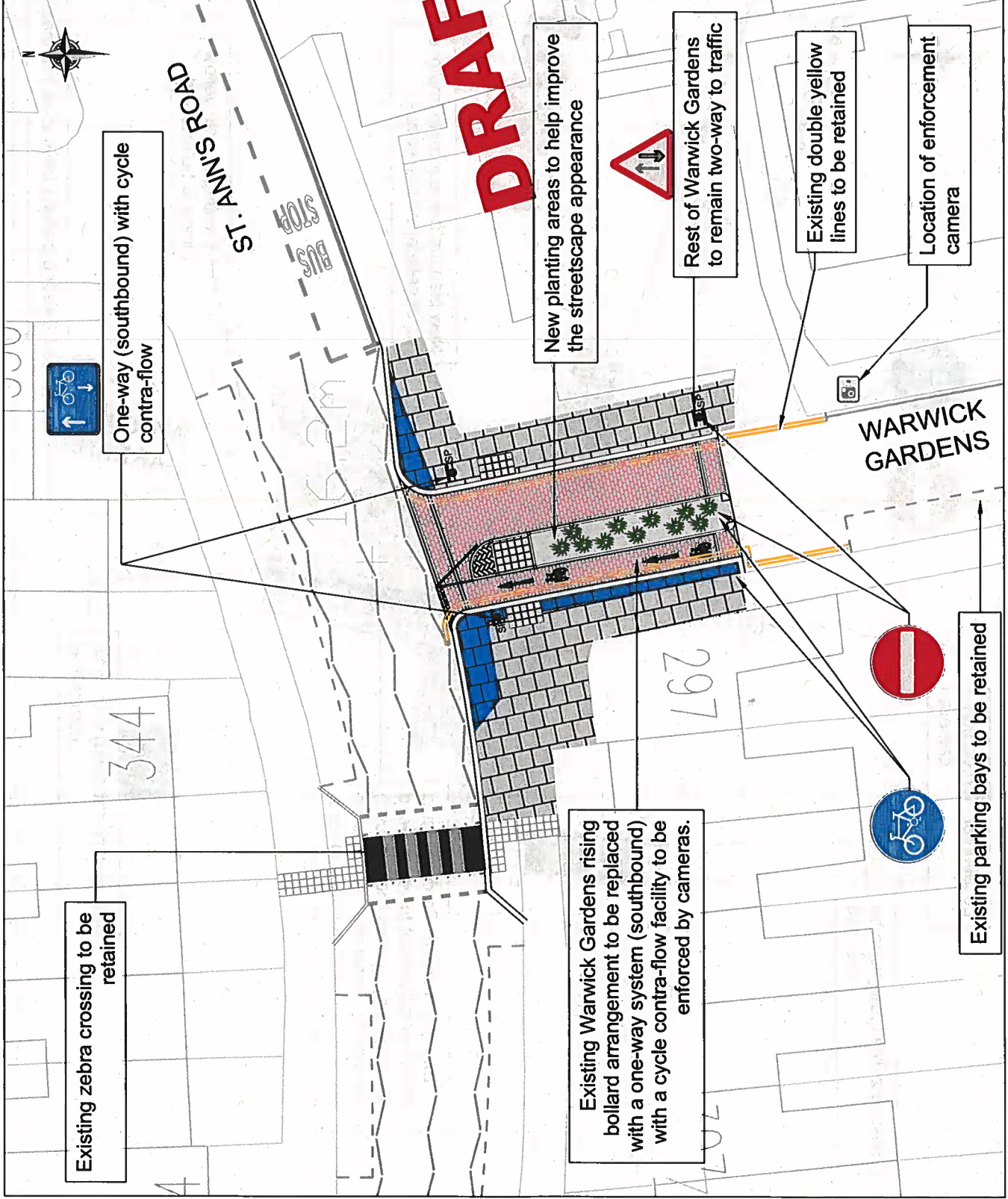
STAKEHOLDER ENGAGEMENT: PLACE & SUSTAINABILITY SINGLE FRONTLINE

WARWICK GARDENS BOLLARDS (Option 3 - One-way (southbound) with cycle contra-flow)

DATE: 11/03/2014

SCALE: 1:500

PROJECT NO: 100019196



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LEGEND:

	Footway to be resurfaced
	Footway build out
	Existing informal side road pedestrian crossing to be re-aligned to new kerb line
	Raised table
	Proposed planting area
	Existing single or double yellow lines to be retained
	Existing double yellow lines to be refreshed
	Existing parking space to be retained
	Proposed

