

Fresh Start

Improving Health, Quality of Life and the Environment through a New Approach to Traffic Management in Haringay



A Submission by Living Wightman and the
Ladder Community Safety Partnership (Traffic sub group)

July 2016

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I. Introduction

Over the past fifty years the residential area of the Harringay Ladder has gradually evolved into being a traffic safety valve for the rest of Haringey and North London. As a result the health, safety and quality of life of local residents has been severely impacted.

The recent five-month long closure of Wightman Road together with the traffic study being conducted throughout the neighbourhood of Harringay give residents and the Council a unique opportunity to start addressing these worrying issues.

Living Wightman and the Ladder Community Safety Partnership propose a new partnership between the people of Harringay and Haringey Council to pioneer a new approach to traffic management in the neighbourhood to bring about a significant improvement in key health, safety and quality of life indicators.

This paper aims to start this process by setting out our key areas of concern and our goals.

The first part of the paper gives some shape to the neighbourhood for those who are not familiar with it.

Section One sets our key concerns and goals. Section Two outlines the positive borough-wide impacts that would result from meeting our aims and Section Three highlights some of the key challenges to be dealt with and how they might be addressed.

Living Wightman and the Ladder Community Safety Partnership welcome Haringey Council's acknowledgement of the severe traffic problems experienced in Harringay with its significant investment in the 'Green Lanes Transport Study'. We believe that the relationships being forged through this study and the understanding being developed through it provide an unprecedented opportunity for the borough to become a pioneer in leading a new approach to putting the health and wellbeing of its residents above the needs of traffic.

II. Who We Are

The **Ladder Community Safety Partnership** (LCSP) represents the interests and concerns of its members who live and work in Harringay Ward. Most of the LCSP's members are individual residents who have joined the LCSP because they care about, and take pride in, their local area and want to keep Harringay a safe, clean and pleasant place in which to live. The LCSP works closely with residents groups in neighbouring areas of Harringay including the Gardens and Woodlands Park (GRA & WPRA). Over the past 15 years the LCSP has built up strong working relationships with organisations such as the police, Haringey Council, Veolia and the Green Lanes Traders' Association, to give residents a stronger voice.

Living Wightman is a coalition of local residents launched in 2016 to oppose the continued use of Harringay Ward as a primary through route for traffic in north London. Whilst our primary focus is Wightman Road, our goal is for a better quality of life for all residents in Harringay ward through a reduction in the levels of traffic using our narrow residential streets.

Thanks are due to **Harringay Online** for the help provided in the preparation of this submission and we welcome their support for our broad aims to improve traffic conditions and the quality of life in Harringay Ward.

This paper is also supported by Haringey Cyclists, Wood Green and Tottenham Friends of the Earth and Haringey Living Streets.

III. Harringay Ward



Wightman Road pre bridge works

Geography

Harringay ward makes up the western part of the neighbourhood of Harringay in the south of the London borough of Haringey. Known locally as the Harringay Ladder, the ward is bounded to the north by Turnpike Lane and to the east by Green Lanes. The western boundary is formed by the Great Northern Railway and to the South by Finsbury Park and Seven Sisters Road. It contains two major areas of open space, Finsbury Park and Ducketts Common, and two smaller spaces, Fairlands Park and Railway Fields.

Harringay's High Street, Green Lanes, is a major commercial centre and the western side of the high street is within Harringay Ward. With the exception of Green Lanes and some small clusters of commercial activity at the north and south ends of Wightman Road, the rest of the ward is almost entirely residential.

Housing

Harringay ward is mainly made up of late Victorian terraced houses with many split into two or more dwellings. Private renting is significant in the ward with 44.5% of dwellings rented from a private landlord or letting agency which is substantially above the proportion in Haringey borough as a whole (30.3%)¹

¹ Census 2011

Education

There are two primary schools in the ward, North Harringay and South Harringay, with a combined registered intake of 958 pupils.

Population ²

The population of the ward is 13,273 making up 5,471 households. It is a densely populated area with 85 people per hectare compared to the London average of 52. This is likely to rise as a result of the pressure on housing and large scale developments, such as at Hampden Road. This trend is also likely to be seen locally in neighbouring wards as a result of even further development such as the Heartlands development, the redevelopment of the Curtis and Hawes site, redevelopment of St Ann's, potential redevelopment of the Arena site, and slightly further away the ongoing redevelopment of the Woodberry Downs estate.

Harringay ward has a significant young working age population with over 66% of the total population falling within the 19-50 age range compared to approximately 56% in the borough as a whole.

² Census 2011

IV. A History of Traffic Management in Harringay Ward

The Harringay Ladder is a set of 21 parallel streets running westwards from the line of Green Lanes, which already existed as an ancient north-south route. When these east-west roads were set out in the late nineteenth century, the Western ends of the Ladder rung roads were all connected by a newly built north-south street running parallel to the railway and connected to Endymion Road at the southern end and to Turnpike Lane at the Northern end. This new street is known as Wightman Road (the southern 100 metres were named Alroy Road).

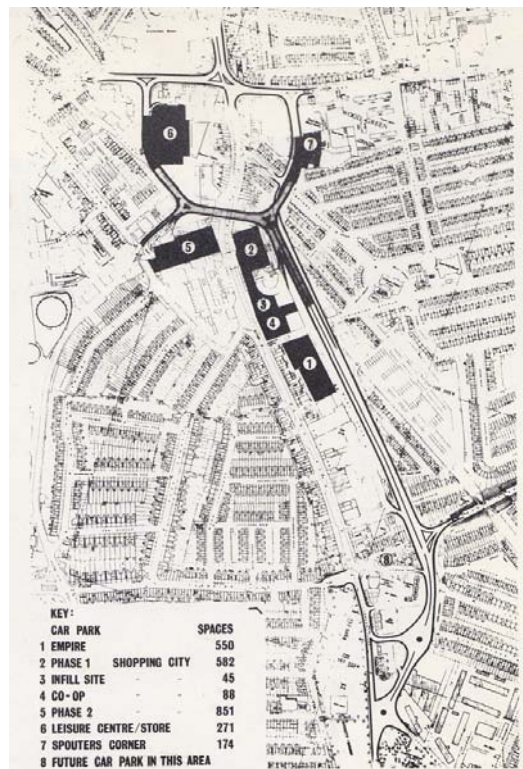
All of the Ladder streets conformed to what in the late 19th century was regarded as a desirable design for residential living, i.e. private back gardens and public mixing space in front. Beyond two or three exceptions in each street, no provision was made for residences that might own vehicles of any kind. The carriageways were spaces in which an occasional horse drawn delivery cart or taxi might appear but were otherwise given over to children playing and people walking and socialising.

The existence of the ancient route of Green Lanes along with the subsequent construction of the Great Northern Railway Line meant that Harringay was created within a corridor of movement. The effects of this initially were overwhelmingly positive. However, largely unconsidered developments through the twentieth century saw things turned on their head.

In the 1930's Wightman Road was classified as a "B Road". Although at the time, this merely indicated that it provided a link between the principal "A Roads" to its north and south, this designation probably contributed to the situation we face today.

By the time that London emerged from the Second World War, planners in the London County Council had recognised the role that Green Lanes played in bringing traffic in and out of London. In the 1943 County of London Plan, Green Lanes was designated as the key north-south arterial road in and out of North London.

However, it was the 1970s developments in Wood Green, including the construction of Shopping City, that created the problems faced by the area today. Haringey Council understood the role of the Green Lanes traffic corridor and originally made plans to manage traffic with the construction of the Wood Green bypass, starting at Turnpike Lane and running to the east of Wood Green. The so-called 'A105 diversion' or 'Eastern By-Pass' was intended to be the main North-South route through the borough.



A companion scheme included a relief road to the west of Wood Green by aligning Wightman Road and Hornsey Park Road. This Western route was only ever intended as a secondary one. The Wood Green one-way gyratory system would have ensured that most traffic would have taken the Eastern route.

The greater part the grand traffic plans did not materialise; the Eastern bypass was never built. However, the cheaper western relief route was constructed by aligning Wightman and Hornsey Park Roads at their junction with Turnpike Lane. In the absence of the Eastern Bypass, this western route became the default Wood Green Bypass. Subsequent schemes, including the early 21st century plan to make Wood Green High Road bus only, confirm the place this route has in the plans of the Council.

By the 21st century, the failure to adequately provide for traffic through the borough meant that traffic increasingly used narrow residential roads as rat-runs. Two favoured rat runs in the east of Harringay caused such upset that influential resident groups were able to successfully get the routes closed off. The closures of Hermitage Road and the Gardens added significant levels of east-west traffic to the already high level of north-south traffic using the Ladder. However, unlike the measures put in place to the east of Green Lanes, the traffic management response in Harringay Ward was to keep traffic flowing. The rung roads were made one-way and traffic humps added. This in effect created traffic highways on suitably located roads. Some years later traffic humps were also added to Wightman Road.

In other nearby areas roads were also being closed or traffic managed, forcing ever more traffic onto unrestricted roads such as those on the Ladder.

V. The Problem

Traffic volumes

The Ladder Roads are almost exclusively residential and were not designed for high traffic volumes. In order to allow greater volumes, pavement parking is allowed on Wightman Road meaning that those in wheelchairs, using mobility aids or with pushchairs find it very difficult to navigate.

Haringey carried out a count of vehicles in and around the Harringay ward in early January 2016 [1]

- Excluding Wightman Road, Ladder roads had between 1,196 vehicle movements (Atterbury Road) and 18,362 vehicle movements (Willoughby Road northbound) a week during the survey period
- Of the 21 roads that make up the Ladder “rungs”, 10 had 10,000 or more vehicle movements per week during the survey period
- 1 in 5 vehicles on the Ladder rung roads were traveling above the speed limit
- Wightman Road, at the junction with Beresford Road, had over 120,000 vehicle movements during the survey period. Monitoring stations were set up at 4 points along the length of the street. As vehicles could enter or exit on many points along the length of the road and miss the traffic counting stations, it is estimated that the total volume over the survey period was nearer 200,000 vehicles.
- Around 1 in 5 vehicles on Wightman Road travelled over the speed limit, some in excess of 60mph
- About 7% of vehicles travelling on Wightman Road were class 4 or above (large or very large), equivalent to between 10-14,000 vehicles a week
- There were around 160,000 vehicle movements on Green Lanes at its busiest point, the junction with Williamson Road.
- Traffic travelling through the area exceeds the volumes on some major, strategically important routes, such as the A1 in Highgate and Seven Sisters Road between Seven Sisters and Manor House tube stations.

Health and wellbeing

Wightman Road is a main route to the two schools on The Ladder. Data from local schools on asthma prevalence is shown below:

- Haringey borough: 4.55%
- South Harringay Junior School: 6.5%
- South Harringay Infant School: 3.54%
- North Harringay Primary School: 7.4%

Noise pollution is a significant factor for residents but especially for those living on Wightman Road as they are affected at the front by road noise and at the back by the railway.

The **traffic volumes** and perceptions of danger on Wightman Road have discouraged its use as a cycling and walking route. This is further compounded by the **quality of traffic** using ladder roads. Traffic using the Ladder as a route from A-B as they pass through the borough has little regard for the area as a residential area or community where people live, it is simply a route home, and a barrier to be navigated as quickly as possible. During peak times when congestion is high everywhere this can give rise to aggressive, unsafe driving as vehicles speed, drive quickly over speed humps, often back up streets as they attempt to exit junctions into Green Lanes (sometimes with angry horns blaring). There is generally little consideration for other drivers, and even less for pedestrians/cyclists and residents.

VI. Resident Support

The community in Harringay are asking Haringey Council to put in place a long term set of solutions on the Harringay Ladder which result in:

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

Our research strongly suggests that a significant majority of Harringay residents support the above requests.

Petition

In just the six weeks between 3 June 2016 and 15 July 2016 over 915 people signed the Living Wightman petition. The petition wording was as follows:

We the undersigned residents of Harringay, call upon Haringey Council

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

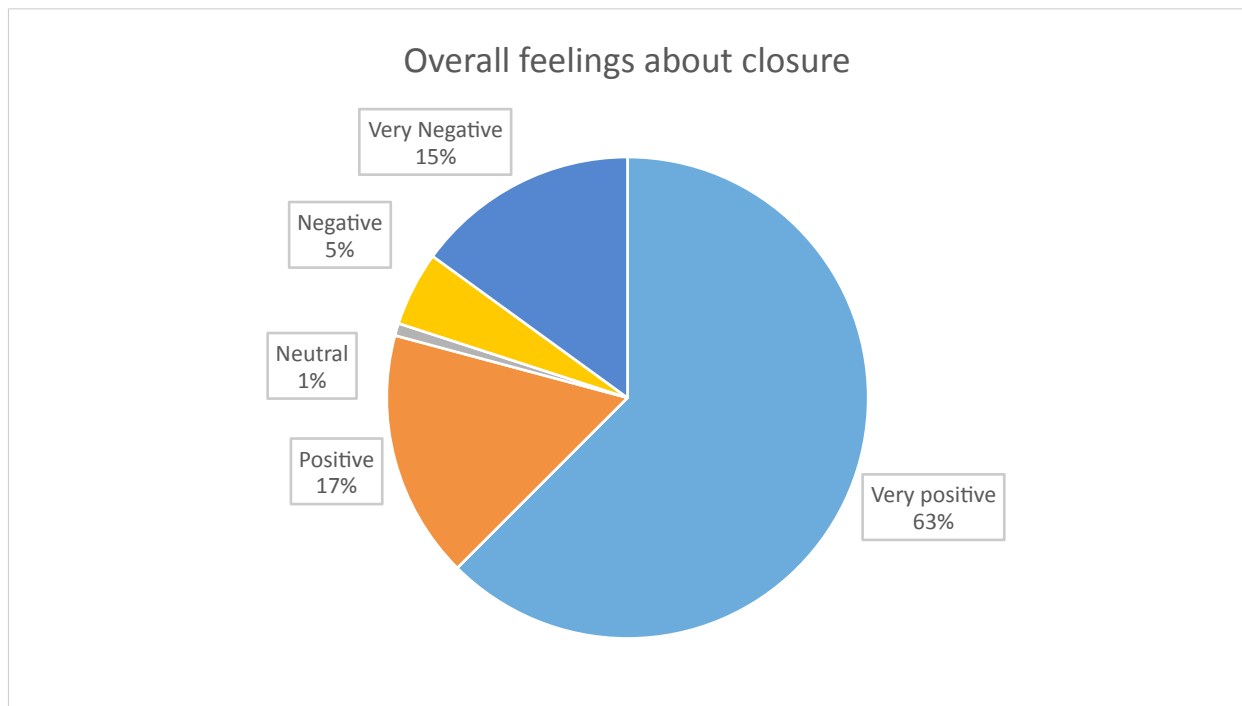
Our petition records indicate that a clear majority of residents are in support of our objectives. The following is a representative sample of results by street.

	Total Responses	For	Against	Undecided	% for
Fairfax Rd	23	18	1	4	95%
Hewitt Rd	27	23	2	2	92%
Frobisher Rd	54	40	12	2	77%
Pemberton Rd	22	21	1	0	95%
Wightman Rd	35	33	2	3	94%
Beresford Rd	39	17	12	10	59%
Warham Rd	30	29	0	1	97%
Total	233	181	30	22	77%

Survey

During the Spring and Summer of 2016 Living Wightman conducted wide-ranging research using both quantitative and qualitative approaches. Respondents to the Living Wightman

survey (n127) were also overwhelmingly in support, with 79% positive about the Wightman Road closure.



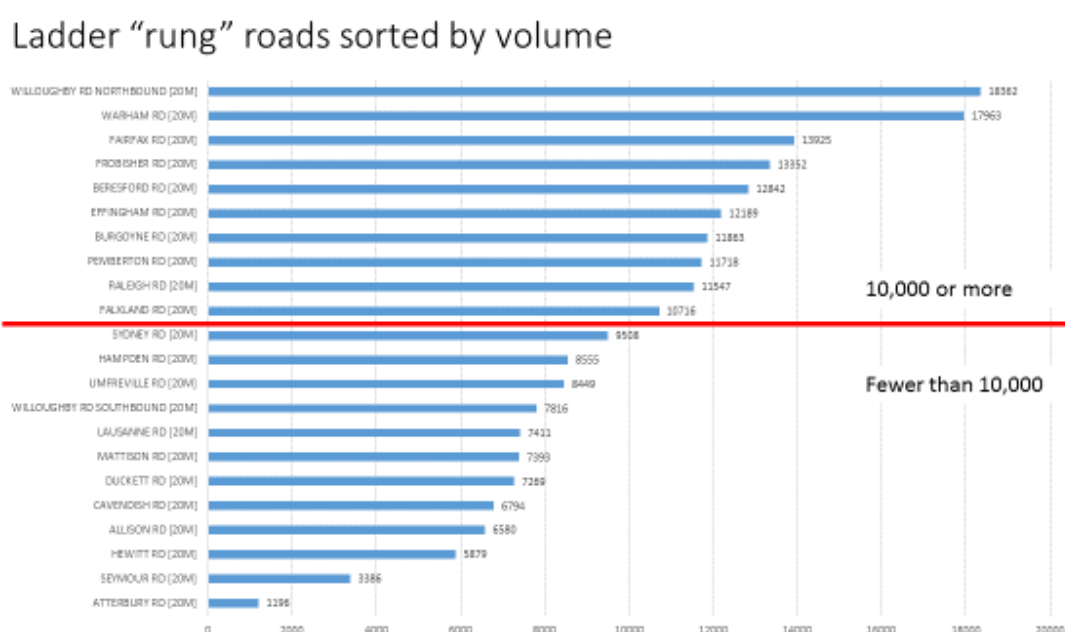
1. Section One – Aims

This section sets out our key aims and the reasoning that underpins them.

1.1 Reduction in Traffic Levels on the Ladder

AIM: To very significantly reduce overall traffic levels and change the character of traffic on Wightman Road and all Ladder roads in particular commercial vehicles/HGVs and rat-runners.

The Harringay traffic study has shown definitively just how high are the traffic levels on Ladder roads.



- Almost half of all the roads in the ward have volumes in excess of 10,000 vehicle movements each week.
- Wightman Road has almost 120,000, possibly more. This is not far off the level recorded on Green Lanes.

Residents living in Harringay Ward are keenly aware that it is not only the levels of traffic that impact their lives. The make-up and ‘quality’ of that traffic is significant too.

- The traffic using the Ladder includes a high proportion of commercial vehicles. In addition to many vans and smaller lorries, it also includes very large foundation-shaking HGVs that breach the tonnage limit. The bridge-strengthening works give the green light for even heavier vehicles.
- A high proportion of the traffic is rat-running through traffic. Drivers using routes as rat-runs behave differently to those making local trips. Typically rat-running drivers, behave more aggressively, maintaining higher speeds, slowing and revving as they cross speed humps and showing significantly less consideration for other road users.

Research has shown that behaviours of this sort produces a significantly higher stress reaction in those subjected to it, than is the case for less aggressive traffic.

