

	Excellent	So so	Not really	Definitely Not	Total	Weighted Average
AW-01 Reopen all closed roads and remove all banned turns	18.18% 4	9.09% 2	27.27% 6	45.45% 10	22	3.00
AW-02 Extend operating hours of CPZs in study area	21.74% 5	26.09% 6	13.04% 3	39.13% 9	23	2.70
AW-03 Differential parking charges based on emissions	20.83% 5	33.33% 8	29.17% 7	16.67% 4	24	2.42
AW-04 Establish new bus lanes across the area	53.85% 14	23.08% 6	7.69% 2	15.38% 4	26	1.85
AW-05 Improve / create cycle / pedestrian path along New River	63.33% 19	23.33% 7	3.33% 1	10.00% 3	30	1.60
AW-06 Improve streetscape	73.08% 19	23.08% 6	0.00% 0	3.85% 1	26	1.35
AW-07 Greater provision of car clubs	41.38% 12	27.59% 8	20.69% 6	10.34% 3	29	2.00
AW-08 More traffic calming measures across the study area	48.28% 14	37.93% 11	3.45% 1	10.34% 3	29	1.76
AW-09 Encourage use of sustainable modes for school run; traffic management near schools to discourage passing traffic	71.43% 20	17.86% 5	3.57% 1	7.14% 2	28	1.46
AW-10 Measures to improve efficiency of deliveries, such as freight consolidation	50.00% 12	33.33% 8	12.50% 3	4.17% 1	24	1.71
AW-11 Encourage out of hours deliveries	50.00% 12	20.83% 5	16.67% 4	12.50% 3	24	1.92

▼	AW-12 Introduce ASLs at junctions throughout area	31.58% 6	36.84% 7	21.05% 4	10.53% 2	19	2.11
▼	AW-13 Install cycle contraflows on one-way streets	46.67% 14	30.00% 9	10.00% 3	13.33% 4	30	1.90
▼	AW-14 Better signage and accessibility to parks	32.00% 8	56.00% 14	12.00% 3	0.00% 0	25	1.80
▼	AW-15 More on-street Bike Hangers	44.44% 12	33.33% 9	14.81% 4	7.41% 2	27	1.85
▼	AW-16 Explore opportunities to make the study area more green	60.00% 15	32.00% 8	4.00% 1	4.00% 1	25	1.52
▼	AW-17 Minimise noise and vibration through the use of improved road design	73.08% 19	19.23% 5	3.85% 1	3.85% 1	26	1.38
▼	AW-18 Remove all mini-roundabouts in study area	18.18% 4	27.27% 6	40.91% 9	13.64% 3	22	2.50

	Excellent	So so	Not really	Definitely not	Total	Weighted Average
GL-01 Remodel Green Lanes like Wood Green High Street	16.67% 4	29.17% 7	33.33% 8	20.83% 5	24	2.58
GL-02 Remove parking on Green Lanes	74.19% 23	6.45% 2	12.90% 4	6.45% 2	31	1.52
GL-03 Encourage parking elsewhere	32.14% 9	42.86% 12	14.29% 4	10.71% 3	28	2.04
GL-04 Introduce 24 hour bus and cycle lanes along Green Lanes	68.97% 20	10.34% 3	6.90% 2	13.79% 4	29	1.66
GL-05 Extend operational hours of Green Lanes bus lanes	70.00% 21	10.00% 3	13.33% 4	6.67% 2	30	1.57
GL-06 Discourage parking on Green Lanes, to encourage the use of sustainable modes	76.67% 23	6.67% 2	10.00% 3	6.67% 2	30	1.47
GL-07 Continuous dedicated cycle facilities along Green Lanes	64.29% 18	10.71% 3	10.71% 3	14.29% 4	28	1.75
GL-08 Review number and location of pedestrian crossings on Green Lanes	37.04% 10	29.63% 8	22.22% 6	11.11% 3	27	2.07
GL-09 Improve Green Lanes / Hermitage Road junction	45.83% 11	29.17% 7	16.67% 4	8.33% 2	24	1.88