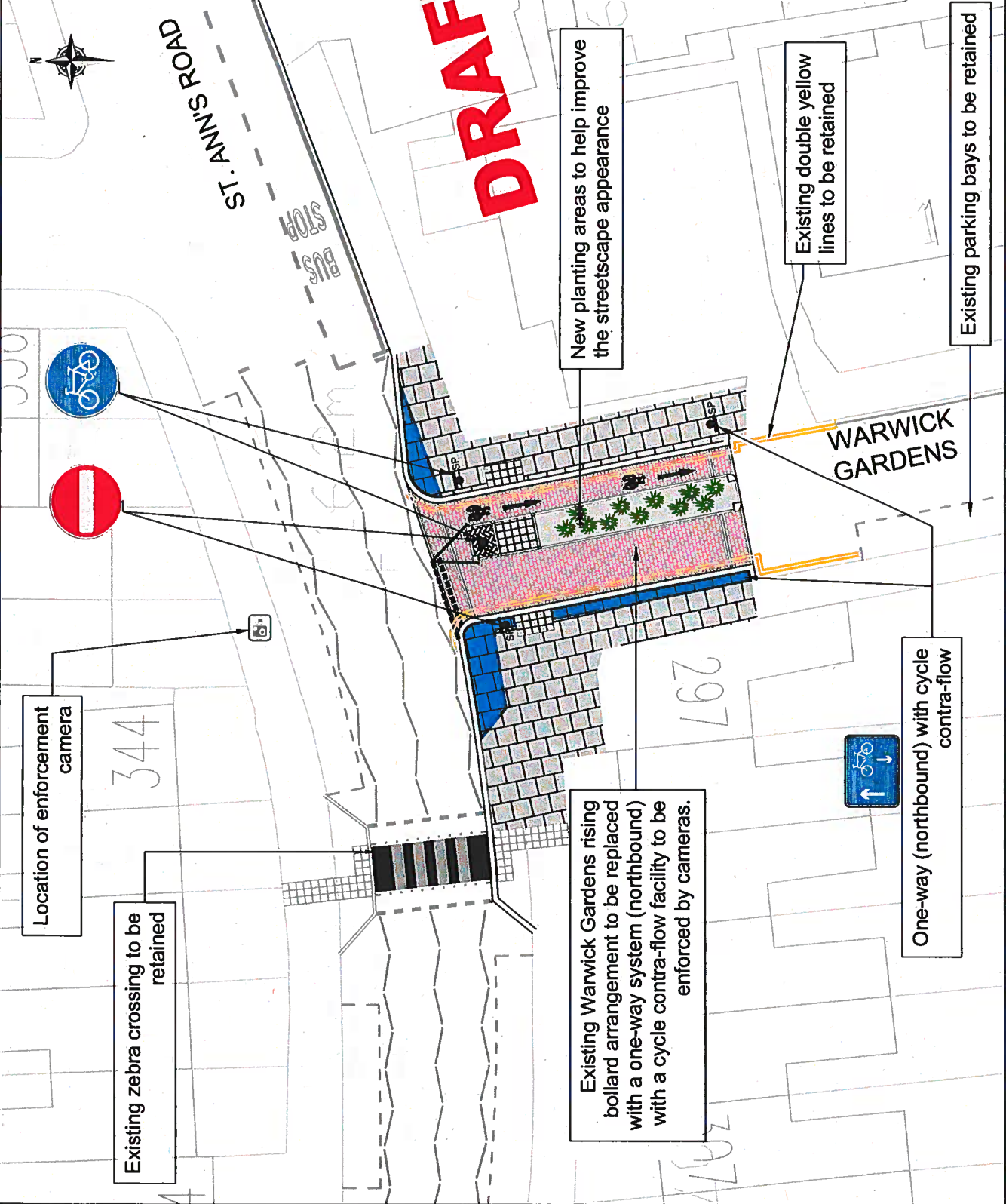
Rev	Description	Checked	Date

Project: GREEN LANES AREA TRANSPORT STUDY

WARWICK GARDENS BOLLARDS
(Option 4 - One-way (northbound) with cycle contra-flow)

Designed by: RM	RM	Checked: ##
Scale: NTS	Date Issued/ Created: #######	
Drawn by: NTS		

Doc No: STAKEHOLDER ENGAGEMENT
PLACE & SUSTAINABILITY
SINGLE FRONTLINE



Appendix B
Consultation letter and area

Traffic Management

Ann Cunningham: Head of Operations



31 January 2019

Statutory Notification

Warwick Gardens N4: Proposed Permanent Road closure

Dear Resident or Business,

The rising bollard which was introduced in Warwick Gardens at the junction of St Ann's Road in 2001, has deteriorated over the years. This has led to increased occurrences of the rising bollards being out of operation, which has resulted in traffic and road safety issues, and unsustainable maintenance costs. A long term replacement solution was therefore investigated as part of the Green Lanes Area Transport Study.

The study, which concluded in October 2018, recommended a conversion of the rising bollards on Warwick Gardens to a permanent closure, with access for pedal cyclists. 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>.