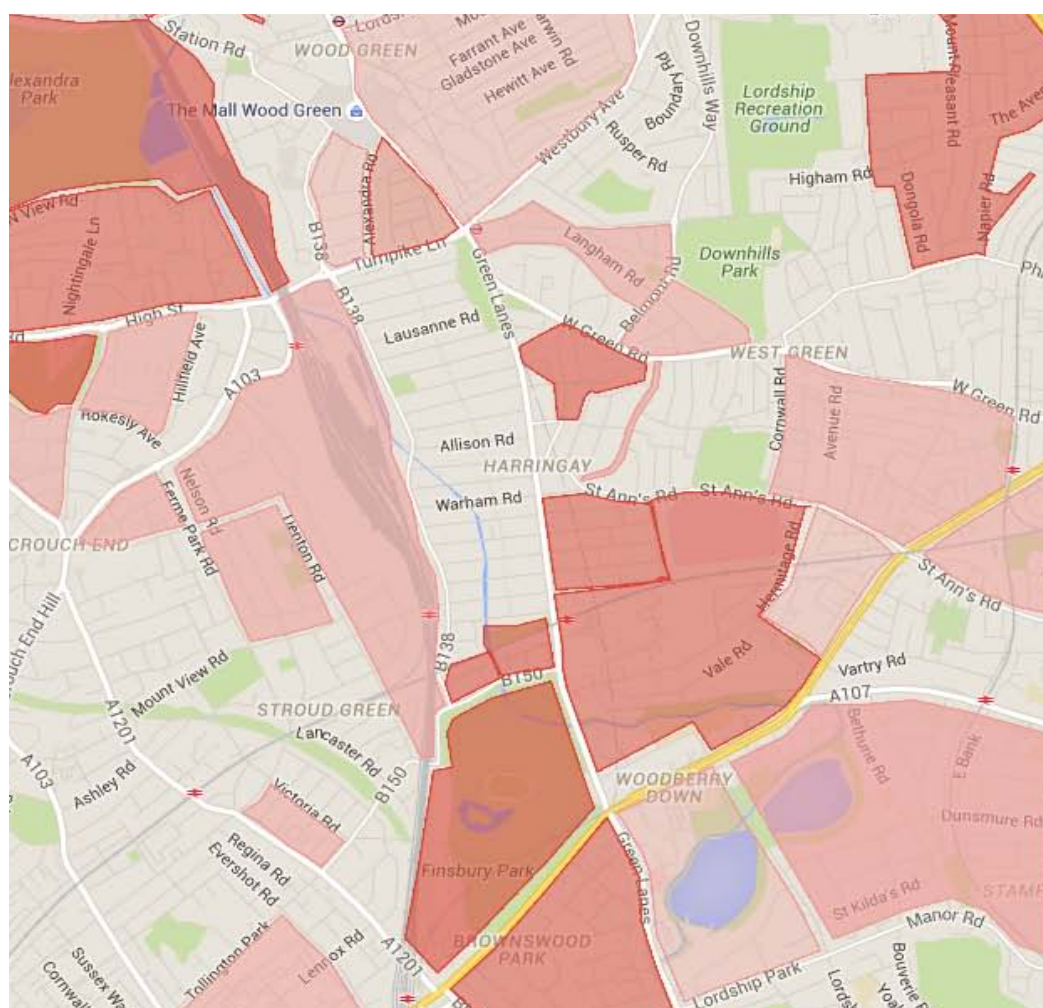
To achieve any of the positive health and social benefits critical to an acceptable quality of life it seems evident to us that volumes at these levels must be tackled as a matter of urgency.

2. Greater Equity in Traffic Management and Traffic Dispersal

AIM: To review traffic management in Harringay Ward to introduce traffic management measures to offer similar protection to that offered in neighbouring areas.

We are currently analysing traffic management measures which involve no-through traffic or severely restrict through traffic in areas surrounding Harringay Ward. Our initial output on the map below illustrates an eight square mile area centred on Harringay Ward.

Shaded areas have no-through traffic or measures to almost eliminate through traffic.
Unshaded areas have unmanaged traffic.



https://www.google.com/maps/d/edit?hl=en_US&mid=1z9tl-fv6Pr-XS5oxHbwhXBflYns

At present Wightman Road and the Ladder rung roads are apparently a sacrifice zone amidst a sea of traffic-managed or heavily traffic-managed areas.

This contrast is all the more stark when the statistics of car ownership are taken into consideration. 62% of Households in Harringay ward do not own a car. In many surrounding areas, levels of ownership are considerably higher.

- in Muswell Hill only 34% of households don't own a car
- in Alexandra Park, the figure is 27%,
- in Barnet and Enfield it's 20%
- only 6% of households in Hertfordshire and Essex have no car.

The recent no thorough arrangements on Wightman Road show that much of the traffic using the Ladder is out-of-borough through traffic. While Harringay residents walk and use public transport, lives suffer due to car users who live elsewhere.

This residential area of approximately 15,000 people should benefit from the same protection offered to so many other areas, and suffers from a problem which is not of their making.

To be clear. We are not asking for a reduction or diminution of the protections offered to fellow residents in neighbouring wards, simply that the Ladder is offered a settlement that improves the lot of Ladder residents.

1.3. Improved Health Outcomes

AIM: To protect the health of Harringay Ward residents from the severe impacts of the high traffic levels

1.3.1 Haringey Council Health and Wellbeing Strategy

Haringey Council are working towards the three current priorities outlined in Haringey Council Health and Wellbeing Strategy 2015-18:

- Reducing Obesity – particularly in children
- Make Haringey a healthy place to live and increase healthy life expectancy
- Improving mental health and wellbeing

1.3.2 Nitrogen Dioxide- lung development, cancer, asthma.....

Nitrogen Dioxide is a pollutant that inflames the lungs, stunts growth and increases the risk of respiratory diseases such as asthma and lung cancer. Before the temporary closure of Wightman Bridge, levels of Nitrogen Dioxide (NO₂) on Wightman Road were above EU legal limits.

Air pollution from vehicles is a hidden killer. You can't smell it, taste it or see it but it was responsible for 10,000 deaths last year and has a devastating impact on the lungs of the very young and means that they have smaller lungs for life. Even moderate levels of air pollution increases the danger of having a stroke for middle-aged and older people. More recently a link has been shown links between poor air and mental health problems in children.

The temporary traffic arrangements on Wightman Road have immediately taken thousands of children and adults out of danger. Two schools with 900+ Haringey children are also now increasingly protected from the 43,000 vehicles which passed the school gates each week.

The prevalence of childhood asthma in Harringay Ladder primary schools (average: 6.95%) is significantly higher than the Haringey borough average (4.55%), and shows significant increase from Infant to Junior years.

Health outcomes for the 15,000 people living in Harringay Ward will already have improved in the short term. In the longer term, if the reduction in traffic levels is maintained they will continue to improve further. Cases of asthma and asthma attacks will decrease. We expect that it this will ultimately even affect rates of cancer and respiratory disease.

These results will not only improve lives (often those who are the most vulnerable in our community) but will also save NHS resources by reducing attendances at GPs, accident and emergency departments, outpatient clinics and expensive inpatient admissions.

It is wholly unacceptable to the people of Harringay that the cessation of the temporary traffic measures means the return to illegal pollution rates and the associated poor health outcomes. A temporary extension of the current measures and a longer term traffic reduction can prevent this.

1.3.3 Childhood and Adult Obesity

Childhood obesity is higher in Haringey compared to England, particularly in 11-12 year old children. Physical inactivity is also a major area of concern especially in more deprived parts of the borough where physical inactivity levels are some of the lowest in the country.



Haringey's Public Health Outcomes Framework estimates that 55.5% of Haringey adults are overweight or obese.

The current traffic measures on Wightman Road have resulted in a remarkable change in behaviour:

- 73% are walking more (35% of these saying they are walking much more)
- 54% are cycling more (27% of these say they are cycling much more).

We have also witnessed the welcome sight of children enjoying the chance to cycle safely along Wightman Road to school. Whilst this has immediate benefits, it also lays the foundation for cycling into adulthood, by increasing confidence on the roads, as one mother on Harringay Online has previously said:

'The Wightman closure has greatly improved our cycle ride to school. My kid is delighted at being able to ride on the road, there's no way I would allow him/her to cycle on this road if it was open to traffic, even with my supervision.'



Increased exercise improves a wide range of health outcomes including wellbeing and mental health

The current road filtering has offered a unique opportunity for children to play in our streets, to get out from behind screens, and interact with other children.

1.3.4 Noise and Sleep Deprivation

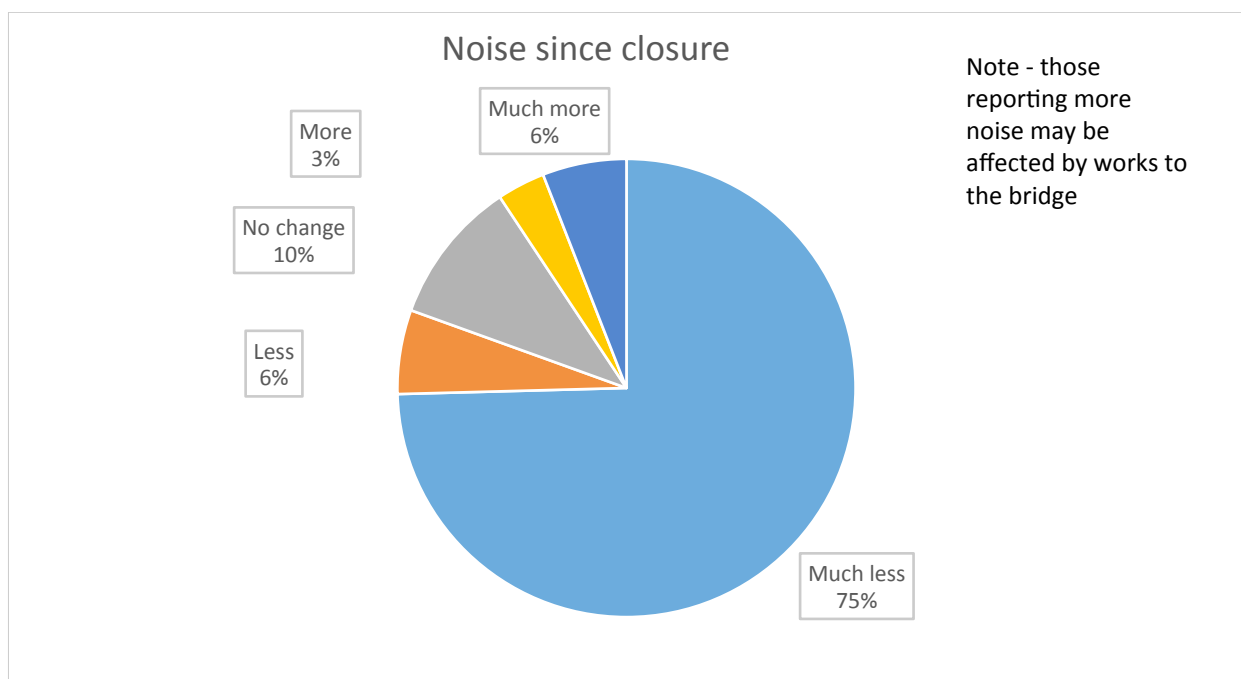
A high proportion of Wightman Road residents report they are frequently woken up at night due to noise from traffic. For some this was significantly affecting their mental health.

My bedroom is on the main road. Not only is there incessant noise but I can actually smell the pollution in my bedroom, which I am sure is affecting my health. The constant noise also was seriously beginning to affect my health as I could not get enough rest period. I am now able to sleep (without ear plugs) and even open my windows, which I would never have dreamt of before. These are basic human rights that are not afforded to me when the road re-

The biggest difference is sleep at night!

My quality of sleep has improved helping my mental and physical health

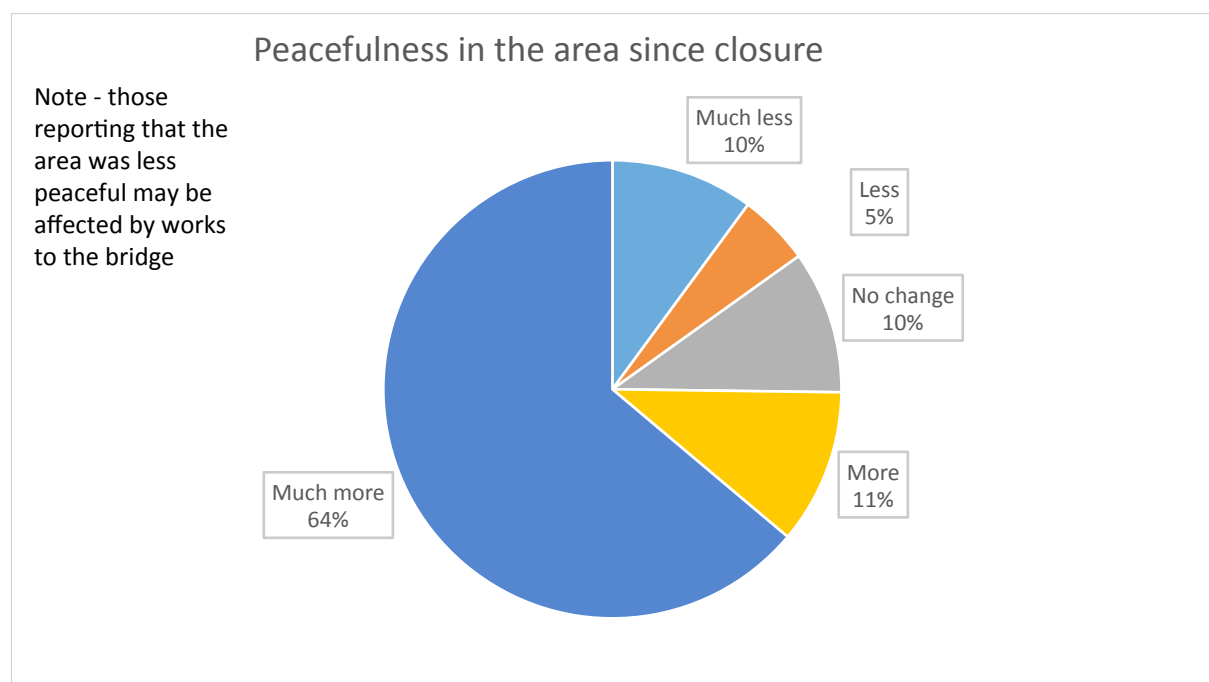
81% of those surveyed by Living Wightman report lower levels of noise since the bridge works. 75% report significantly lower levels.



The key differences are: Waking up with no bitter taste in my mouth and easier breathing; not having to dust the grime off surfaces every day; safer crossing the roads: happier atmosphere in the neighbourhood - I have got to know more neighbours; everything is quieter and calmer; the plants in my window boxes have survived; I no longer get waken up several times a night by sirens or loud cars and lorries

The peacefulness is wonderful, we don't have to have the volume turned up on the television because of outside traffic noise, no huge lorries knocking mirrors off parked cars and driving away, less air pollution, less dangerous high speed drivers near schools, no one dropping litter from their car windows, just generally more pleasurable to go for walks in the street.

75% of respondents to our Living Wightman survey said the area was more peaceful since the bridge closure.



1.4. Reconnecting a Fractured Community

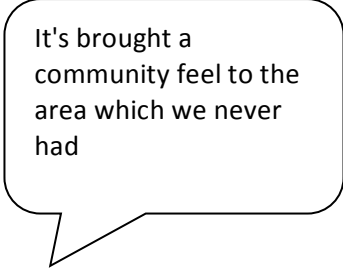
AIM: To improve the levels of neighbourliness, community cohesion and sense of belonging in Harringay Ward

Study after study has documented the effect whereby community strength and resilience is weakened by high traffic levels. Where traffic levels are low or moderate, neighbours tend to occupy the public space more frequently and developed a higher number of stronger social bonds with both their immediate and nearby neighbours.

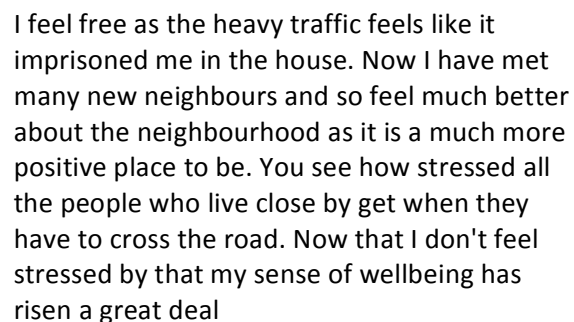
High traffic levels result in residents taking refuge within their dwellings, even preferring the spaces at the back, furthest away from the source of noise and vibration. Whilst facilities like online communities can serve to mitigate this effect, it nonetheless inevitably results in a much lower number and weaker social ties. This reduction means neighbourhoods where there are markedly lower levels of social cohesion and civic involvement.

Local people will tend to express this with words such as 'community', 'friendliness', 'belonging' and 'neighbourliness'

In Harringay Ward, particularly on those roads with the highest traffic levels this 'community weakness' has been notable. Many parts of the ward were a fragmented community, with some residents feeling they were imprisoned by the traffic. In just a few months since the bridge works, residents report significant improvements.