Following the study and engagement with key stakeholders, we have produced a proposal for a full closure in Warwick Gardens with access only for pedal cyclists.

The key features of the proposals are as follows and detailed on the plan overleaf.

1. Physical road closure using a combination of trees and bollards.
2. A Copenhagen crossing – This type of crossing has an uninterrupted footway that will extend across Warwick Gardens. Although this treatment is new to the UK it has recently been used extensively in Waltham Forest as part of their mini Holland programme. A key benefit of this treatment is improved access for pedestrians on St Ann's Road.
3. Footway widening and resurfacing and decluttering of the public highway to improve the streetscene appearance.

This notification letter marks the start of a three-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 Friday 22 February 2019.

Drop-in Event

We will also be holding 'drop in' session where you can meet with officers and find out more about the proposals

Event venue: Turkish Cypriot Community Association, 628-630 Green Lanes, N8 0SD

Date: Wednesday 6 February 2019

Time: 5:30pm to 8:30pm

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

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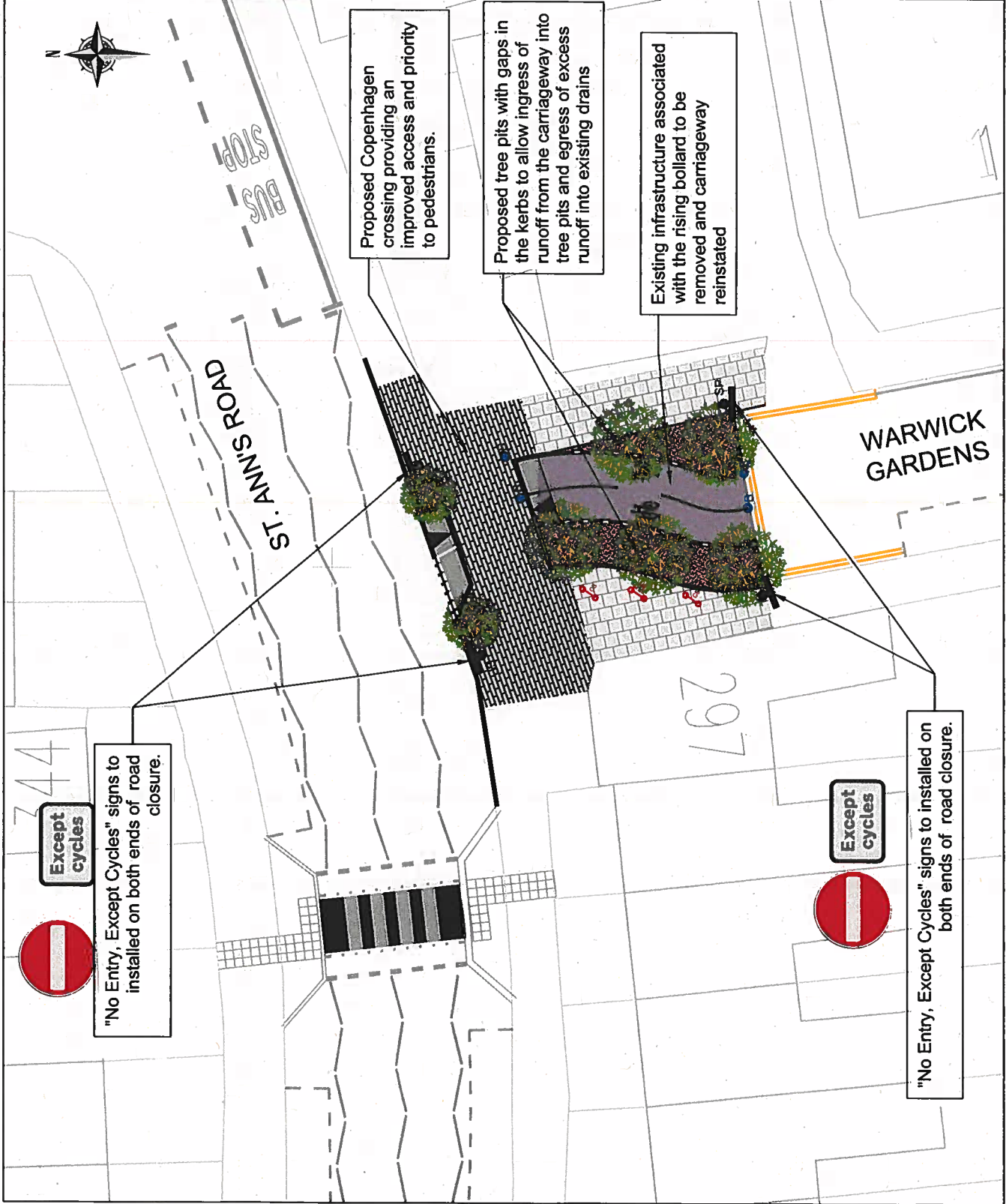
LEGEND:

	Existing footway to be resurfaced/ reprofiled. Surface runoff from the footway to drain into tree planting area
	Proposed Copenhagen Crossing
	Carriageway to be resurfaced
	Proposed tree and tree pit
	Existing single or double yellow lines to be retained
	Existing single or double yellow lines to be refreshed
	Existing parking bay to be retained
	Proposed fixed bollard to prevent vehicle access
	Proposed cycle stand

Rev	Description	Checked	Date
	GREEN LANES AREA TRANSPORT STUDY		
	WARWICK GARDENS PERMANENT CLOSURE		

Author:	RM	Checked:	DG
Scale:	NTS	Date Drawing Created:	JANUARY 2019
DWG NO:	PUBLIC CONSULTATION		

PLACE & SUSTAINABILITY SINGLE FRONTLINE
 14, Peter Abrahams House, 10 Bishopsgate, Street Level, London EC2N 4PL
 Tel: 020 7460 6000 Fax: 020 7460 6121
 Director: Peter and Susannah Lyall



Appendix C
Consultation report

Consultation Analysis.

22 February 2019

Statutory Notification

Warwick Gardens Rising Bollards: Proposed Permanent Closure

Analysis of Statutory Consultation

1. Overall Support for Permanent Closure.

83% of respondents support the proposed measures and 18% object. The figures are set out in Table 1.

Table 1

		Count	%
Support or Object	Support	66	83%
	Object	14	18%
	Total	80	100%

2. Support by Road

All Gardens roads responses show strong support for permanent closure. The highest levels of support are from Warwick Gardens at 96%, Roseberry Gardens 89%, Rutland Gardens 73%, and Chesterfield Gardens at 64%.

Full details are set out in Table 2.

Table 2

		Support or Object			
		Support		Object	
		Count	Row %	Count	Row %
Roads	Chesterfield Gdns	9	64%	5	36%
	Roseberry Gdns	8	89%	1	11%
	Rutland Gdns	8	73%	3	27%
	Stanhope Gdns	12	100%	0	0%
	Warwick Gdns	22	96%	1	4%
	Kimberley Gdns	2	100%	0	0%
	Doncaster Gdns	1	100%	0	0%
	Grand Parade	0	0%	3	100%
	Salisbury Rd	2	67%	1	33%
	St Ann's Rd	2	100%	0	0%
	Total	66	83%	14	18%

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225 High Road,
London N22 8HQ

020 8489 1000

www.haringey.gov.uk

3 Objections / reasons

Closing the bollards is a problem for our street especially on weekend evenings because of traffic bottlenecks.

Now with Warwick Gdns closed we have a lot of traffic in GL. Keep Warwick Gdns open - no bollards.

I object to this proposed closure. This consultation is inherently flawed in that it offers no alternative to a complete closure. I understand that previously, there was another option - a 'virtual closure' which would use CCTV licence plate recognition to allow residents' cars to pass through. . I object to not having another choice of exit from the Gardens

Why not use an ANPR camera to fine non-residents who use the junction. Closure will increase traffic in GL and result in more carbon emissions from traffic waiting at the lights on the junction with St Ann's Rd

Reopen the bollards. Put in rising gate

I object The bollard system is vital for residents to circumnavigate the traffic that builds up on Green Lanes. I suggest putting in a cheaper alternative to a bollard, like an electronic gate with wireless key system.

I prefer the rising bollards even if it costs me. Permanent closure restricts me completely because of the resulting chaotic traffic from GL. Unfair for Gardens residents!

Object because of heavy parking congestion in the area and impact on e.g. emergency services. I suggest that the bollards are removed entirely (road reopened to traffic) as closure can add 30 mins to drive less than half a mile.

Prefer the previous card reader system which allowed residents access. I'm not happy now having to go via GL and St Ann's Rd. It wastes time.

Get a better system to let the cars in. GL is already crowded and the closure did not help residents get to their homes without being stuck in traffic. Also many Gardens roads need to be one way like on the ladder.

Open the Warwick Gdns / St Ann's junction and allow traffic to flow again as with the original system. Otherwise GL clogs up with traffic and that's bad for the environment.

Will inconvenience Green Lanes shops and residents as it will cause more traffic congestion and accidents.

This just allows posh people in the Gardens to have what they want. Closing access the amount of traffic running from St Ann's Rd to Green Lanes is horrendous, and increases pollution.