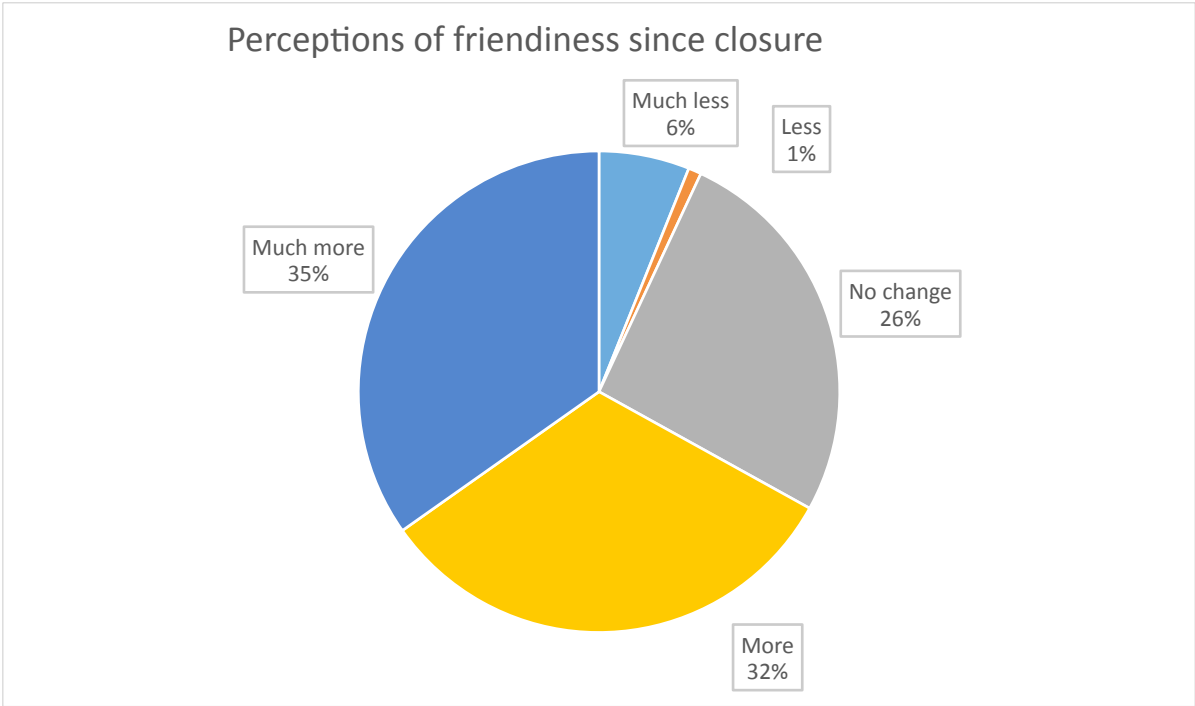


It's brought a community feel to the area which we never had

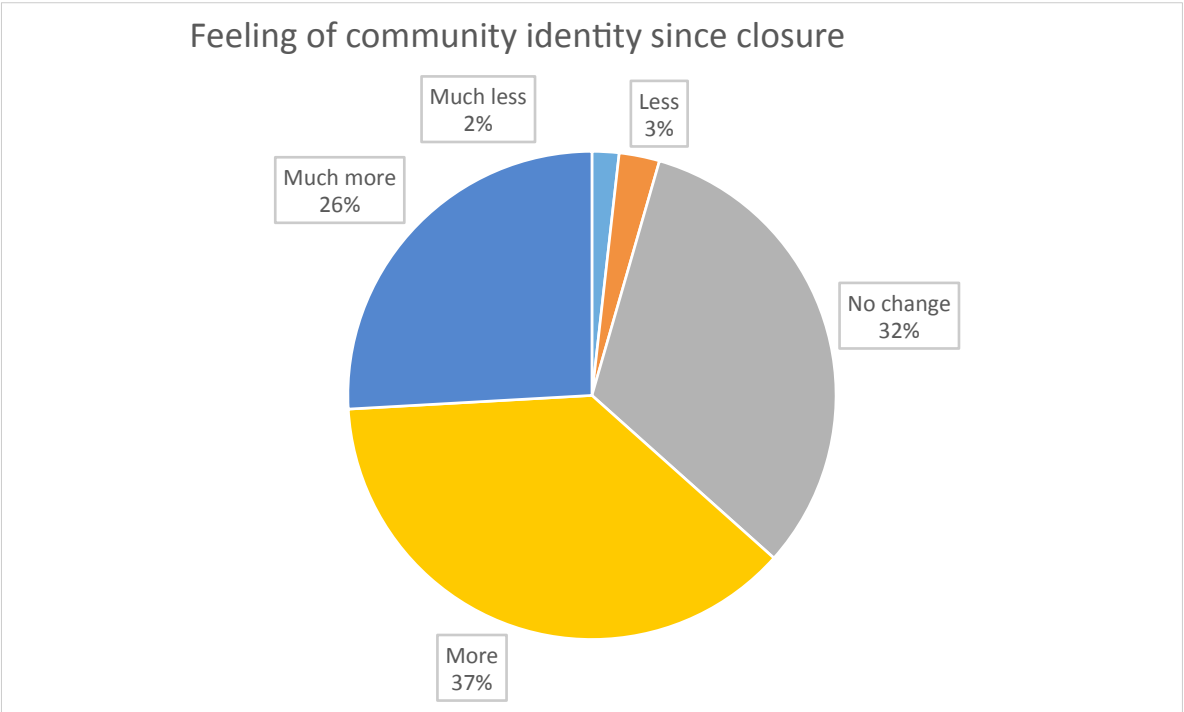


I feel free as the heavy traffic feels like it imprisoned me in the house. Now I have met many new neighbours and so feel much better about the neighbourhood as it is a much more positive place to be. You see how stressed all the people who live close by get when they have to cross the road. Now that I don't feel stressed by that my sense of wellbeing has risen a great deal

67% of local residents say the area is friendlier



64% of those surveyed felt there had also been an increased sense of a community.



Residents are now experiencing Wightman Road as a safe community space where children can play in the street, where neighbours stop for a chat, families cycle safely through to Finsbury Park and which joggers and commuters enjoy rather than endure.



Children enjoying the public space Wightman Road

The air is fresher, the birds are singing, children cycle on the road and people are smiling.

I've met lots more neighbours now and the road feels more residential so I feel safer walking home at night and so don't need to drive. I've made new friends along the street and feel the beginnings of a sense of community.



Windows open for the first time for Wightman Road Residents



Children Selling Lemonade on Wightman Road



An impromptu game of football on Alroy Road

The situation today is in sharp contrast to the nightmare scenario that its residents have long suffered as a result of decades of planning decisions that have seen their needs come second every time to those of drivers using their home as a rat run.

1.5. Improved Urban Realm and Local Environment

AIM: To reprioritise the urban realm so that residents rather than vehicles take priority and to minimise the negative side-effects on the urban realm that high traffic levels bring

1.5.1 Pavements for Pedestrians

With on-pavement parking and high traffic levels, the current arrangements for pedestrians on Wightman Road cause significant problems:

- pavements in very poor condition due to on-pavement parking
- narrowed pavements impassable to wheelchairs and buggies. At many points there is even insufficient room for a parent to hold their child's hand.
- traffic levels making road crossing very challenging for less able residents



Frank is now able to enjoy his neighbourhood

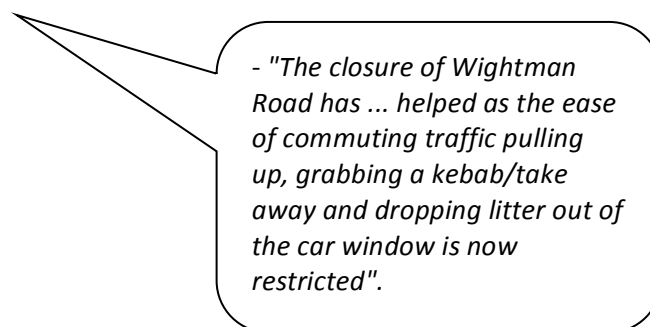
Wightman Road pavements are unsafe, potentially in breach of equalities laws and prioritise the rights of people using the road as a rat run over those who live there.

A low traffic Wightman Road is required so cars can come safely off the pavements.

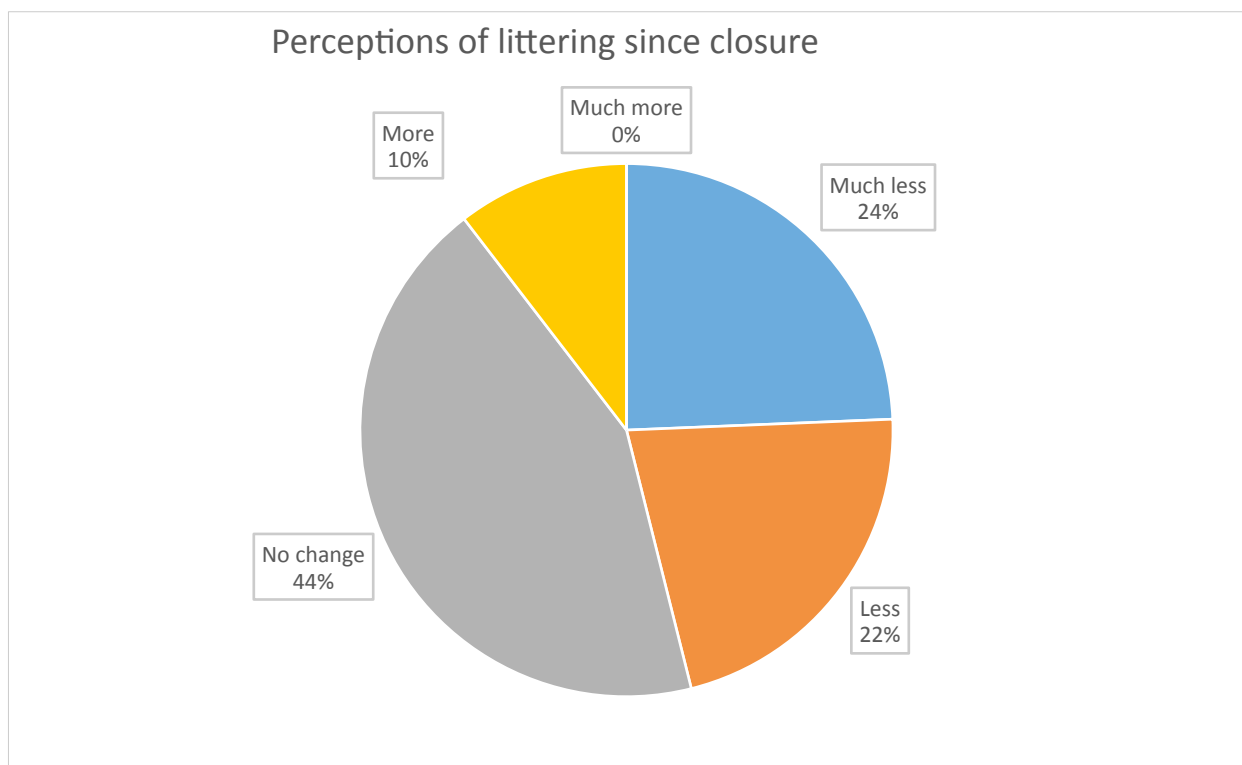
1.5.2 Litter and Dumping

The accessibility and anonymity of streets with high levels of through-traffic means that they experience much higher levels of litter and dumping.

Since the introduction of the traffic management measures, litter levels appear to have decreased. It will be interesting to find out if dumping has too. Veolia responded to an emailed resident query on a perceived reduction in littering as follows:



Our Living Wightman Survey reveals 46% of local residents say there is less litter since the bridge works.



1.6. Improved Road Safety

AIM: To improve road safety for all road users, in particular for pedestrians and cyclists

1.6.1 Collisions

Wightman Road is ranked 4th highest out of 12 collision hotspots listed in the existing conditions note produced by the consultants commissioned as part of the Green Lanes Transport Study.

Banded Locations of 4 top Collisions Hotspots

Location	Collision Severity			Total
	Fatal	Serious	Slight	
Green Lanes (Seymour Road - Endymion Road)	1	6	71	78
Seven Sisters Road (Eade Road - St Ann's Road)	1	3	35	39
Green Lanes (Hermitage Road - Frobisher Road)	1	2	23	26
Wightman Road	-	1	22	23

Source Transport for London

It seems reasonable to assume a low traffic Wightman Road would decrease collisions on Wightman Road and the Ladder rung roads.

1.6.2 Pedestrians

We have received feedback via the Living Wightman Survey that pedestrians feel safer, since the bridge works. Additionally two respondents commented on pre Bridge works incidents of cars not stopping at Wightman Road traffic lights near the top of Burgoyne and Hampden Roads.

Peaceful. People walking along Wightman road stop and chat because it's a quiet, safe place to do so. Groups of kids play out on the road together; it has become a communal play space. Cars speeding late at night no longer keep me awake. It is safer for my kids to cross Wightman road as cars frequently didn't use to stop at the pedestrian crossing at the top of Burgoyne despite the lights being red

1.6.3 Cyclists

Reported collision data from the study area for a 36 months period ending November 2015, shows that Green Lanes and Wightman Road are dangerous for cyclists. Lives are damaged and unnecessary NHS costs ensue. It must be a priority to make Wightman Road a safe cycle route. Such a change would have the added benefit of providing a safe alternative route to Green Lanes. Even in the short time since the closure and mid June 2016, 16% of cyclists using Wightman Road had shifted their journey from Green Lanes, despite the inconvenience of having to walk bikes for some distance over the bridge.

Table 6.5: Banded locations of casualties by mode of travel

Location	Pedestrian	Pedal Cycle
Green Lanes (Seymour Road - Endymion Road)	28	19
Seven Sisters Road (Eade Road - St Ann's Road)	5	8
Green Lanes (Hermitage Road - Frobisher Road)	3	5
High Road (N22) / Turnpike Lane	5	2
Wightman Road	4	6
Seven Sisters Road / St Ann's Road	2	1
West Green Road (Clinton Road - Dorset Road)	8	2
Green Lane (Turnpike Lane - West Green Road)	5	3
St Ann's Road (Glenwood Road - Cornwall Road)	3	7
West Green Road (Belmont Road - Black Boy Lane)	5	3
West Green Road / Harringay Road	4	2
Turnpike Lane	5	4
Green Lanes (Beresford Road - Seymour Road)	3	2
Endymion Road / Green Lanes	1	5
Turnpike Lane / Wightman Rd	3	1

Source: Transport for London

Serious safety concerns put people off cycling in the local area. Since Wightman Road has become safe several people have told us they have taken up cycling because it is now safe.

I have no car, so I've only been positively affected by the closure. I had given up cycling seven years ago, when I was swept of my bike (with my 2 year old son on the back seat) by the door of a parked car opening when cycling home on Wightman Road. Now, I'm going to take up cycling to work again. My son is now 9 years old, and the closure has had a fantastic impact on him and his friends. They meet up spontaneously to play out and cycle around the neighbourhood. When Wightman Road was open to normal traffic, most parents didn't even let their children cross the road by themselves. Wightman Road isn't built for the amount of car traffic it has been having, which meant that the road (and even the pavements) have in fact been monopolized by cars, marginalising everybody else.

1.7. Protected or Improved Bus Journey Times and Reliability

AIM: To ensure that bus journey times are protected or improved as a result of any local traffic management changes.

Transport for London were asked to supply data for bus journey times on Green Lanes for both January 2016 (pre-closure) and May 2016 (post closure). Data was supplied for the three bus routes that run along Green Lanes (29, 141 and 341) going south from the Pemberton Road stop (outside Iceland) to Manor House tube and going north from Manor House tube to the St Ann's Road stop (outside the post office).

Overall findings show bus times, despite some people's perceptions, have not decreased significantly. We also believe that a few simple steps can be taken to maintain previous bus times on these routes and even improve them.

In summary our findings were:

Monday to Friday southbound. (Iceland to Manor House). There is virtually no difference in the journey times going south. When the bus lane ceases to be in operation the journey time rises by about 1 minute.

Monday to Friday northbound (Manor House to the Post Office). About a minute longer on average until the parking restriction ceases and then about an extra 4 minutes on average

Saturdays southbound. Very little difference until 10am then an increase of around 2.5 minutes.

Saturdays northbound. Same as southbound but a slightly longer increase of 3 minutes on the average journey time from 10am

Sundays southbound. Hardly any difference until 10am then an increase of about 2 minutes

Sundays northbound. The mornings are more or less the same but then an increase of almost 6 minutes between 1-4pm and again between 7-10pm

It seems clear that allowing parking on Green Lanes has a real impact on journey times. The northbound traffic snarls up badly on Sundays when the restaurants and other businesses are the busiest and when the Arena traffic is at its height.

As there is no bus lane going north, buses travel with the rest of the traffic at all times so average journey times for vehicles are probably about the same or less (as cars don't have to stop at bus stops).

Charts showing the data is appended to this report.

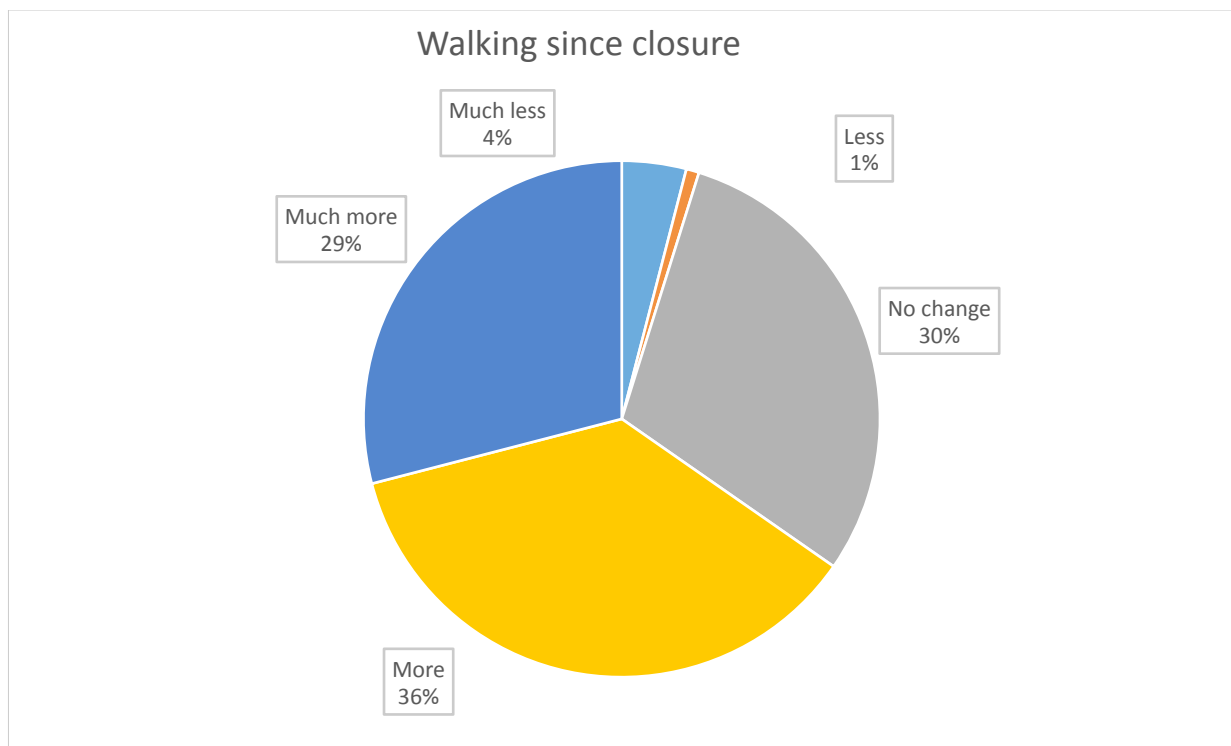
We will now be seeking times for buses which travel along Turnpike Lane and Endymion Road.

1.8. Levels of Walking and Enhanced Pedestrian Access

AIM: to increase levels of walking and pedestrian access.

A key objective of the Green Lanes Transport Study is to enhance pedestrian accessibility into and within the study area.

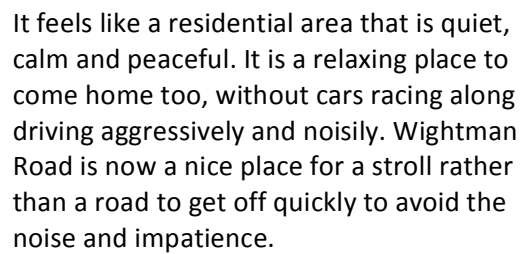
Since the introduction of the temporary traffic management measures on Wightman Road, our survey shows that there has been an enormous increase in walking. 65% of local residents say they are walking more, with 29% walking much more.



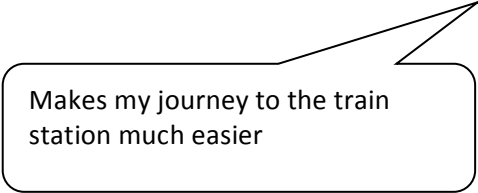
Walking into the area has become more pleasant for those who live outside the study area too.