4. Respondents' Comments grouped by road and whether in support or object

Roads	Support or Object	
Chesterfield Gdns	Support	
Chesterfield Gdns	Support	
Chesterfield Gdns	Support	
Chesterfield Gdns	Support	I have contacted the council and David Lammy about cars breaking the 20mph speed limit. Real enforcement is needed before we have a fatal accident I have a young child. Every Sunday night the street is gridlocked with people using the Turkish restaurants and I've seen people fighting. The Gardens need to be made one-way.
Chesterfield Gdns	Support	I hope the closure will NOT provide access for motorbikes Should only be for pedestrians and bicycles
Chesterfield Gdns	Support	If this goes ahead, Gardens roads should have a one way system to tackle the worsening traffic congestion and parking problems.
Chesterfield Gdns	Support	Looks good. The more trees the better, our road has hardly any. NB there is a dangerous crossing on Black boy Rd - Stann's end.
Chesterfield Gdns	Support	No need for bike stands in this location. Please put in a bench, or grass and bushes / shrubs instead. It says: 'access to be maintained for emergency vehicles'. This is confusing as you are proposing non-removable bollards.
Chesterfield Gdns	Support	We support the proposals to replace the rising bollard system in Warwick Gardens at the junction of St Ann's Road as set out in your letter dated 31 January 2019. I would however add that as I work in the Borough of Waltham Forest, I am not in favour of the Copenhagen style crossing as this is additional cost and may result in minor pedestrian injuries with drivers who may lack due care and attention. I would alternatively suggest the emergency vehicle access gate as installed on Cleveland Gardens.
Chesterfield Gdns	Object	Closing the bollards is a problem for our street especially on weekend evenings then there are traffic bottlenecks. My car was hit by someone reversing last Saturday night. Also Green Lanes around St Ann's Rd often has traffic jams. Yes, the bollards were sometimes open or did not work, but that wasn't a problem.
Chesterfield Gdns	Object	Council put in an island on GL which caused traffic jams and had to be removed. Now with Warwick Gdns closed we have a lot of traffic in GL. Keep Warwick Gdns open - no bollards.

Chesterfield Gdns	Object	I object to this proposed closure. This consultation is inherently flawed in that it offers no alternative to a complete closure. It appears to be an attempt to railroad car owning residents into an extension of the temporary closure. The consultation must address other options, I understand that in initial discussions, there was another option - a 'virtual closure' which would use CCTV licence plate recognition to allow residents' cars to pass through. This system would have a number of advantages over the bollards; 1. Self-funding (through fines) 2. Immune to vandalism (camera on a high pole) 3. Prevents mopeds going through - this occurs on Cleveland gardens. With the proposed 'Copenhagen' style crossing, this would be very dangerous as mopeds / motorbikes would be crossing what appears to be a pavement. I understand there will be signs forbidding motorcyclists, but without enforcement. Any consultation must include alternatives - most of those who have received this letter will not even be aware of the virtual closure option. At the moment, all residents are forced onto another residential road, Salisbury Rd, in order to return to their homes. Additionally, exiting from the gardens onto Green Lanes is difficult due to: 1. Gardens roads are narrow - two cars cannot pass in opposite directions. 2. Green Lanes is very busy - both with cars and pedestrian traffic. 3. In the future, the possible closure of Wightman Road will put additional pressure on Green Lanes. Many of those who bought their homes in the Gardens did so when the bollards were in place. They should have the option to vote on a system which would retain this filtered access.
Chesterfield Gdns	Object	This ignores the impact from surrounding roads e.g frequent road rage and difficulty going in / out of our homes because of shop visitors, especially at weekends. I object to not having another choice of exit from the Gardens
Chesterfield Gdns	Object	Why not use an ANPR camera to fine non-residents who use the junction. You seem to be using cameras for every other contravention and I've noticed loads of new cameras along GL recently. Closure will increase traffic in GL and result in more carbon emissions from traffic waiting at the lights on the junction with St Ann's Rd
Roseberry Gdns	Support	
Roseberry Gdns	Support	
Roseberry Gdns	Support	Given the vandal style 'direct action' by GL traders e.g using vans to drag the concrete blocks away, it is essential that the road closure is robust and fully prevents unauthorised access
Roseberry Gdns	Support	Great proposal. We support it. Very keen on having the trees planted - and not just the closure.
Roseberry Gdns	Support	Great to see a permanent solution that closes the Gardens to through traffic
Roseberry Gdns	Support	I am writing to convey my general support for the road closure you plan on Warwick Gardens - with the following note: - That the bollards be situated such that no car, even a Smart car, can get through
Roseberry Gdns	Support	I support the permanent closure of Warwick gardens. I am concerned that motorcycles will continue to access the gardens via the closed road and would like to see action taken to prevent this.
Roseberry Gdns	Support	This is a great idea and makes an ugly area into an attractive one.
Roseberry Gdns	Object	Reopen the bollards. Put in rising gate
Rutland Gdns	Support	