I drop my child at a nursery on Cavendish Rd and have to cross at Harringay Station to do so. It is so much easier to safely cross the road with my child and I can let him walk on the pavement instead of strapping him into the buggy. It feels safer now in such a narrow road to have no traffic. It was scary when the road was open and it felt like a horrible thoroughfare with no sense of community. Things feel different around there now and I'd like to see it stay the same.

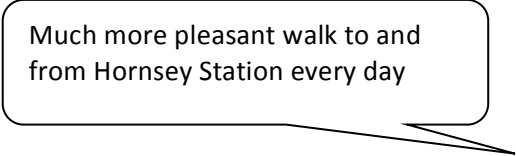
From being an unpleasant journey to be endured, a walk along Wightman Road or one of the Ladder rung roads has become a pleasure. Walking in Harringay Ward is now a positive choice rather than something avoided at all costs.



It feels like a residential area that is quiet, calm and peaceful. It is a relaxing place to come home too, without cars racing along driving aggressively and noisily. Wightman Road is now a nice place for a stroll rather than a road to get off quickly to avoid the noise and impatience.



Makes my journey to the train station much easier



Much more pleasant walk to and from Hornsey Station every day

1.9. Improved Cycling Access

AIM: to increase levels of cycling and cycling access.

A key aim of the Green Lanes Transport Study is to improve cycle access within the study area.

Achieving this goal will support the aims outlined by the Mayor of London to work with all relevant partners to bring about a significant increase in cycling in London, so that it accounts for at least 5 per cent of modal share by 2026. The Mayor has committed to:

1. identifying, promoting and implementing a network of cycle routes across London which will include Cycle Superhighways and quietways
2. continuing to operate and improve the cycle hire scheme.

At present roads like Wightman Road cannot gain a sufficient TfL CLOS (cycling level of service) standard to be considered a 'quietway' cycle route unless through traffic is removed by filtering.

Maintaining it as a low traffic route, would allow it to serve as a safe cycling route and quietway in support of the Mayor's aims. A 4mile+ safe cycle route could be created through Alexandra Park, along Wightman Road and through Finsbury park, linking Muswell Hill and Alexandra Park to Central London. More people locally and further afield would be encouraged to give up their car commute.

'A safe, low-traffic Wightman Road could provide a key part of a strategic cycle route connecting Haringey with Barnet and Enfield to the north, Hackney and Islington to the south, and beyond.'

Haringey Cyclists June 2016

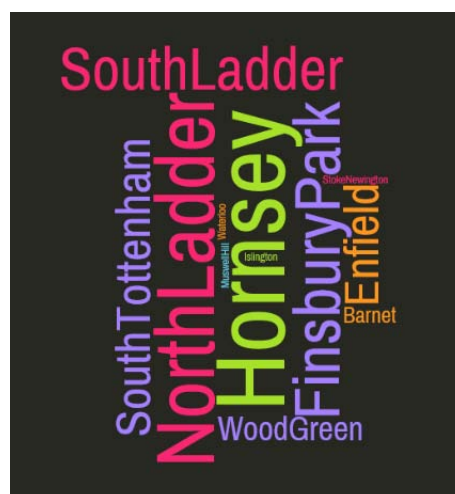
To test out local support for such ideas, Living Wightman and Haringey Cyclists (the Haringey branch of the London Cycling Campaign) jointly organised a bike breakfast on Wightman Road in June 2016. Well over 300 cyclists were using Wightman Road between 7:30 am – 9:30 am each day to commute to work, showing how popular Wightman Road has been as a cycle route during the bridge works. As part of the event, we surveyed all cyclists who used the route during our event.



At our bike breakfast cyclists told us they didn't feel safe cycling along Wightman Road

Our survey results provide an interesting insight into people's cycling journeys. Here's where people began their commute:

Area	%
Hornsey/North Ladder	42.6%
Finsbury Park/South Ladder	23.4%
South Tottenham & Wood Green	13.7%
Enfield	8.5%
Barnet	4.3%
Muswell Hill	2.1%
Stoke Newington	2.1%
Islington	2.1%
Waterloo	2.1%



Equally interesting was the range of their destinations:

Area	%
City	34.0%
Islington	14.9%
East London	12.8%
West End	12.8%
Camden Town	6.4%
South London	6.4%
Ladder	4.3%
Euston	4.3%
Finsbury Park	2.1%
Wood Green	2.1%



Our survey found that 96% of cyclists would prefer Wightman Road to remain a very low traffic road, as it is now. 4% told us that they were as yet undecided what the best solution going forward is.

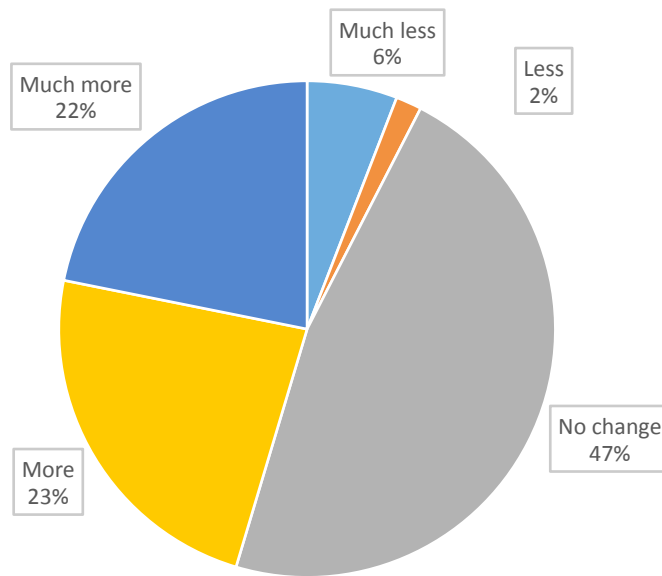
It was inspirational to hear stories from cyclists of how removing through motor traffic from this road has transformed their lives for the better. Before the bridge works cyclists said they found Wightman Road dangerous and 72% said that the main benefit of the current arrangement is increased safety.

Huge difference, every day. Despite travelling to and from central London every day, Wightman Road was the obviously dangerous and threatening part of my journey in each direction. Cars would only pass dangerously close to me as I would cycle and drive concerningly close to me if they could not pass.
Tom

Cyclists also mentioned that their cycle journey was far quieter, much more pleasant, quicker and less polluted. They also reported noticing more children playing and cycling and the local community enjoying their street.

Note - no change includes those who were not already cycling

Cycling since closure



I tried cycling once when I first moved to the Ladder and it was so nerve wracking I put my bike away for nearly 2 years. Now that I can use Wightman...I cycle once a week to Angel and back, down to Arena for shopping, and even just for fun/exercise down to Finsbury Park sometimes!

The daily commute has become a much more pleasant experience. I used to dread coming back on Wightman road in the evening/at night, as it seemed to be enriched for aggressive drivers, but now I look forward to the ride along the road.

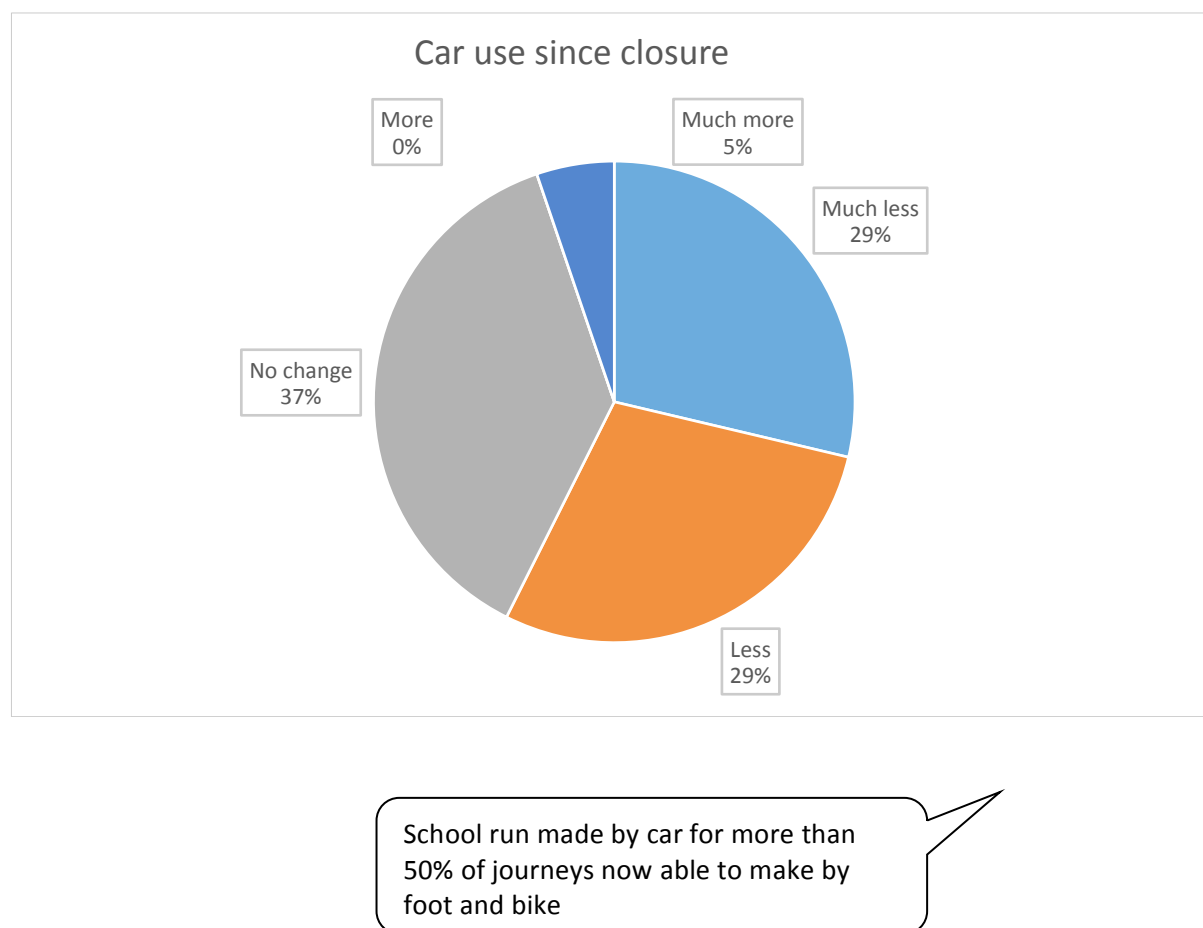
2. Section Two - Positive Outcomes for the Borough

2.1. Reduction in Net Traffic

Reducing traffic capacity on Wightman Road and the Ladder rung roads provides Haringey Council with an opportunity to reduce net traffic throughout the borough.

Evidence from more than 100 studies suggests that implementing effective measures to significantly reduce traffic capacity on Wightman and the Ladder rung roads will result in a **significant proportion of traffic disappearing rather than being displaced**. A 14% median traffic evaporation (disappearance) is seen when similar measures are put in place in comparable circumstances. The table on the following page ('Challenging Assumptions') provides more detail.

Evidence from the Living Wightman Survey supports this. **58% of local residents report that they are making fewer car journeys** since Wightman Road became a no through road as a result of the bridge closure. Of these 29% say they are making much fewer car journeys.



Thus whilst some traffic has been displaced to other roads and areas, we believe that overall there has been a net reduction in traffic.

The full potential of traffic evaporation resulting from changes to Wightman Road, has not yet been realised.

We are probably in between the short and medium term phases outlined below. Some roads are still crammed at rush hour and drivers are searching for alternative routes and times to travel but our survey and anecdotal evidence also shows that many local people are moving into the medium phase, shifting to public transport, combining trips and reviewing the need to travel. Because drivers have been told the bridge will open in September 2016, many will have decided to 'sit it out' and put up with a period of inconvenience rather than change their commuting habits. If effective measures are put in place we'll see more change delivered by medium term changes and also benefit from the longer term changes where switching jobs and changing the location of leisure activities will kick in.

Interestingly we are increasingly seeing days when traffic flows on Green Lanes are as good, if not better, at peak times as before the bridge closure. This may be evidence of this longer term trend taking effect as drivers begin to make other choices.

CHALLENGING ASSUMPTIONS: THE CONCEPT OF TRAFFIC EVAPORATION

There is a growing body of evidence that where well-planned measures to reduce road space for private cars are implemented in congested areas and where no alternative network capacity is available, over the long term the

predicted traffic chaos does not occur. This evidence is most notably presented in an important report ^(*) commissioned by the UK Department for Environment, Transport and the Regions ^(*) and London Transport ^(*).

'Traffic impact of highway capacity reductions – assessment of the evidence (1998)' S. Cairns, C. Hass-Klau and P. B. Goodwin

Data taken from nearly 100 locations showed traffic chaos to be limited to a 'settling-in period'.

- **Wide range of results, with a 25 % average overall reduction in traffic and a 14 % median reduction in traffic (i.e. 'traffic evaporation').**
A proportion of traffic which had previously used the affected road(s) could not be found in neighbouring streets.

Traffic evaporation is likely to occur where road space has been reduced for private cars and where, due to general traffic levels or the design and area covered, drivers cannot find:

- an alternative route, or
- an alternative time of day to travel,

without experiencing severe congestion (recognising that driver behaviour will also be affected by additional factors such as the availability of alternatives including avoiding the need to travel or making use of public transport).

Contrary to widespread assumptions car drivers adapt to changes in road conditions in highly complex ways which computer models cannot accurately predict.

Short term

- initial cramming of roads was followed by searching for alternative routes and times to travel.

Medium term

- More varied and flexible trip-planning;
- changing mode of transport;
- reviewing the need to travel;
- trip combining.

Longer term

- switching locations of activities or even home or workplace.

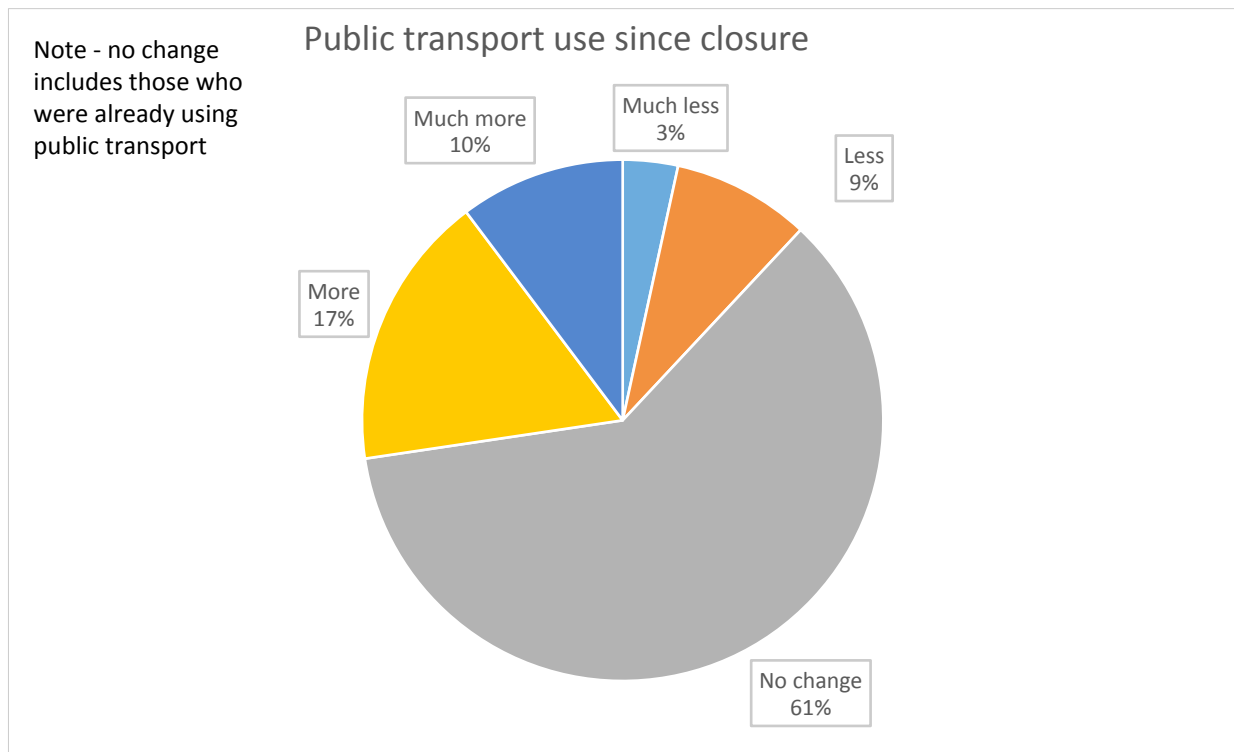
Individually or in combination these diverse driver responses to congestion can result in a proportion of traffic 'evaporating'

^(*) Cairns S, Hass-Klau C, Goodwin P B (1998) 'Traffic impact of highway capacity reductions: assessment of the evidence'; London, Landon Publishing.

^(*) Now the Department for Transport, Local Government and the Regions.

^(*) Now Transport for London.

Further evidence that significant traffic evaporation is taking place is that 27% of respondents to our Living Wightman Survey say they are using public transport more often since the bridge works. Of those who said their transport mode had not changed, some will have already been exclusively public transport users.



More people are also walking and cycling (see previous sections for details)

2. Reduction in Net Air Pollution

Reducing net traffic should also reduce net air pollution. It also seems reasonable for net pollution to be a primary objective.

A proper methodology utilising a range of data sources and evaluation techniques is required to assess whether there has been a net reduction in air pollution as a result of the Wightman no through road.

Rising and decreasing pollution rates in hot spots is of course also important. It will be important to review air pollution monitoring before and after Wightman Road became a no through road at a number of sites. Sites where a reduction has occurred should be noted. If pollution rates at any sites have increased to dangerous levels it will then be important to see what additional measures could be put in place to bring pollution down in these areas, rather than conclude a low traffic Wightman Road should not be implemented.

A Fresh Start will also contribute to the achievement of Haringey 40:20

Haringey 40:20

Haringey Council is running an initiative to reduce carbon emissions by 40% by 2020. Haringey needs economic growth, but we also have a responsibility to tackle climate change and cut our carbon emissions. Doing both at the same time is ambitious, it has never been done before, but it is possible.

1.2.1. Haringey's Contribution to the Mayor's Vision on Air Pollution

Our hypothesis is that protecting blocks of residential roads from high volumes of traffic across a borough could play a significant part in the Mayor of London's strategy to reduce air pollution.

As outlined above, the evidence strongly suggests these initiatives result in a significant reduction in net traffic.

A proportion of those commuting through key residential areas such as Wightman Road come from as far away as Essex, Hertfordshire, Barnet and Enfield and travel through Haringey and then often onto inner London Boroughs.

A proportion of these people will have shifted to public transport or more frequent working from home as a result reduced traffic capacity, thus cutting pollution not only in Haringey, but in outer and inner London boroughs as well.

We recognise the work that Haringey has done to protect some communities from traffic. Large areas of Haringey already benefit from this approach and consequently the Council has already eliminated a significant amount of traffic.