Rutland Gdns	Support	
Rutland Gdns	Support	Closure to all motor vehicles will benefit all residents in the Gardens area. Noise from cars racing through the streets at all hours of the night is very disturbing. At least the old morning and evening rat run is now a thing of the past - and long may it continue.
Rutland Gdns	Support	I believe the road should be permanently closed and that the closure needs to totally prevent all vehicles from entering the road. The current concrete blocks are frequently moved by large vehicles to enable rat running at high speed. Your proposals suggest bollards are placed but these need to be robust and there are enough placed to prevent slim line cars such as Twingos slipping through. If the bollards are not fully embedded the large vehicles will shunt them and knock them over. Planting options are a good idea but who will maintain them? The GRA only have a finite amount of resources and need financial assistance to keep them maintained.
Rutland Gdns	Support	I support this. Before the bollards, the Gardens roads were just used as a rat run by cars wanting a short cut to Green Lanes and the ladder roads.
Rutland Gdns	Support	Important to ensure that cars cannot get through - even if they vandalise the closure as has happened in recent months.
Rutland Gdns	Support	It will stop the morning and evening rush hour traffic from using the Gardens roads as a short cut from GL to St Ann's Rd and vice versa. Will also stop cars and motorbikes racing through the Gardens area.
Rutland Gdns	Support	Please organise measures to stop motorbikes using the bicycle access, as this is a common problem in these types of location. Suggest cameras and fines.
Rutland Gdns	Object	I object to the plans of a proposed permanent road closure. The bollard system is vital for residents to circumnavigate the traffic that builds up on Green Lanes, it improves traffic flow as residents on short trips do not need to queue along Green Lanes and St Ann's road during busy periods. I suggest putting in a cheaper alternative to a bollard, like an electronic gate with wireless key system.
Rutland Gdns	Object	I prefer the rising bollards even if it costs me. Permanent closure restricts me completely because of the resulting chaotic traffic from GL. Unfair for Gardens residents!
Rutland Gdns	Object	Object because of heavy parking congestion in the area and impact on e.g. emergency services. I suggest that the bollards are removed entirely as closure can add 30 mins to drive less than half a mile.
Stanhope Gdns	Support	
Stanhope Gdns	Support	
Stanhope Gdns	Support	Great idea which I fully support. Could CCTV be considered to prevent this area being used by loitering men and homeless people? Or are such measures already being considered?

Stanhope Gdns	Support	<p>I feel that a permanent closure with the fixed bollards proposed is the best solution to ensure that traffic can no longer flood into the Gardens Roads - like when the concrete blocks have been moved to allow access or at times when the rising bollard has failed. However I feel that careful consideration to the spacing of the bollards needs to take place to ensure that both 4 wheel and 2 wheel motor vehicles cannot use this freely. Particular care needs to be taken regarding the illegal entry of mopeds/scooters/motorbikes as this is currently unenforced at the Cleveland Gardens closure and many illegal entries are made daily at high speed particularly by fast food delivery drivers. With regard to the planting beds these need to consider how they will be self sustaining - I.e. how rain water can be directed into the beds to allow for self watering like a rain garden. To enable this to take place using the camber of the road gaps need to be left to allow water to run into the beds. This could be a lesson learned as some of the trees died from lack of water at the Cleveland Gardens beds. The idea of Copenhagen paving is a good one for pedestrians and cyclists but could encourage motorbikes etc. to easily access the area and potentially collide with pedestrians using the space. Thought needs to be given to ensure the safety of all users of this shared space. Perhaps regular periodic monitoring would be advisable to see if there are any issues arising from the permanent closure in respect of the shared space aspect. On the whole the scheme is most welcome as this will settle the issue of access on a permanent basis and this provides certainty for both Haringey Council and local residents. Hopefully by working with local stakeholders a positive conclusion for all will be reached during the implementation of the permanent closure.</p>
Stanhope Gdns	Support	<p>I have seen the problems of traffic in the Gardens area, both before the rising bollards and when they have been out of action. It is dangerous to allow unhindered access as traffic volumes become unacceptable very quickly and there is constant speeding. As the bollards are no longer viable, a permanent closure is the best option. I also believe that Gardens residents' views should carry greatest weight in this consultation, as their safe and peaceful enjoyment of their homes is most affected by the issue.</p>
Stanhope Gdns	Support	<p>I write to register my SUPPORT for the proposed permanent closure of Warwick Gardens, as recommended in the Green Lanes Area Transport Study. As a resident of Stanhope Gardens, I have seen the problems of traffic in the Gardens area, both before the rising bollards and when they have been out of action. It is dangerous to allow unhindered access as traffic volumes become unacceptable very quickly and there is constant speeding. As the bollards are no longer viable, a permanent closure is the best option. I also believe that Gardens residents' views should carry greatest weight in this consultation, as their safe and peaceful enjoyment of their homes is most affected by the issue. I look forward to hearing the outcome in due course.</p>
Stanhope Gdns	Support	<p>I'm happy to see this area receiving development aimed at improving access for pedestrians and cyclists, and the junction's appearance. This kind of forward-thinking change will benefit the residents and businesses in this area.</p>
Stanhope Gdns	Support	<p>Need more measures to reduce traffic in the area and control noise, pollution, and extraneous parking.</p>