Arguably the introduction of protected areas has been the result of specific local communities lobbying for change in their area with the support of their Councillors rather than an explicit strategy by Haringey Council. Now is the time for Haringey to consider

adopting this as an explicit strategy and to begin to extend these measures, in a thoughtful manner across Haringey.

Extending the current traffic management arrangements on Wightman Road provide a unique opportunity to further test this approach.

Haringey Council could be an exemplar and could be used as a pilot site for London as a whole.



3. Section Three – Challenges

Whilst the benefits of the implementing a no-through road on Wightman Road are clear, we recognise that there have also been challenges over the last few months. There are a number of possible short-term mitigations that could be put in place to alleviate these. We fully support any final scheme for the area taking into account and addressing these challenges in longer term planning.

Challenges	Possible mitigations
Ladder Roads (including Wightman Road) <ul style="list-style-type: none"> • Access • Pavement parking • Impact on Wightman Road businesses 	<p><i>Access</i> – The current access arrangement for Wightman and the other Ladder rung roads have proved to be successful after an initial settling in period. Learning from this phase needs to be incorporated into any recommendations for future traffic schemes.</p> <p><i>Pavement parking</i> – The narrowing, and in some cases complete blocking, of the pavement on Wightman Road has been highlighted many times in feedback from residents. It is unacceptable that people with disabilities and those with pushchairs cannot use the pavements and sometimes have to resort to using the carriageway. Any proposal must address how vehicles can be taken off the pavement.</p> <p><i>Impact on traders</i> – it is evident that some of the businesses on Wightman Road have been negatively impacted by the bridge closure. Work needs to be carried out with them to identify what the impacts on them have been, where their main customer base comes from and for the promotion of Wightman Road business to be incorporated into the more general promotion of the area (see Green Lanes section below).</p>
Green Lanes <ul style="list-style-type: none"> • Added congestion • Bus journeys • Parking • Impact on traders • Air quality • Salisbury Road 	<p>Although it has been noted that bus journey times have not been as severely affected as first thought and a measure of traffic evaporation has happened there is still the immediate problem with traffic flows and congestion on Green Lanes, possibly resulting in increased air pollution for local residents. Traders have also expressed concern over the impact on their businesses, although a number have said they have been</p>

Challenges	Possible mitigations
	<p>unaffected.</p> <p><u>Short term</u></p> <p>Green Lanes has a number of pinch points that could be alleviated by short term, low cost actions</p> <p><i>Traffic light timings</i> – this needs to be examined along the whole stretch of Green Lanes but there appear to be problems specifically at the following junctions where traffic light timing could contribute to better flows</p> <ul style="list-style-type: none"> • Salisbury Road • Williamson Road/Arena <p><i>Bus stop placement</i> – the north and south bus stops by Harringay Green Lanes station effectively pinch the Williamson Road/Arena junction even further. Moving these one block north would help considerably to relieve this bottleneck.</p> <p><i>Changes to parking restrictions</i> – periods of parking restriction could be extended to allow for better traffic flows. Traffic data shows that at weekends there are exceptionally high traffic counts and bringing in weekend parking restrictions could contribute to better traffic flows.</p> <p><i>Bus journeys</i> – data from TfL shows that bus journey times have been little affected while the southbound bus lane is in operation. Extending bus lane operational hours to those currently in place on Seven Sisters Road would go a long way to improving journey times and also provide a lane giving access to emergency vehicles during busy times and a safer cycling route. Northbound there is currently no bus lane. Extending parking restrictions on Green Lanes to cover evening commuting and the busy weekend period would help to speed up journeys.</p> <p><i>Parking</i> – parking on Green Lanes has been identified as a major contributory factor to congestion. Consideration should be given to longer “no parking” times and the provision of pay and display parking at the ends of the roads leading on to Green Lanes.</p> <p><i>Traders</i> – studies have shown that traders</p>

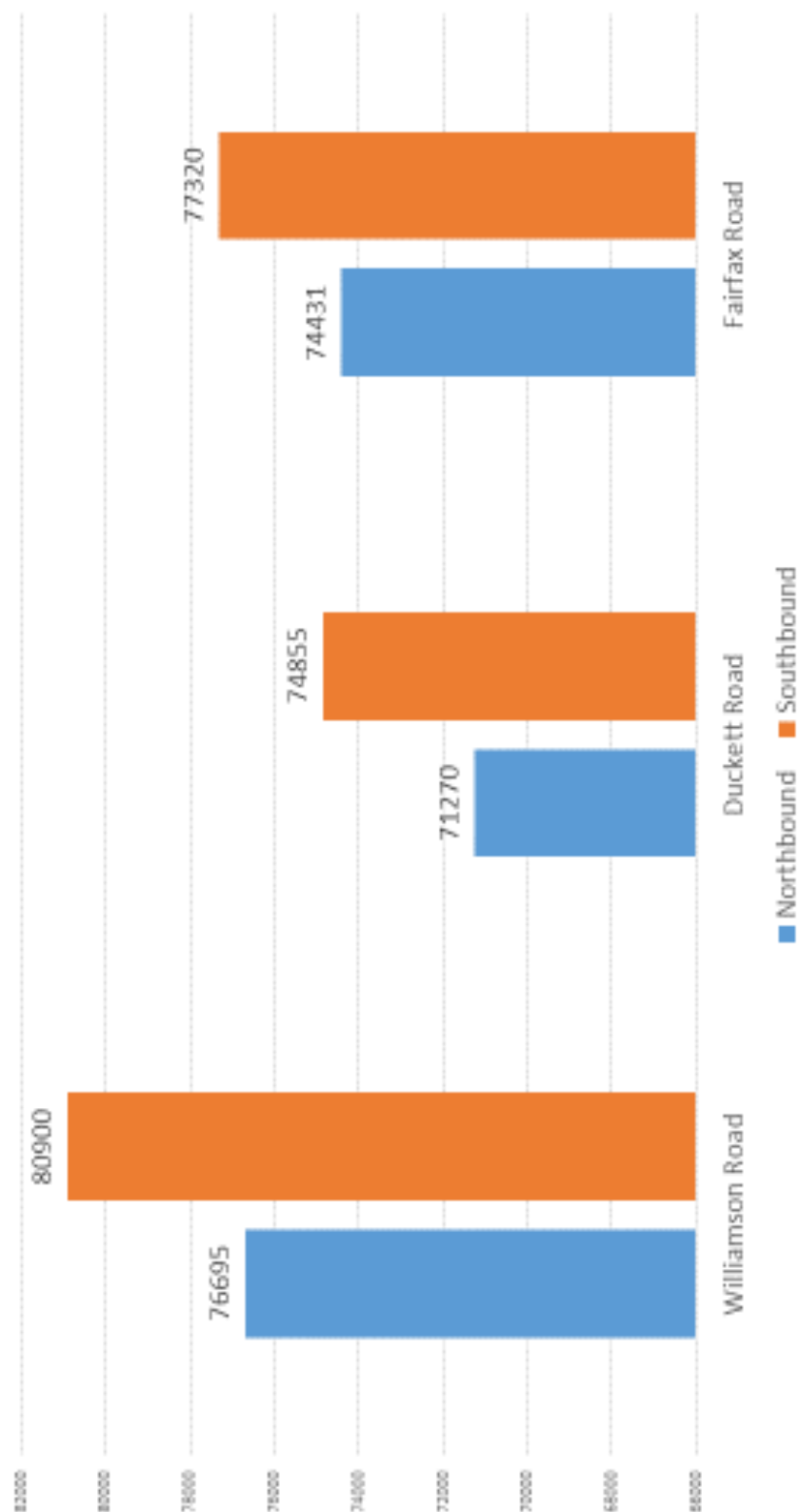
Challenges	Possible mitigations
	<p>often overestimate proportion of trade from customers driving to their premises. Short term work should be carried out to obtain factual information about the real impacts of the bridge closure on traders</p> <p><u>Longer term</u></p> <p><i>Salisbury Road and St Anne's Road junctions</i> – Salisbury Road is an almost entirely residential road that has always suffered greatly from congestion and pollution from traffic. Consideration needs to be given to closing this as an access road to Green Lanes and instead looking at how the St Anne's junction can be redesigned to allow both access to and egress from Green Lanes. This would also do away with the four sets of traffic light that are currently within meters of each other.</p> <p><i>Williamson Road/Arena</i> – the central traffic island at this junction narrows the road and causes real problems for northbound buses. Consideration should be given to removing this, having a single pedestrian crossing and retiming traffic lights to allow a better flow in and out of the Arena. The longer term Arena redevelopment should include car free agreements and a reduction in parking on the site.</p> <p><i>Promotion of Green Lanes</i> – Green Lanes has become both a local shopping centre and a destination because of the wide choice of restaurants. A campaign promoting Green Lanes and its excellent public transport links should be launched.</p> <p><i>Air quality</i> – levels of pollution on Green Lanes and Wightman Road were at unacceptable levels before the bridge closure and levels on Green Lanes have continued to be poor. Studies show that stop/start traffic movements are major contributors to pollution. Green Lanes also suffers from increased exhaust emissions from vehicles parking and waiting to park. Bringing in the raft of improvement outlined above will help to reduce pollution levels</p>

Challenges	Possible mitigations
<p>Wider area</p> <ul style="list-style-type: none"> • Added congestion • Bus journeys 	<p>The partial closure of Wightman Road has had an impact on a wider area, though probably not to the extent that was predicted at the start of the project. The area based study gives a unique chance to look at these impacts, their cumulative effect and how mitigations can be put in place before vehicles even enter the study area.</p> <p>Giving vehicles travelling through the area well planned routes as an alternative to Green Lanes needs to be investigated and actioned urgently.</p>

Appendix 1 – Green Lanes Traffic Study Traffic Survey Headline Results (6 – 12 January 2016)

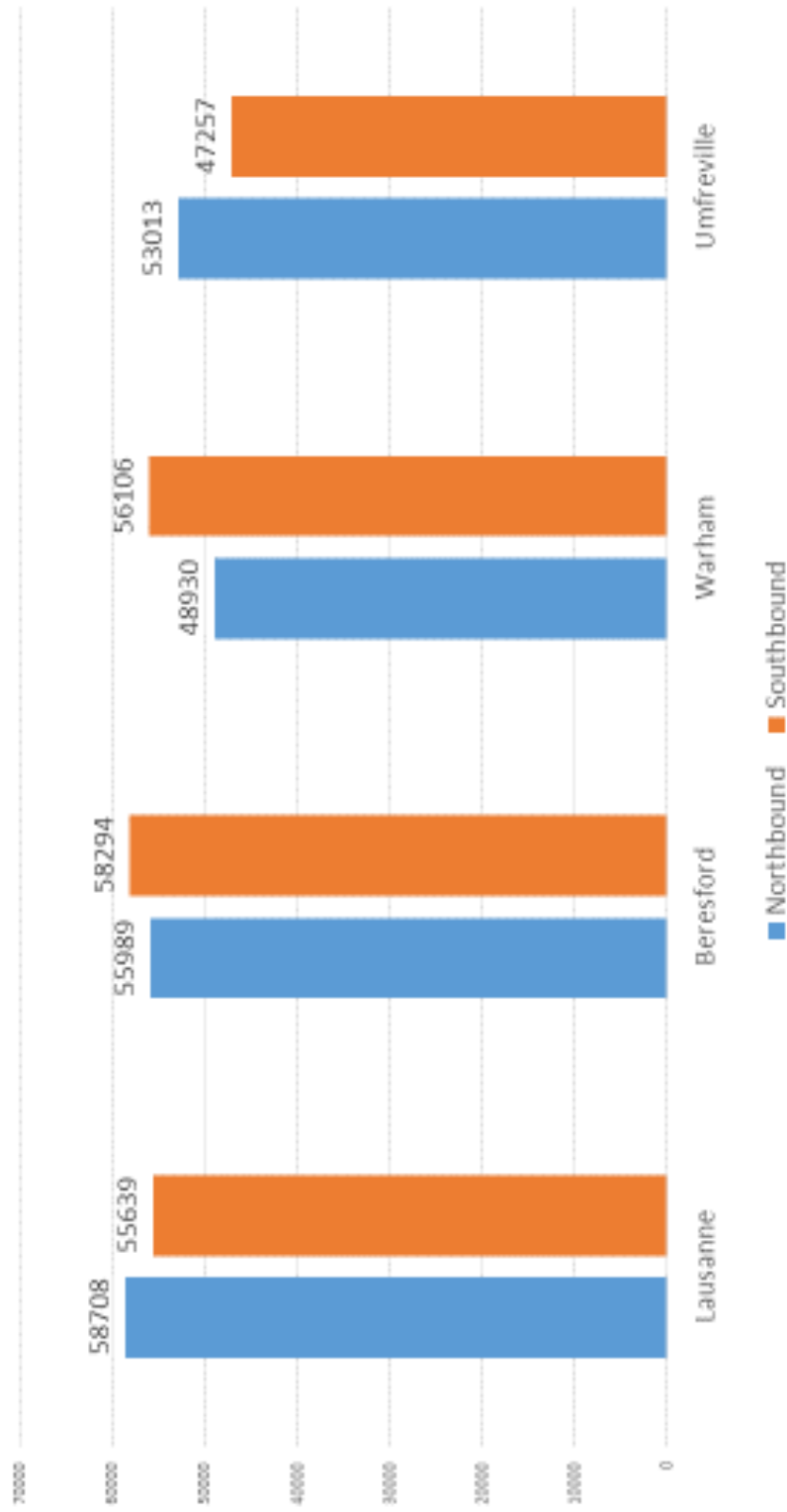
Green Lanes – traffic counts at road junctions

Almost 160,000 vehicles per week
Average of 22,500 per day

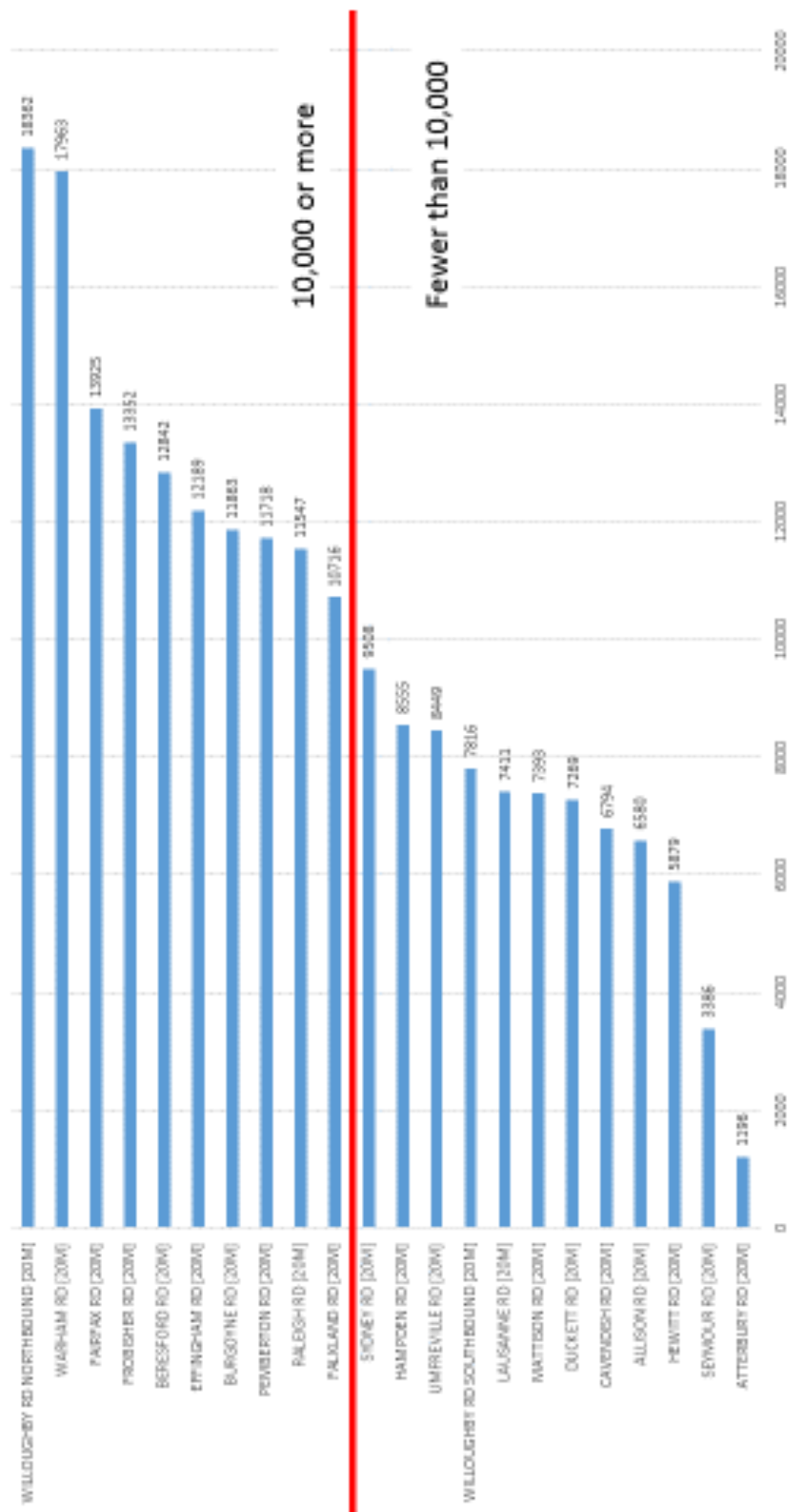


Wightman Road – volumes near junctions

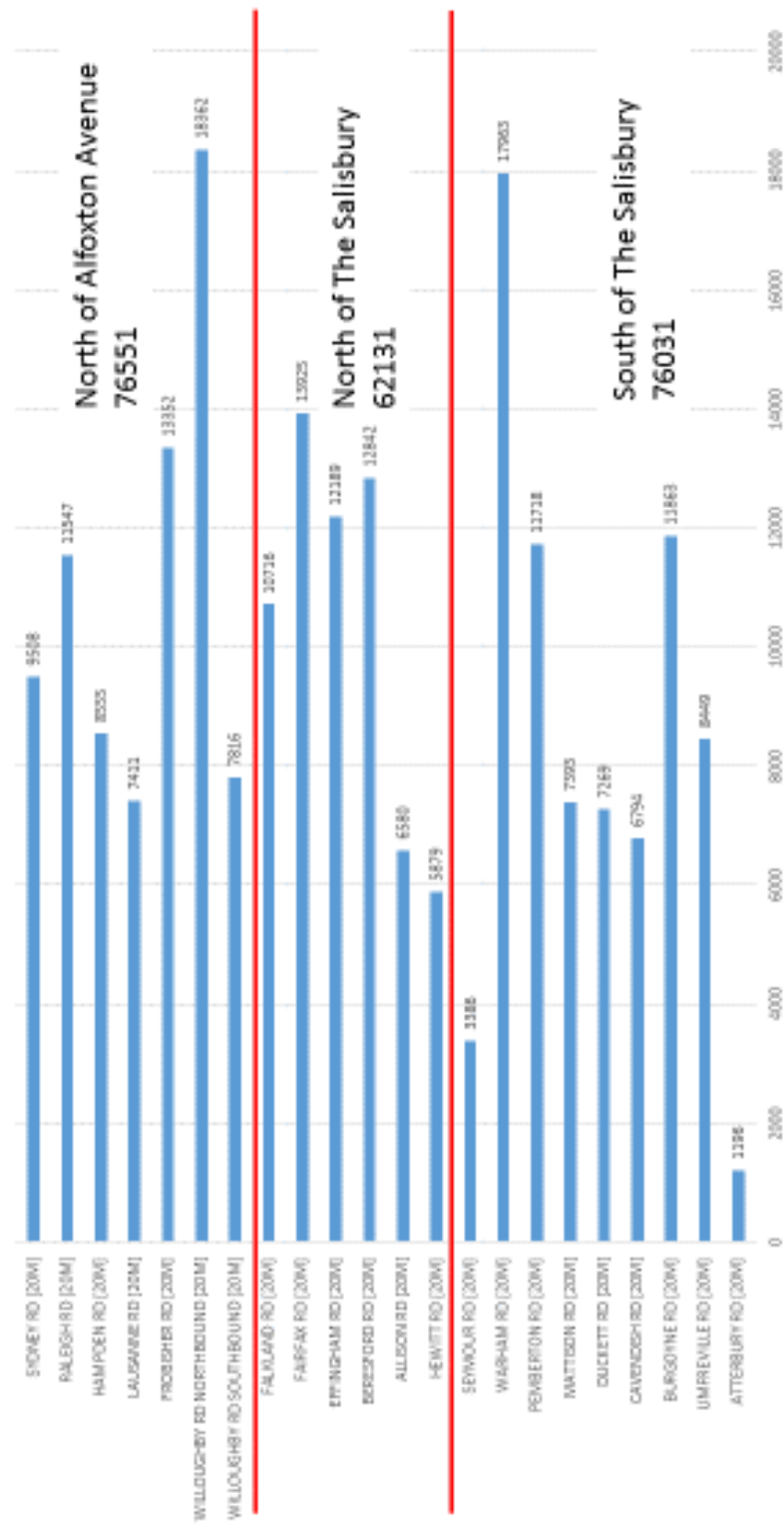
Almost 115,000 vehicles per week
Average of 16,300 per day