Stanhope Gdns	Support	Significant problems with motorcycles speeding into and through the Gardens because they can drive through the access restrictions. Are there any practical measures you can incorporate into the design in order to reduce / minimise/ prevent motor cycle access? Thank you
Stanhope Gdns	Support	support the proposed permanent road closure which I believe will help to reduce traffic speeding through the Gardens area of N4. The old system with the bollards was frequently subject to vandalism and every time the bollards were put out of action, the amount of traffic speeding along my road (Stanhope Gardens) significantly increased. However, it is not clear (a) how access for emergency vehicles will be maintained under the proposed plan, nor (b) how motor bikes and scooters can be prevented from passing through.
Stanhope Gdns	Support	This will benefit the surrounding streets and tidy up the area.
Stanhope Gdns	Support	We strongly support the closure and consider it necessary for safety reasons - speeding traffic, safety of children. Ideally we would also like cameras in place to deal with motorcyclists who ignore the access restriction.
Warwick Gdns	Support	
Warwick Gdns	Support	
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Warwick Gdns	Support	
Warwick Gdns	Support	
Warwick Gdns	Support	As a resident of Warwick Gardens, I fully support the proposal.
Warwick Gdns	Support	Avoid installing any benches or seating as these encourage anti-social behaviour
Warwick Gdns	Support	Copenhagen Crossings. Need continuous footway and priority for pedestrians. I have lived here for many years and recall when roads were much safer and there was much less crime. Being old, I need easy access when crossing the road - as do most pedestrians.
Warwick Gdns	Support	Fully support permanent road closure. However, given the huge number of motorbikes going through, we need enforcement cameras or equivalent to ensure that only bicycles will be allowed.

Warwick Gdns	Support	<p>I generally support the proposals but would disagree with the 'Copenhagen crossing' element. I think that as a general principle there should be clear demarcation between footway and carriageway of any kind. In this instance I think pedestrians need to be very fully aware of the fact that cyclists may turn rapidly across their path. This particularly applies where both pedestrians and cyclists are travelling westwards along St. Ann's Road and cyclists turn left into Warwick Gardens. At that point Warwick Gardens starts to go uphill and cyclists may be reluctant to lose momentum by slowing down at all. In theory one would want all road users to show consideration to others, but in practice things often fall far short of this, and it would not help pedestrians when dealing with less considerate cyclists. Similarly, when cyclists emerge from Warwick Gardens, it is likely that they will in practice treat the junction as road space, whatever the markings. In either case I think pedestrians would be at much less risk of collisions with cyclists if the boundaries were clearly marked, but with slopes on either side of Warwick Gardens to assist users of wheelchairs and buggies etc. There is also the question of powered 2-wheel vehicles. Some bicycles are electrically assisted and can travel quite fast. Furthermore it may be difficult to effectively exclude all mopeds and some smaller motorcycles, which have the potential to be involved in more serious accidents. In this context it is important to recognise that Warwick Gardens has remained a convenient route for 2-wheeled transport to bypass the congested section of Green Lanes. Some of the mopeds are used for fast-food delivery, where time is seen as a critical element, and actually start from takeaway premises in that congested section.</p>
Warwick Gdns	Support	<p>I remember when this was a dangerous polluting rat run, so the permanent closure makes sense. Many cyclists use the Gardens and it's a popular walking route for children going to school. Closure suits the Gardens area with Warwick Gdns and the railway line acting as boundaries for two sides.</p>
Warwick Gdns	Support	<p>I support the proposed permanent road closure at the junction of Warwick Gardens and St Ann's Road and have three comments * the bollards should be robust enough to act as a complete deterrent for all motor vehicles. We have witnessed the extraordinary determination to flout the closure, including the current concrete blocks being removed three times during the last year * I am concerned that the right hand pavement (looking towards St Ann's Road) is wide enough for some vehicles to attempt access. if it's possible, we know with certainty that closure will be breached. I would recommend ensuring this is narrow enough to make access impossible for any motor vehicle regardless of size * I am assuming that emergency vehicle access will continue to be on Cleveland Gardens. If it's expected on Warwick Gardens, please could you specify exactly how this will happen</p>
Warwick Gdns	Support	<p>I'm writing to express my full support of proposals to permanently close the junction of Warwick Gardens and St Ann's Road. As a resident of Warwick Gardens, I support the plans to close the junction permanently to four-wheeled vehicles, and I would also stress the need to ensure in any way possible that motorbikes, scooters and mopeds - in particular, those vehicles used for food delivery - are also impeded from using the junction as a short cut.</p>