Ladder “rung” roads sorted by volume

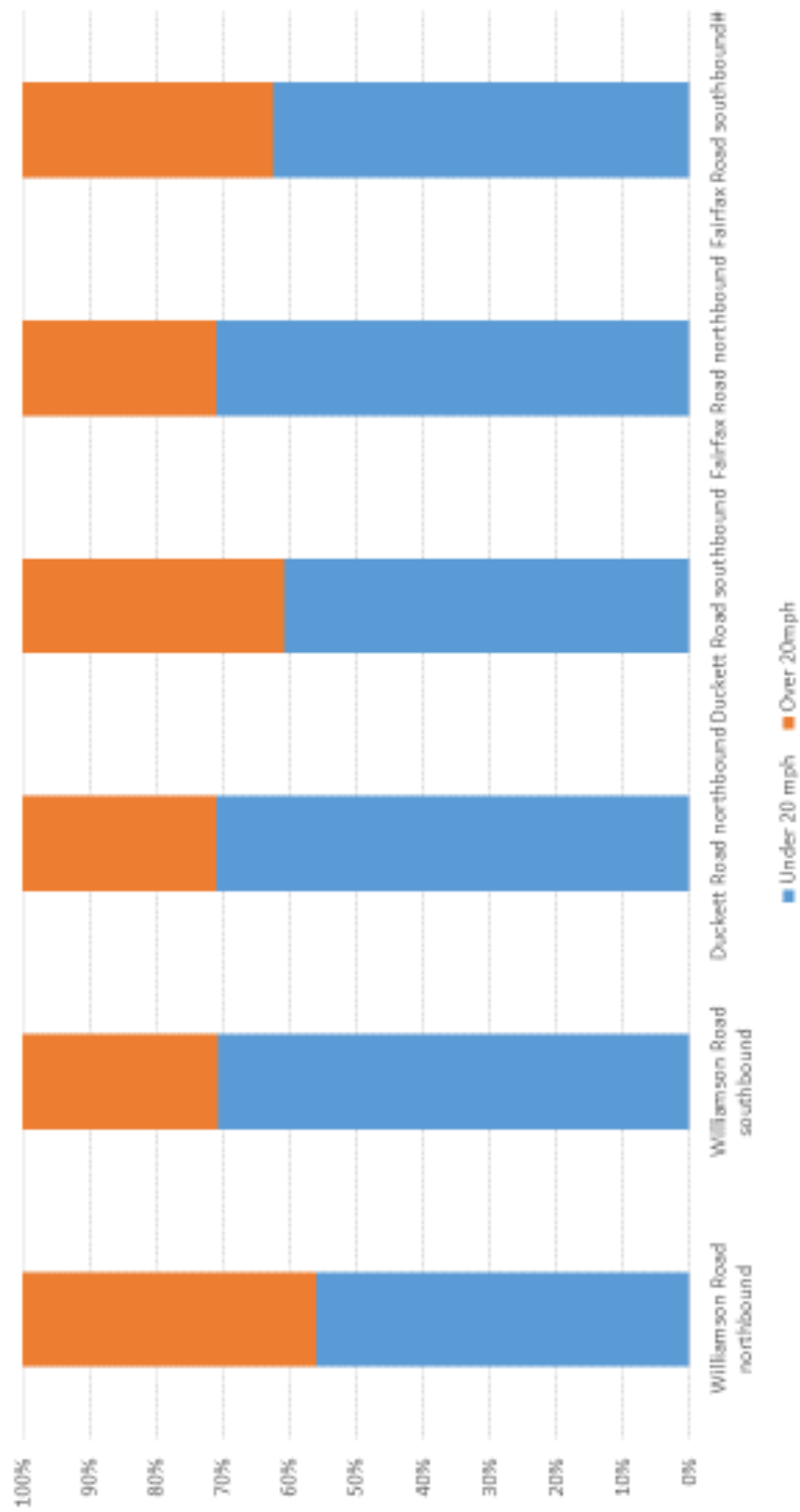


Ladder “rung” roads sorted north to south



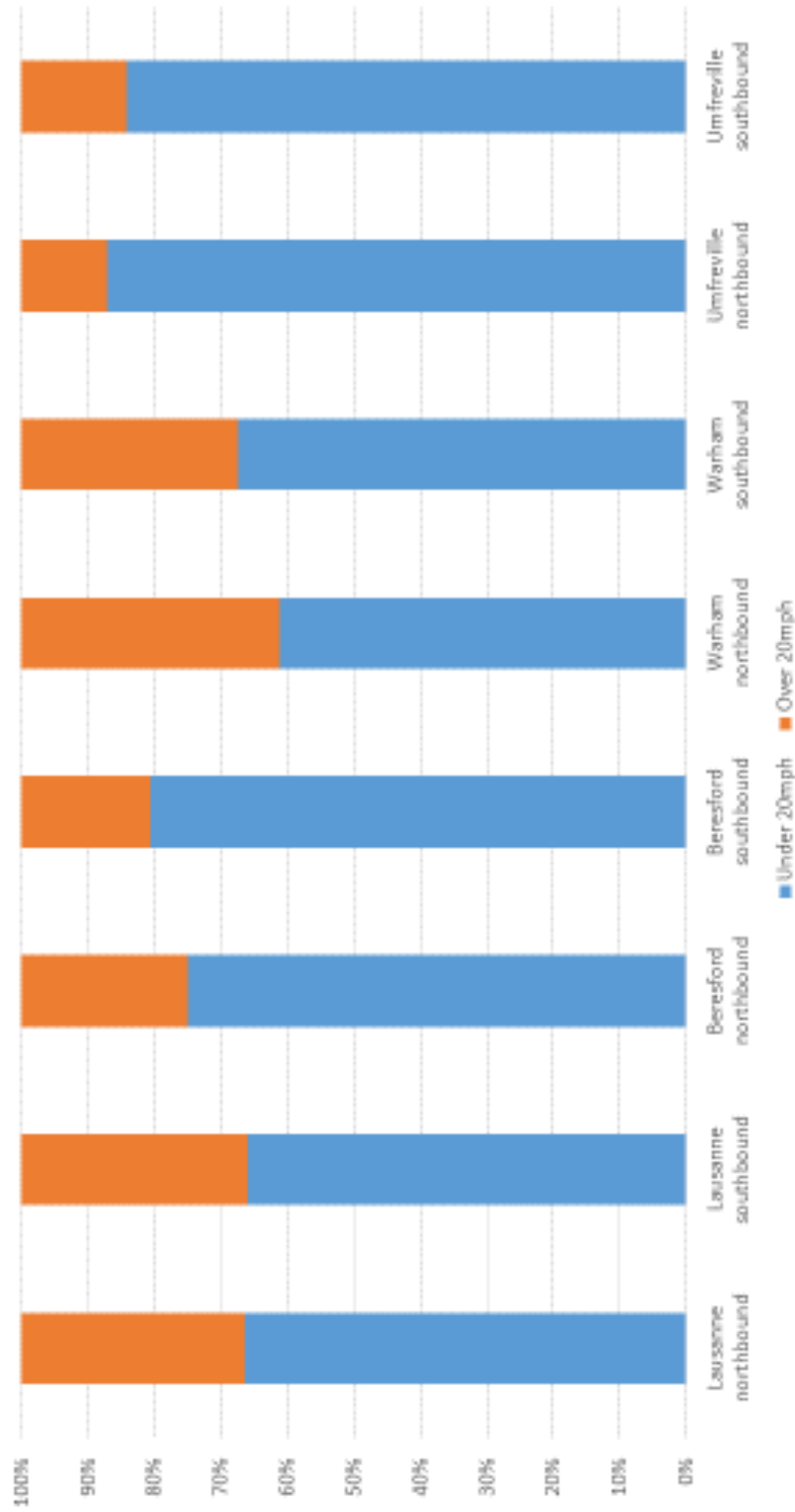
About 1 in 3 vehicles over the speed limit

Speeds on Green Lanes

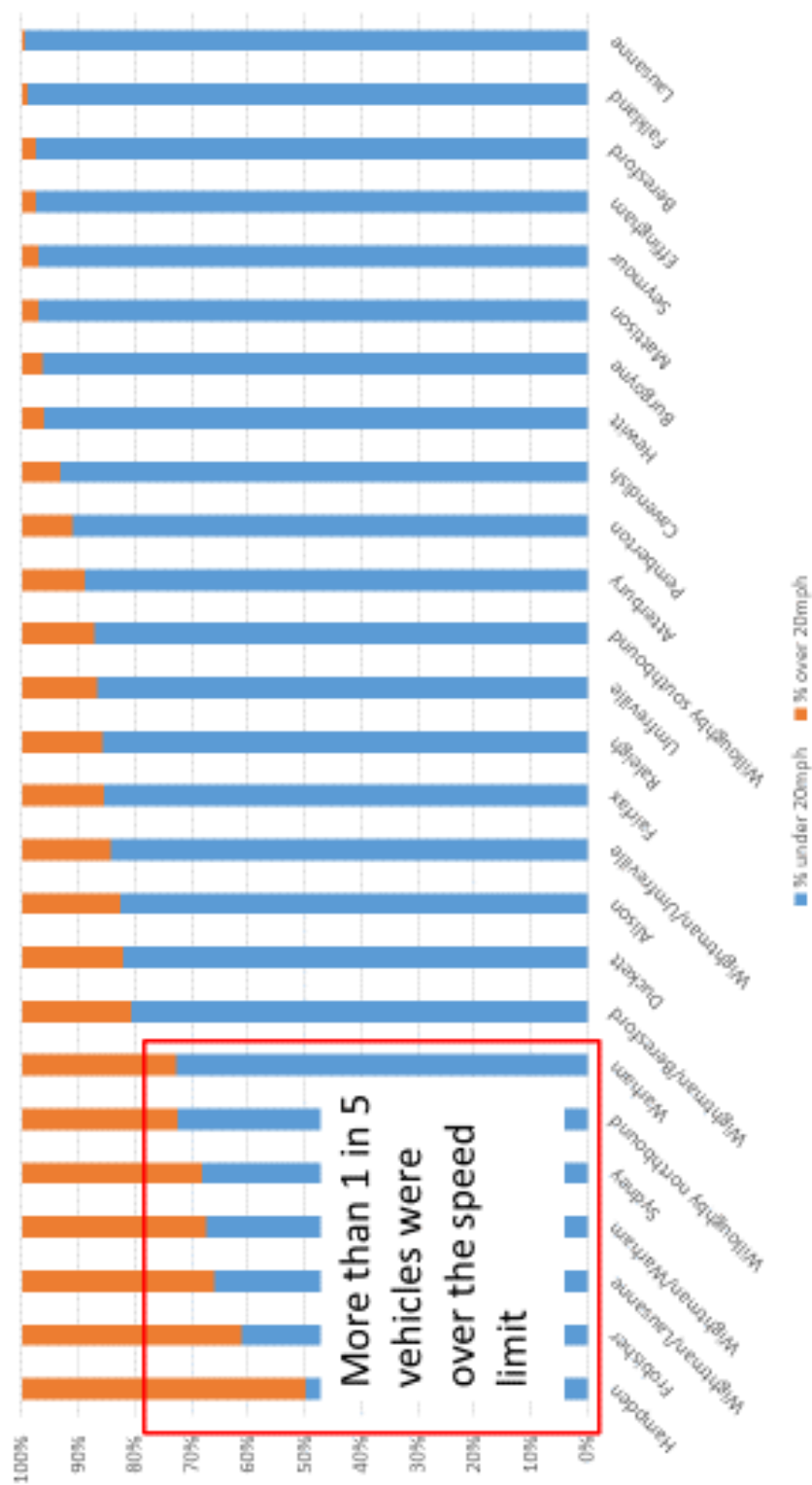


About 1 in 3 vehicles over the speed limit

Speeds on Wightman Road



Ladder "rung" road speeds



Vehicle Speeds

Road name		Speeds (in miles per hour)																Old limit										30 mph and over										Mean average	Over 30																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																		
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Vehicle Size by Classification

Green Lanes junctions	1	2	3	4	5	6	7	8	9	10	Total all vehicles	Total large vehicles	% large vehicles
Williamson Road northbound	3328	67813	466	3794	439	344	91	151	71	198	76695	511	0.67%
Williamson Road southbound	4269	70920	428	3452	680	623	81	162	68	217	80900	528	0.65%
Duckett Road northbound	4023	61153	578	4122	419	592	115	115	54	99	71270	383	0.54%
Duckett Road southbound	4217	63396	301	5717	545	312	88	132	53	94	74855	367	0.49%
Fairfax Road northbound	4064	64337	567	4129	379	558	110	114	52	121	74431	397	0.53%
Fairfax Road southbound	4121	66488	313	5291	517	273	83	102	41	91	77320	317	0.41%
Wightman Road junctions	1	2	3	4	5	6	7	8	9	10	Total all vehicles	Total large vehicles	% large vehicles
Lausanne northbound	1463	53395	458	2105	736	365	37	38	27	84	58708	186	0.32%
Lausanne southbound	1611	50865	237	1645	811	349	15	25	20	61	55639	121	0.22%
Beresford northbound	1414	50270	427	3265	247	138	32	56	28	112	55989	228	0.41%
Beresford southbound	1490	53314	305	2568	193	300	14	34	6	70	58294	124	0.21%
Warham northbound	1452	43397	378	3330	91	166	18	40	8	50	48930	116	0.24%
Warham Southbound	1166	50717	373	3527	77	137	28	34	10	37	56106	109	0.19%
Umfreville northbound	1579	47683	442	2652	150	242	115	64	21	65	53013	265	0.50%
Umfreville southbound	1801	42590	210	2301	147	96	12	46	13	41	47257	112	0.24%

Wightman Road

Counts at each junctions

- Due to the limitations of the traffic counters, motorcycles probably also include bicycles as it simply picks up two wheel passing over the pressure sensors.
- Vehicles Class 7 and above are very large and probably over the prohibited weight in a number of cases.
- Two junctions seem to suffer particularly from very large vehicles, Beresford northbound and Umfreville northbound

Green Lanes

Counts at each junctions

The Williamson Road junction (for The Arena) gets the most of the very large vehicles

Appendix 2 - Relevant Legislation and Policies

European

Ambient Air Quality

- Directive 2008/50/EC on ambient air quality and cleaner air for Europe . New air quality objectives for PM2.5 (fine particles) including the limit value and exposure related objectives – exposure concentration obligation and exposure reduction target.
- Council Directive 1999/30/EC relating to limit values for sulphur dioxide, nitrogen dioxide and oxides of nitrogen, particulate matter and lead in ambient air (First Daughter Directive).
- Council Directive 80/779/EEC of 15 July 1980 on air quality limit values and guide values for sulphur dioxide and suspended particulates, as last amended by Directive 89/427/EEC
- Council Directive 85/203/EEC of 7 March 1985 on air quality standards for nitrogen dioxide, as last amended by Council Directive 85/580/EEC

Renewed EU sustainable development strategy

Safeguard the earth's capacity to support life in all its diversity, respect the limits of the planet's natural resources and ensure a high level of protection and improvement of the quality of the environment. Prevent and reduce environmental pollution and promote sustainable consumption and production to break the link between economic growth and environmental degradation.

London

The London Plan.

Policy 6.7 Better streets and surface transport

DPDs should promote bus, bus transit and tram networks, including:

- a. allocating road space and providing high level of priority on existing or proposed routes
- b. ensuring good access to and within areas served by networks, now and in future
- c. ensuring direct, secure, accessible and pleasant walking routes to stops

Policy 6.9 Cycling

A The Mayor will work with all relevant partners to bring about a significant increase in cycling in London, so that it accounts for at least 5 per cent of modal share by 2026. He will:

- a. identify, promote and implement a network of cycle routes across London which will include Cycle Superhighways and Quietways
- b. continue to operate and improve the cycle hire scheme

Policy 6.10 Walking

- a. maintain and promote the relevant sections of the Walk London Network shown on Map 6.3, as well as borough routes
- b. identify and implement accessible, safe and convenient direct routes to town centres, transport nodes and other key uses

- c. promote the 'Legible London' programme to improve pedestrian wayfinding provide for the undertaking of audits to ensure that the existing pedestrian infrastructure is suitable for its proposed use and that new development improves pedestrian amenity
- d. encourage a higher quality pedestrian and street environment, including the use of shared space principles, such as simplified streetscape, decluttering, and access for all.

Policy 7.14 Improving air quality

The Mayor recognises the importance of tackling air pollution and improving air quality to London's development and the health and well-being of its people. He will work with strategic partners to ensure that the spatial, climate change, transport and design policies of this plan support implementation of his Air Quality and Transport strategies to achieve reductions in pollutant emissions and minimize public exposure to pollution.

Improving air quality strategy

The overarching aim of this Strategy is to reduce air pollution in London so that the health of Londoners is improved. The most effective means to do this is to achieve the European Union (EU) air quality limit values as soon as possible. This will also achieve compliance with nationally prescribed air quality standards and objectives, as required by the GLA Act

Haringey

Local Implementation Plan [Transport Strategy] 2011-2031

- Facilitate an increase in walking and cycling
- Improve air quality within the Borough through initiatives to mitigate the effects of pollutant emissions from road and diesel operated rail transport
- Reduce Haringey's CO₂ emissions from transport through smarter measures to reduce car use and encourage low carbon alternatives
- Reduce crime
- Improve the condition and legibility of the principal roads
- Ensure that transport protects historic environment townscape . . .

Appendix 3 - Comments made by Respondents in the Living Wightman Survey

1. Safe route to cycle from turnpike lane to Finsbury Park.
2. I think Wightman rd. should be open during the time-no time and as a result of this will be less people who we do not know around our property and no more dealing with selling-buying drugs between people on foot-cycled and from cars parking on empty Wightman rd.
3. Increased journey times, had to give up a pm job as traffic meant I could not get there on time; poor air quality on Green Lanes and Gardens, health problems,
4. It is much quieter in my flat without cars driving at speed past it. The air pollution has improved greatly. It used to be a horrible, polluted walk to Harringay station but it now feels much healthier. My flat mate and I much prefer the road not being used as a through road.
5. My bedroom faces onto Wightman road so I sleep much better now and I can open my window on warm nights rather than put the electric fan on. My garden faces the road so I can enjoy the space without constant car noise peeping horns etc. I feel safe to cycle from my home so I don't need to use my car so much. I've met lots more neighbours now and the road feels more residential so I feel safer walking home at night and so don't need to drive. I've now made some friends along the street and feel the beginnings of a sense of community. I wonder if all the crumbling walls along the road are from vibration from heavy trucks.
6. I enjoy not having traffic build-up of cars coming from East going West who can't get in to Wightman Road - it cuts down on the noise of idle motors, sound systems, hooting and litter being thrown out of the cars. I have seen ashtrays being emptied. We also seem to have less dumping and fewer "boy racers" in cars but maybe a few more on mopeds, motor bikes and bikes but I can live with that. The reduced pollution is the main benefit and not jumping for your life from drivers jumping the red lights at the top of Hampden Road. We don't have a car and rarely use buses.
7. It has been a nightmare to drive- as someone suffering from MS this has been difficult resulting in working from home more often. On the other hand I also try to cycle as much as I can, and I am cycling more as I can now cycle down Wightman to Camden rather than having to avoid it and carry my bike over Hornsey Bridge. So a mixed bag-great for cycling and peacefulness-terrible on days I cannot cycle and terrible for my partner who is a builder and needs to drive a van for work- he is home so much later- there needs to be a strategy for the traffic driving East if Wightman was to remain closed, and a strategy for Willoughby road- on a Sunday it is impossible to turn right out of the bottom of our road into Willoughby due to the traffic jam, which makes me feel very worried as I feel trapped. Willoughby should also be closed to through traffic
8. The road - being free of car and lorry traffic - is a joy to walk along. Consequently I am now using it to access the Arena shopping park by foot, rather than driving
9. The amount of rubbish and missed collections is disgusting
10. It has made a huge difference to the quality of life here. The air is noticeably cleaner, it is much more peaceful and calm. We don't mind using the car less and generally try to avoid peak times when we know Green Lanes and the surrounding roads will be too busy. There are minor problems with some delivery services and bin collections, and some car journeys might take half an hour longer, but this is a small price to pay for a vastly improved home environment. Also, the wildlife around here is much more noticeable and seems to thrive more. I hope, perhaps naively, that it stays this way!
11. The key differences are: Waking up with no bitter taste in my mouth and easier breathing; not having to dust the grime off surfaces every day; safer crossing the roads: happier atmosphere in the neighbourhood - I have got to know more neighbours; everything is quieter and calmer; the plants in my window boxes have survived; I no longer get waken up several times a night by sirens or loud cars and lorries.

12. It has reduced how often I go to crouch end (or Muswell Hill in particular) for shopping as it is too congested coming back under the bridge. This is the case whether on the bus or in the car. Also access to the dump/ recycling centre is difficult/slow. I am doing my 'ladder circuit' jog less often as there is so much work going on in Wightman the pavements aren't so accessible and there are still cars.
13. Puts at least 40 minutes on my daily commute to and from work
14. It's great for many people who live on the Ladder and have no cars, but horrendous for those who live outside the area! I live on the West side of Hornsey and have stopped trying to go East in the afternoon (or early evening) by car or by bus, as it means miserably lengthy queues in traffic. I could walk there or cycle (weather permitting) but often I'd need to go much further and options then are: queue up in traffic for ages, redirect via Finsbury Park (not my route but slightly less congested), abandon plan (usually my choice). It's like a no-go zone. It's altered my lifestyle and, up my road, Hornsey High Street which was already congested during traffic hours has become a nightmare of vehicles at stand still and ongoing pollution. Hundreds (thousands!) of people will soon be living in the area due to new housing developments (Pembroke Works, St James's Square, Heartlands), meanwhile the Ladder residents are making plans to close Wightman Road for their own private benefit.
15. I cycle daily to Westminster, before the closure the most dangerous part of my journey felt like Wightman Road. Also as a resident of a ladder road the reduction in cars and lorries using our road as a short cut has made a huge improvement in our quality of life.
16. I have occasionally used Wightman as a cycling route to get to Crouch End, a road I would never normally cycle along due to the numerous pinch points.
17. I don't live on the ladder but my children go to nursery on Willoughby rd. and we have to drive as the walk is too far from where we live in n15 to do as me and my husband work. The permanent closure to traffic of Wightman road would be a disaster for us as the traffic on green lanes has become terrible as a consequence and my once 10 minute car journey as now become at least 25 minutes some mornings. That's nearly an hour to do a return journey that should take me 20 mins. I realise that the air quality is now better on Wightman road, but come and do a traffic survey now on St Anne's road where every morning I'm sat in idling traffic! The cars have to go somewhere, and all its done is filtered them all out to use St Anne's rd. and Cornwall road. Its a disaster!
18. Whilst it's nice for residents living on the ladder, the traffic effect on Green lanes/going to/from Crouch end is unbearable!! I CANNOT wait for the road to re-open, as its MCUH needed for traffic flows. Sorry, I know you all love the peace, but bigger picture, you live in zone 3 London, not the countryside. Deal with it or move.
19. My road is much, much quieter and less polluted. I and my family are able to cycle along to Finsbury Park. We do own a car and drive mainly at the weekends. The road closure has obviously made all car journeys more difficult but on balance I'd prefer to live in a quieter, cleaner area and maybe eventually ditch the car!
20. I can hear the birds singing. Far less air pollution. We drive less. I run along Wightman rd to Finsbury Park.
21. Quiet, Nice, Safe
22. I don't use my car unless I need to (drive to work, drive out of town, go to do a big shop) however on the occasions I have this has often add 30+ plus to my journey due to the traffic congestion it can caused around Ducketts common to get onto Green Lanes / Turnpike Lane - as it is all one way and roads are closes, once you have decided to do a journey I am committed to it as I can't easily get back to my street. In addition at the Turnpike Lane / Wightman Road junction where initially I could drive straight over and continue my normal route and complete in the same time this was adjusted and I now need to turn right onto Turnpike Lane and head onto Green Lanes, round Ducketts Common and finally to my street. Whilst the air quality and Wightman Road is quieter - it's just been shifted to the other main roads around and Ducketts Common - a 'Green Space' for people to enjoy.

23. I cannot possibly get somewhere on time.
24. I live at the other side of the bridge but often cross Wightman Road to go down to Green Lanes and also use it as a cycle route to Turnpike Lane. I more or less had stopped cycling because it is so unpleasant and also quite frightening to use as a cyclist. The alternative is travelling one stop by train, which is OK but not so convenient. I recently cycled all the way there and back from Harringay Station to Turnpike Lane and it was wonderful.
25. Higher pollution in Green Lanes because of standing traffic. Asthma much worse.
26. It takes a lot longer to get home, not happy with the road being closed!!!
27. Being able to feel more positive about my local area/ a greater sense of community/ relief from the pollution and noise created by traffic/ a better sense of wellbeing by increased walking
28. The air is cleaner and vehicles no longer speed up Umfreville using it as a rat run. It's lovely to see kids playing football on sight and in the evenings
29. Although the open roads have become more congested, there is now a safe route for me and my children to cycle which has meant we can. It has been lovely. I don't think the council will sit the road permanently but I do hope they will take the cars off the pavements and put in proper pedestrian crossing and effective traffic calming which will reduce the speed of the cars effectively. I would love it to stay closed though!
30. I feel free as the heavy traffic feels like it imprisoned me in the house. Now I have met many new neighbours and so feel much better about the neighbourhood as it is a much more positive place to be. You see how stressed all the people who live close by get when they have to cross the road. Now that I don't feel stressed by that my sense of wellbeing has risen a great deal
31. You literally couldn't cross the road before. The speed people travel down it (the speed bumps are useless) was so dangerous for a residential road. Also the air quality has changed unbelievably!
32. The road has been so much more pleasant since it's been closed. I didn't realise how much noise traffic made until the closure - now I can walk down the street and hear the bees buzzing! It also feels much safer as it was often very difficult to cross the road due to a constant stream of fast cars. Existing traffic calming measures do not seem to make any difference as cars regularly hit the speed bump outside my house so fast that I can feel the building shake while lying in bed at the very back of the house. It would make a huge positive difference to me and my family if the road remained access only.
33. Added 40 minutes to my journey taking and dropping child to school
34. Much quieter, cleaner and more pleasant to walk down. However, the surrounding roads are suffering from more traffic. I find it inconvenient when I want to go west, I have to do so via Green Lanes and Turnpike Lanes. Overall, there are a lot of positives to the closure, but any traffic reducing measures on Wightman must enable resident access, and find solutions to the knock on effects in the surrounding area.
35. Living on Lothair Rd South has become far more peaceful. You can literally hear the peace! Birds singing, people playing in the street, less traffic and no more illegal rights turns onto Wightman Rd. The area feels safer.
36. Dangerous cycling conditions on Wightman Road were a key reason I gave my bike away when I moved to this area over 20 years ago. Since Wightman has been closed I have actually bought a bike again and started enjoying exploring other safe cycling routes around London.
37. It has meant longer journeys travelling to work, much to my annoyance.
38. It can take me almost an hour to get home from work when it's only a 10 minute journey.
39. Quiet, safer residential roads. Safer cycle commute to city.
40. Traffic pollution in Green Lanes, difficulty trying to get to Sainsburys or Arena Park, Rd rage on the up
41. Made access to my elderly parents far more difficult
42. While it has been very quiet we have had problems with our rubbish collections. They have not collected as regularly as they should. Though this has improved in last two weeks. I have always had concerns not about the volume of traffic but the speed. These ridiculous speed

bumps they have put are useless and cars do not need to slow down. I do feel that the main problem is with heavy goods vehicles. We are unable to use the bedrooms at the front of the house due to vibrations these lorries cause, they make the house shake. I am not in favour of making Wightman road car less. If I wanted to live on a quiet road I would move. There are a lot of residents here who rely on cars for various reasons, disabled children disabled adults, the elderly.

43. I commute by bicycle to central London from West Green, previously via Green Lanes, now via Wightman Road. Much safer, healthier (less pollution), just much nicer. Have really enjoyed it.
44. School run made by car for more than 50% of journeys now able to make by foot and bike
45. It feels like a residential area that is quiet, calm and peaceful. It is a relaxing place to come home too, without cars racing along driving aggressively and noisily. Wightman Road is now a nice place for a stroll rather than a road to get off quickly to avoid the noise and impatience.
46. The peacefulness is wonderful, we don't have to have the volume turned up on the television because of outside traffic noise, no huge lorries knocking mirrors off parked cars and driving away, less air pollution, less dangerous high speed drivers near schools, no one dropping litter from their car windows, just generally more pleasurable to go for walks in the street.
47. It has made a less dangerous and peaceful place with less pollution and noise
48. Access to Finsbury Park via bike with kids is much better. All round everything is much improved and the road now has a better sense of community
49. Am just worried about the traffic on Endymion Road and Green Lanes when I do have to drive
50. Difficult to travel down Green Lanes. Nicer on Wightman when walking with kids
51. Better for walking with a baby
52. My quality of sleep has improved helping my mental and physical health
53. Makes my journey to the train station much easier
54. Less stressful people are friendlier
55. It's been lovely having less traffic but a bit more inconvenient!
56. Much nicer atmosphere and less noise
57. Less cars and noise pollution
58. Much more pleasant walk to and from Hornsey Station every day
59. It's much better, and it's a residential road so should be closed
60. Easier to breathe. Lower pollution
61. Much nicer to walk through
62. The biggest difference is sleep at night!
63. It's brought a community feel to the area which we never had
64. It's generally a more peaceful environment. We can sleep better at night as less traffic going down our road!
65. I have grew up on Endymion Road, and have lived there since 1980. The road has always been busy, but it is now much worse, as there are now only two routes from Haringay northward. Both Endymion Road and Green Lanes (not to mention the junction with Williamson Road leading to Sainsbury's, which is terribly planned already) are frequently badly jammed, and no doubt the pollution is proportionally worse. As my family require our car for a number of things, it has made things very inconvenient and much slower. We are effectively shouldering the traffic burden for Wightman Road.
66. The cars are backed up along Willoughby road and every time I come out of my road I hit traffic. Green lanes is a nightmare to drive along or get the bus and even the post box near me has been closed. The traffic is appalling and goes right along priory road. People are much angrier when driving and the congestion has a very negative effect.
67. We have enjoyed the road outside being safer and quieter, however we do also need to address the extra burden on Green Lanes as a result of the Wightman closure. Our buses cannot move in peak traffic. Permanent bus lanes are needed.
68. It is far more pleasant to take a walk down Wightman road now as it is much more peaceful, less pollution and much safer.

69. Great for cycling into work and up to Wood Green with kids and on own. Terrible for public transport especially for disabled neighbours. Traffic pollution on Green Lanes, Turnpike Lane and Endymion is awful.
70. It has certainly reduced the traffic on my road with a noticeable difference in noise and safety but my sense is that this has so far just increased stress and problems elsewhere with resentment from people who have no choice about car use and those who use the bus regularly.
71. I can sleep at night without cars speeding over the speed humps, hear the birds, cross the road without fear, my breathing is better and I feel tranquil and calm without the traffic. We have given up our car and are selling it. We now walk and take public transport. I don't want to go back to way things were! Thanks, Roger.
72. The lack of traffic is nice, but the impact it has on the W5 bus service makes life a bit miserable. This issue would absolutely have to be sorted out.
73. Enormous. Total change of feeling in road - less stress, less noise and dirt, people more relaxed. No road rage the moment you TRY to get in your car. Can park without being abused by passing drivers.
74. My bedroom is on the main road. Not only is there incessant noise but I can actually smell the pollution in my bedroom, which I am sure is affecting my health. The constant noise also was seriously beginning to affect my health as I could not get enough rest period. I am now able to sleep (without ear plugs) and even open my windows, which I would never have dreamt of before. These are basic human rights that are not afforded to me when the road re-opens.
75. The road feels much safer and a better place to live
76. The absence of the continual buzz of traffic has given the area a great sense of calm. Our kids play on the roads now which they never did before.
77. Peaceful. People walking along Wightman road stop and chat because it's a quiet, safe place to do so. Groups of kids play out on the road together; it has become a communal play space. Cars speeding late at night no longer keep me awake. It is safer for my kids to cross Wightman road as cars frequently didn't used to stop at the pedestrian crossing at the top of Burgoyne despite the lights being red
78. Since Wightman road has been closed, the traffic in other areas has increased to unsustainable levels.
79. It has made getting anywhere in the borough very difficult, bus and car journeys are a nightmare, incidents of road rage are more common, emergency vehicles struggle to get through traffic, air quality in areas immediately surrounding the road have become much worse. I cannot wait for Wightman Road to open again in September.
80. I love it. Smiling faces, kids selling lemonade and so much quieter - no sirens and just feels safer and cleaner
81. Can have windows open without constant noise and soot. Literally the best thing that the council could ever have done for living standards
82. I have lived here for nearly 30 years. With the road closure we have no rat running, no backed up cars, much less pollution (I suffer with allergies to dust and diesel fumes) ,a renewed sense of community, no house shaking when cars and enormous lorries go over the humps! Oh, nearly forgot the bird song, beautiful!
83. The partial closure of Wightman Road has enabled children to play in the street, has enabled my daughter (who is 4) to cycle to Finsbury park for the first time and it appears that many people who would have otherwise been too intimidated to cycle, to travel by bike safely.
84. Everyday life is vastly improved by the quiet road and improved air quality. For me though when I'm looking after my 2 year old grandchild who lives nearby I am less fearful when putting him in the car or crossing the road.
85. It has brought a lot more peace & quiet for the children of North Harringay Primary & less air pollution

86. The daily commute has become a much more pleasant experience. I used to dread coming back on Wightman road in the evening/at night, as it seemed to be enriched for aggressive drivers, but now I look forward to the ride along the road.
87. It's changed the tone of everything. I think it should become a park. And herald the way for many such parks across the country. Thus also reducing car usage which we need to do if we want to stop global warming going to destructive levels
88. Higher levels of well-being, hearing bird-song, walking to school in the mornings on a quicker route (we use the passage normally to avoid air pollution), cleaner air.
89. I tried cycling once when I first moved to the ladder and it was so nerve wracking I put my bike away for nearly 2 years. Now that I can use Wightman...I cycle once a week to Angel and back, down to Arena for shopping, and even just for fun/exercise down to Finsbury Park sometimes!
90. It has made my journey to university (Angel) much safer, the Wightman Road segment was by far the most dangerous part. It is much less noisy in my flat, but the flipside is I felt safer walking along Wightman Road at night when there was more traffic on it (I don't feel unsafe now, but a bit more wary). It would be helpful if the survey had n/a as an option e.g. for car journeys - I don't have a car. Also other/prefer not to say option for gender. Sorry to be picky! Thanks for sending the survey.
91. I can finally cycle safely with my two children to school and to the local parks. Our road is much quieter with a huge reduction in the number of cars racing down the hill from Wightman rd to Green lanes.
92. I drop my child at a nursery on Cavendish Rd and have to cross at Haringay Station to do so. It is so much easier to safely cross the road with my child and I can let him walk on the pavement instead of strapping him into the buggy. It feels safer now in such a narrow road to have no traffic. It was scary when the road was open and it felt like a horrible thoroughfare with no sense of community. Things feel different around there now and if like to see it stay the same.
93. It's a much nicer road to live on. I understand it may not be practical to close but this surely highlights the need to consider some serious tragic calming measures.
94. Less noise. Less pollution. Friendlier. Less litter. Less house shaking from passing lorries. Safer for school children. Cleaner air. Like a residential road. Quality of life demonstrably better.
95. The air is fresher, the birds are singing, children cycle on the road and people are smiling.
96. The road seems a lot more peaceful, less stressful in the morning and on my way home from work. Crossing is easier.
97. I have no car, so I've only been positively affected by the closure. I had given up cycling seven years ago, when I was swept of my bike (with my 2 year old son on the back seat) by the door of a parked car opening when cycling home on Wightman Road. Now, I'm going to take up cycling to work again. My son is now 9 years old, and the closure has had a fantastic impact on him and his friends. They meet up spontaneously to play out and cycle around the neighbourhood. When Wightman Road was open to normal traffic, most parents didn't even let their children cross the road by themselves. Wightman Road isn't built for the amount of car traffic it has been having, which meant that the road (and even then pavements) have in fact been monopolised by cars, marginalising everybody else.
98. Less traffic and noise on ladder roads. Fewer people using their cars for pointless local journeys.
99. Not to me personally, but it must be lovely for Wightman Road residents with the road now being a non-through road
100. We live near the top of Seymour road and use Wightman road a lot. Since being closed it has created a tangibly relaxed community friendly feeling in the area that spans as far as the passage and the air quality is dramatically less polluted. Not having the traffic noise constantly in the background enables you to switch off from the rigours of London living. I also use Green lanes to drive to work as I have to transport more than I could carry on the tube. GL is noticeably more congested but the yellow markings at the bottom of the ladder roads has helped a lot. Could it be a RED ROUTE? I would rather put up with longer travel time into work and keep Wightman as a no through road but as a resident I would like to be able to travel east

without having to go up to Turnpike Lane and sitting in smelly traffic there for hours. It has also made us cycle more if going east and local instead of driving e.g. to Crouch End or Stationers Park.