Warwick Gdns	Support	In summary, I support the proposed closure with access only for cyclists and pedestrians. I would also like to raise the below as recommendations / considerations, based on my experience: Recommendations / considerations ·Ensure that access is limited for motorbikes ·Ensure that proposed trees do not obscure the end of road to create an overgrown or unsafe 'cut-de-sac' environment for crime - a current issue with parked cars using the 'end' of the street ·Ensure there is adequate street lighting for safety of cyclists and pedestrians at night-time ·Ensure that the road closure does not encourage motorists to drive at higher speeds down St Ann's Rd, which causes traffic to miss or fail to stop for the zebra crossing (around 10 metres from proposed road closure). This is a current issue with this zebra crossing, and I personally have had 4-5 near-misses from motorists failing to stop in the last year! I'd be happy for you to contact me directly if you have any further questions.
Warwick Gdns	Support	The bollards to prevent vehicular access must be substantial enough to stop mopeds and motorcycles entering. Do we really need cycle stands if we already have bikehangars? This could encourage loitering and rubbish build-up around the stands.
Warwick Gdns	Support	We agree the proposals should be installed
Warwick Gdns	Support	We support road closure and Copenhagen crossing which only allows cyclists to access in addition to pedestrians. There are several young families here who want better road safety by stopping the road being used as a rat run for traffic - mainly mopeds / motorcycles.
Warwick Gdns	Support	We welcome the proposals as the bollards have been a continuous issue over the last 9 years since we moved here. We have two young children and are particularly concerned about the motorbikes that have been going up our roads at very high speeds. Please can you confirm that they won't be able to get past the closure? There have also been huge issues with the bollards being moved and we wanted to check if this problem is going to be prevented going forward. We look forward to hearing from you.
Warwick Gdns	Support	Would have preferred repair of bollards to retain access for residents. Any provision for emergency services access must be secure enough to prevent the unauthorised access which has been an issue with temporary closure
Warwick Gdns	Object	Prefer the previous card reader system which allowed residents access. I'm not happy now having to go via GL and St Ann's Rd. It wastes time.
Kimberley Gdns	Support	
Kimberley Gdns	Support	You must ensure that small cars cannot turn in and reverse, as well as being prevented from entering The Gardens area.

Doncaster Gdns	Support	<p>This project has taken 20 years as the GRA was formed in 1999 (20 years ago) based on the horrific traffic which switched from Hermitage Road area over to and through the Gardens Estate due to the 3 road closures causing chaos in the area and especially Green Lanes. The Gardens residents have taken the brunt of this decision back in 1999, without any consultation or consideration. The Full Road Closure proposal: Although I support the proposal put forward I still have reservations and concerns with some of the detail and especially the potential impact on the other road closure at Cleveland Gardens. My main concerns are:</p> <ul style="list-style-type: none"> • Speeding motorcycles illegally passing through Warwick Gardens and Cleveland Gardens Road closures, with no means of stopping this effectively via CCTV or any other physical traffic management means. • I'm concerned about the spacing of the fixed bollards with the potential of small vehicles accessing through. • Concern about the proposed planting beds which there is an assumption that maintenance will be taken over by the GRA without any direct funding to implement a good well designed planting scheme. <p>Concern that due to the use of FB locks at Cleveland Gardens these will be opened up, as the FB keys are freely available at builder's merchants and on the Internet. As previously suggested Gerda locks and keys which the LFB carry keys for could stop any future vandalism / abuse of the Cleveland Gardens Scheme. I suspect shortly after the implementation of the Warwick Gardens closure the vandals and abuser will switch and vent their anger onto Cleveland Gardens closure.</p>
Grand Parade	Object	Get a better system to let the cars in. GL is already crowded and the closure did not help residents get to their homes without being stuck in traffic. Also many Gardens roads need to be one way like on the ladder.
Grand Parade	Object	Open the Warwick Gdns / St Ann's junction and allow traffic to flow again as with the original system. Otherwise GL clogs up with traffic and that's bad for the environment.
Grand Parade	Object	Will inconvenience all the staff of Green Lanes shops and residents as it will cause more traffic congestion and accidents. I've lived in GL for many years and since you've closed the barriers, it's caused more problems.
Salisbury Rd	Support	Support this. It will reduce traffic, crime, and pollution. It will also reduce environmental damage as well as ASB
Salisbury Rd	Support	This will reduce pollution and be better for environment and the look of the area. Creates better area for people, reduces social problems and stops the road being used as a cut-through
Salisbury Rd	Object	This just allows posh people in the Gardens to have what they want. Closing access the amount of traffic running from St Ann's Rd to Green Lanes is horrendous, and increases pollution. There has to be another way off GL. Salisbury Rd - St Ann's Rd corners are amongst the most polluted areas in Haringey. I am now over 80 and have throat problems as a result of pollution.
St Ann's Rd	Support	
St Ann's Rd	Support	
80	80	80