101. Cycling down Wightman road is now safe and pleasant, and my wife now also cycles along it whereas there is no way that would have happened before!

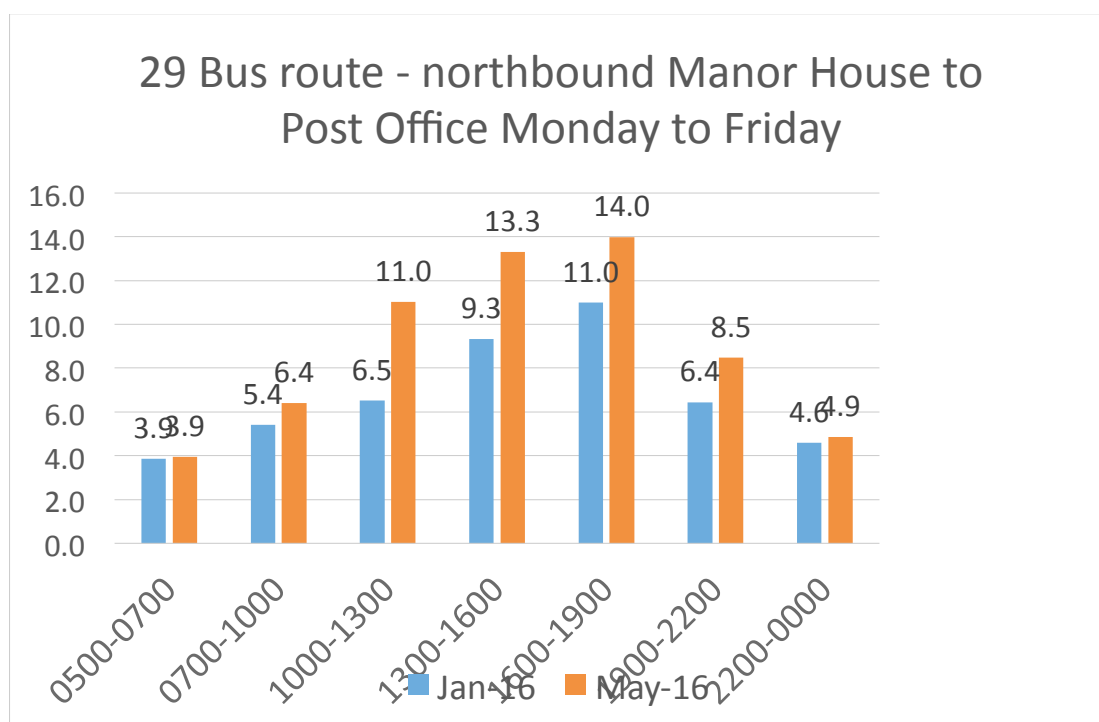
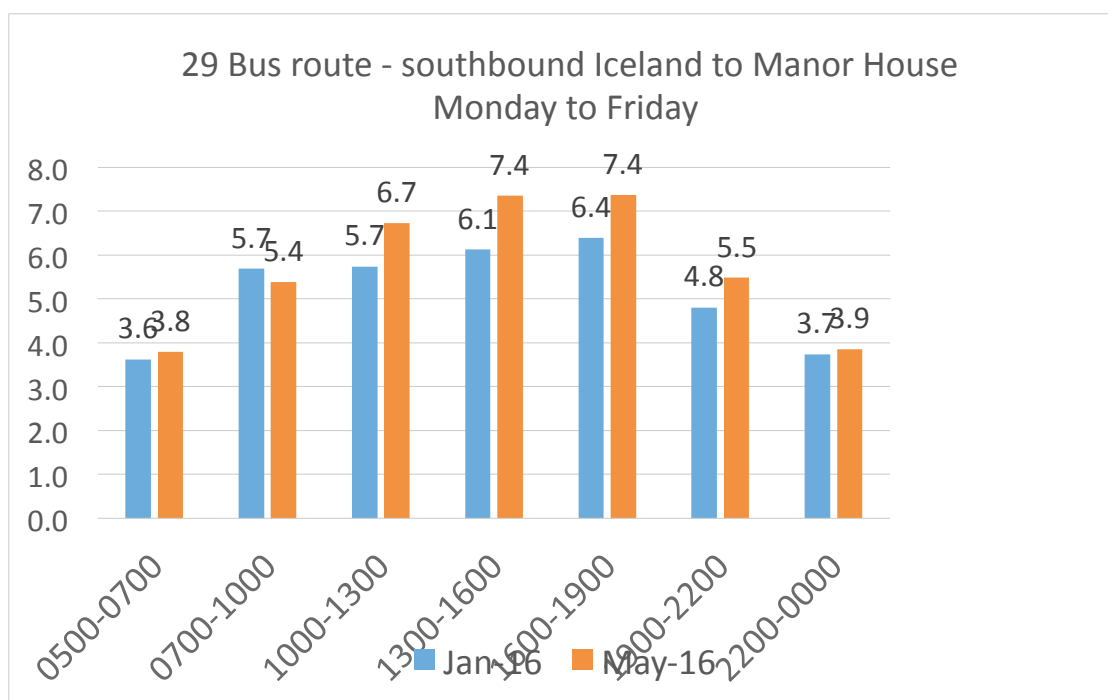
102. Give us a break, I don't like traffic on my road either

103. Safer for me and my family. Cleaner air. Able to ride bike much more. More enjoyable liveable place.

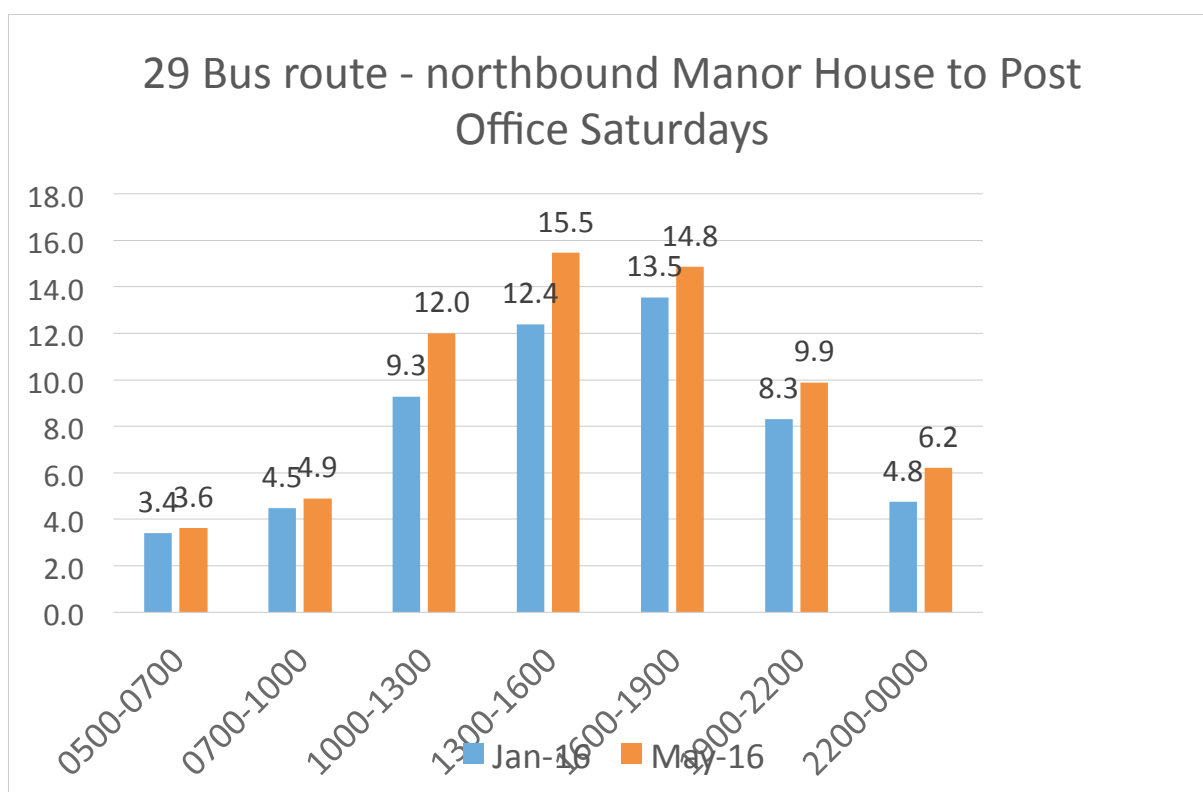
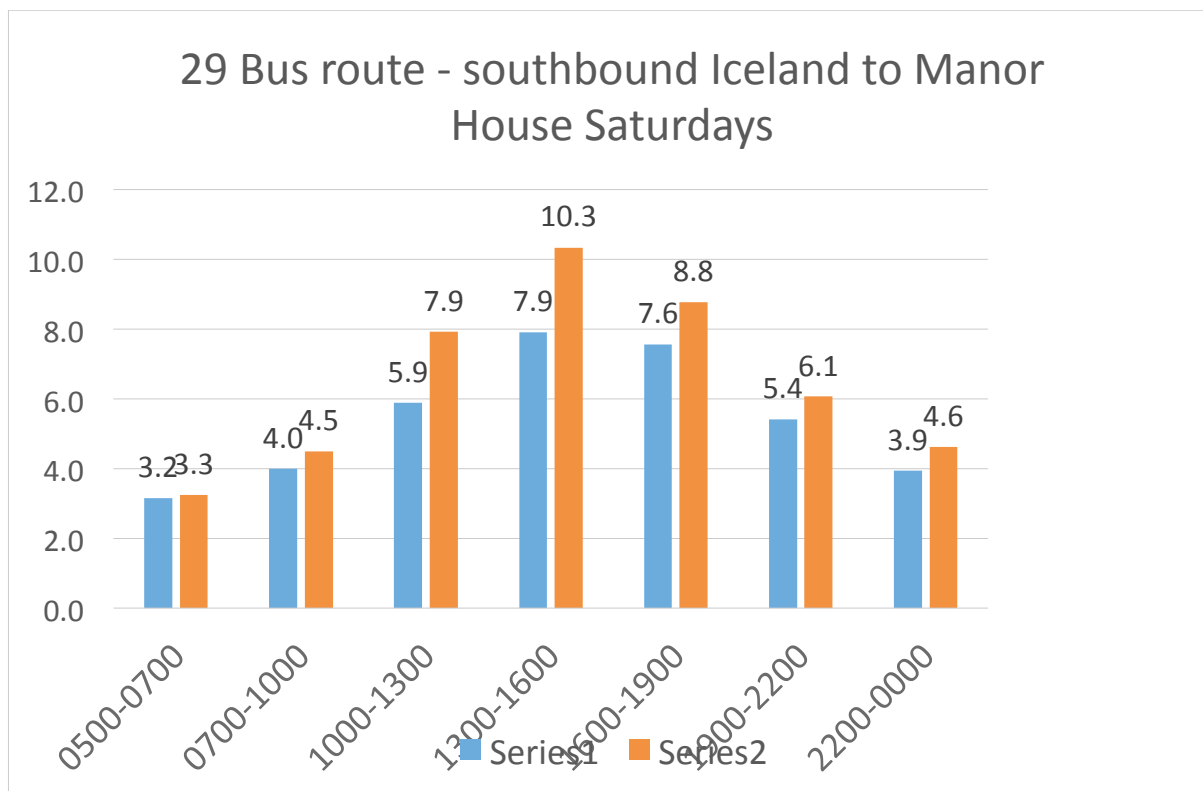
Appendix 4 - Bus journey times on Green Lanes Pre and Post Closure

Average journey times in minutes on the 29 bus – January 2016 and May 2016 compared (**blue = average for January 2016** **red = average for May 2016**)

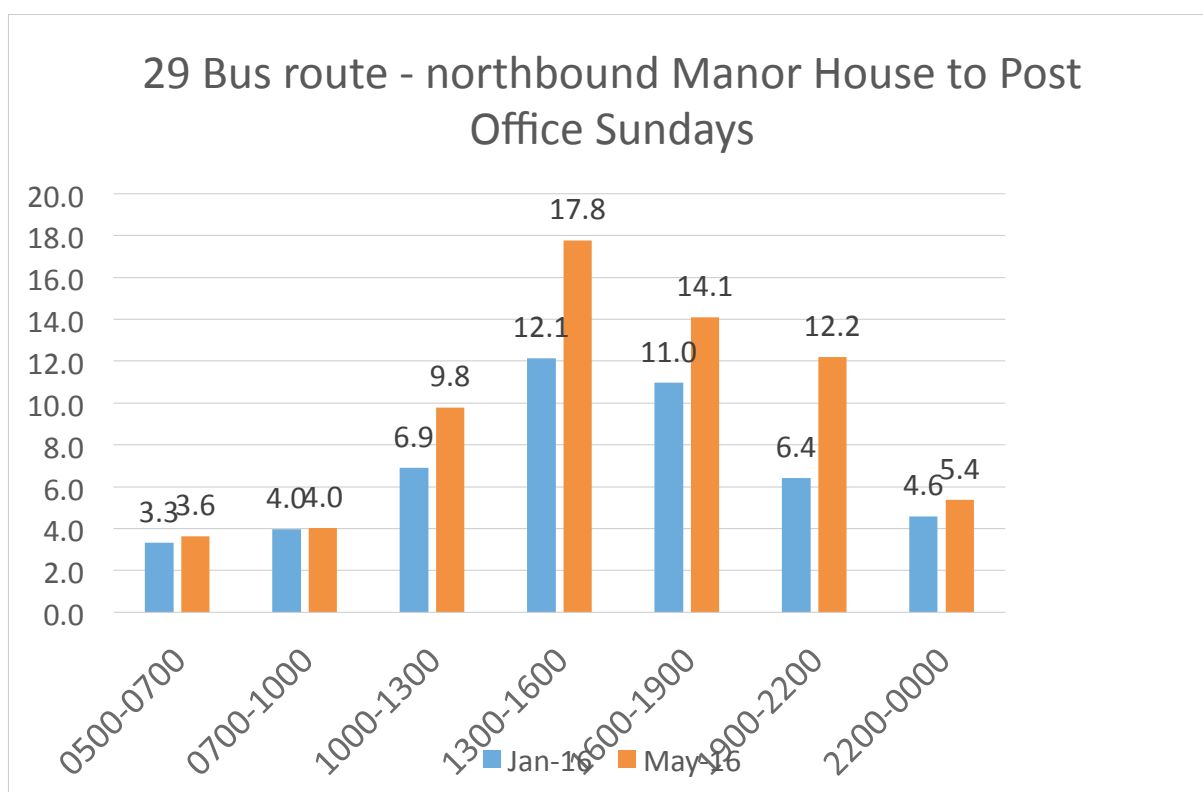
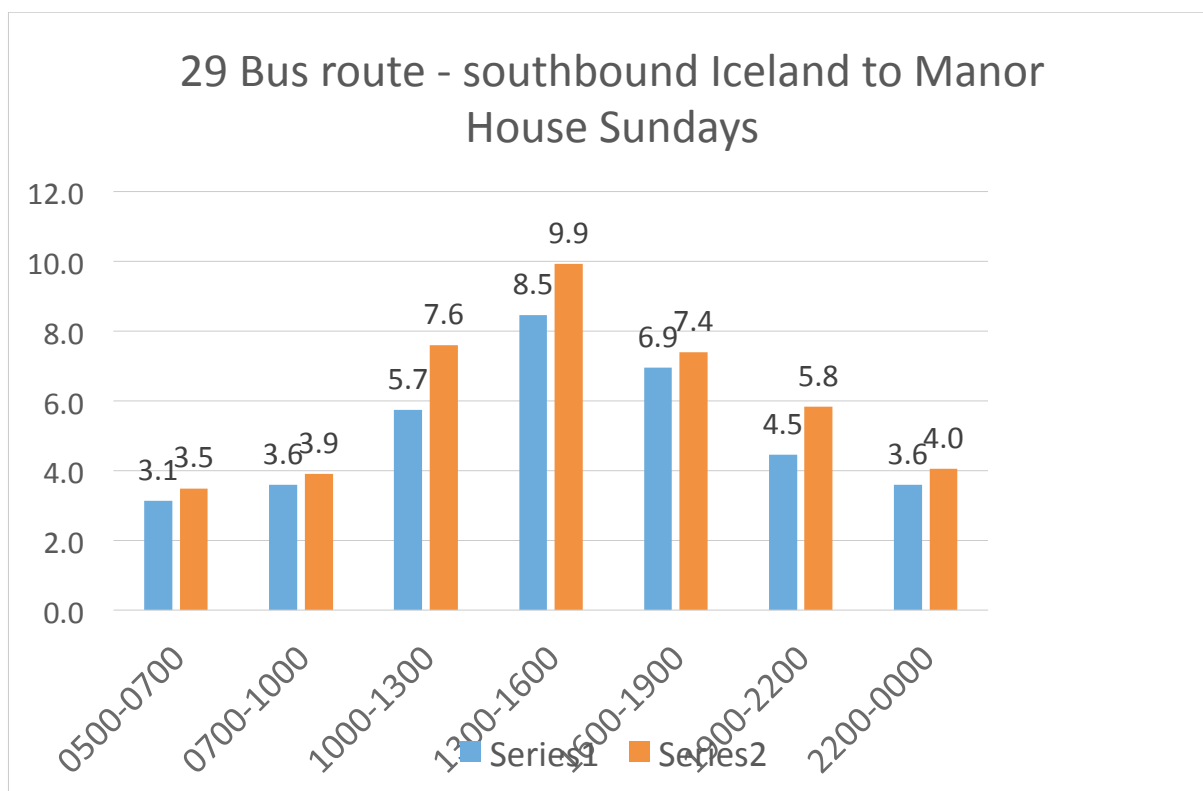
Monday to Friday



Saturdays



Sundays



Appendix 5 - Car Ownership in Harringay Ward Compared with Neighbouring Areas