▼	GL-10 Improve Green Lanes / Williamson Road (Arena Retail Park) junction	64.29% 18	21.43% 6	7.14% 2	7.14% 2	28	1.57
▼	GL-11 Improve St Ann's Road / Salisbury Road junction	53.85% 14	23.08% 6	15.38% 4	7.69% 2	26	1.77
▼	GL-12 Improve Green Lanes / Frobisher Road / Alfoxton Avenue junction	44.44% 12	33.33% 9	14.81% 4	7.41% 2	27	1.85
▼	GL-13 Improve Green Lanes / Endymion Road junction	47.83% 11	30.43% 7	13.04% 3	8.70% 2	23	1.83
▼	GL-14 Restrict access to Salisbury Road	21.74% 5	30.43% 7	13.04% 3	34.78% 8	23	2.61
▼	GL-15 Ban U-turns	53.85% 14	11.54% 3	19.23% 5	15.38% 4	26	1.96
▼	GL-16 Review bus stop locations	33.33% 8	41.67% 10	16.67% 4	8.33% 2	24	2.00
▼	GL-17 Add yellow box junction to Turnpike Lane bus station exit	42.31% 11	30.77% 8	11.54% 3	15.38% 4	26	2.00
▼	GL-18 Localised improvements to cycle facilities along Green Lanes	50.00% 12	33.33% 8	4.17% 1	12.50% 3	24	1.79
▼	GL-19 Provide pedestrian crossing at Colina Road	28.57% 6	42.86% 9	19.05% 4	9.52% 2	21	2.10
▼	GL-20 Make Green Lanes more 'green'	66.67% 18	25.93% 7	3.70% 1	3.70% 1	27	1.44
▼	GL-21 Widen / declutter pavements	68.00% 17	16.00% 4	4.00% 1	12.00% 3	25	1.60

	Excellent	So so	Not really	Definitely not	Total	Weighted Average
▼ TL-01 Off-road cycle lane along Turnpike Lane	47.83% 11	21.74% 5	17.39% 4	13.04% 3	23	1.96
▼ ER-01 Install pedestrian crossings at Endymion Road / Alroy Road junction	60.87% 14	26.09% 6	4.35% 1	8.70% 2	23	1.61
▼ ER-02 Replace existing zebra crossing with traffic signals	52.38% 11	19.05% 4	9.52% 2	19.05% 4	21	1.95
▼ ER-03 Install traffic calming measures on Endymion Road	43.48% 10	26.09% 6	13.04% 3	17.39% 4	23	2.04
▼ SR-01 Improve traffic signal operation, parking removal and/or lane layout	55.00% 11	30.00% 6	5.00% 1	10.00% 2	20	1.70
▼ SR-02 Clearer signage at St Ann's Road / Hermitage Road / North	31.58% 6	52.63% 10	10.53% 2	5.26% 1	19	1.89
▼ SR-03 Install speed camera / vehicle activated sign	57.14% 12	28.57% 6	0.00% 0	14.29% 3	21	1.71
▼ WG-01 Provide pedestrian crossing at West Green	52.63% 10	31.58% 6	5.26% 1	10.53% 2	19	1.74

▼	WG-02 Install westbound right turn lane from West Green Road to Belmont Road	22.22% 4	27.78% 5	33.33% 6	16.67% 3	18	2.44
▼	WG-03 Improve West Green Road / Langham Road junction	38.89% 7	33.33% 6	16.67% 3	11.11% 2	18	2.00

	Excellent	So so	Not really	Definitely not	Total	Weighted Average
▼ WR-01 Close Wightman Road	50.00% 17	11.76% 4	5.88% 2	32.35% 11	34	2.21
▼ WR-02 Package of measures to discourage through traffic from Wightman Road	66.67% 22	12.12% 4	12.12% 4	9.09% 3	33	1.64
▼ WR-03 Make Wightman Road one-way	16.67% 5	16.67% 5	10.00% 3	56.67% 17	30	3.07
▼ WR-04 Move pavement parking onto the carriageway	65.63% 21	15.63% 5	15.63% 5	3.13% 1	32	1.56
▼ WR-05 Continuous dedicated cycle facilities along Wightman Road	65.52% 19	17.24% 5	6.90% 2	10.34% 3	29	1.62
▼ WR-06 Wightman Road / Turnpike Lane junction	33.33% 7	42.86% 9	4.76% 1	19.05% 4	21	2.10
▼ WR-07 Remove no night turn from Wightman Road northbound to Turnpike Lane eastbound	46.43% 13	17.86% 5	10.71% 3	25.00% 7	28	2.14
▼ WR-08 Localised improvements to cycle facilities along Wightman Road	66.67% 18	18.52% 5	3.70% 1	11.11% 3	27	1.59
▼ WR-09 Pavements made safe and accessible to all pedestrians	80.65% 25	12.90% 4	0.00% 0	6.45% 2	31	1.32

	Excellent	So so	Not really	Definitely not	Total	Weighted Average
GA-01 Reopen closed roads to Gardens	26.32% 5	26.32% 5	5.26% 1	42.11% 8	19	2.63
GA-02 Convert rising bollards to a permanent closure	33.33% 6	16.67% 3	16.67% 3	33.33% 6	18	2.50
GA-03 Make Gardens roads one-way	18.75% 3	25.00% 4	31.25% 5	25.00% 4	16	2.63
GA-04 Create / sign cycle route along Stanhope Gardens	50.00% 9	22.22% 4	16.67% 3	11.11% 2	18	1.89
GA-05 Provide passing places on Garden Road	22.73% 5	22.73% 5	31.82% 7	22.73% 5	22	2.55



	Excellent ▾	So so ▾	Not really ▾	Definitely not ▾	Total ▾	Weighted Average ▾
▼ HE-01 Reopen closed roads in the Hermitage area	25.00% 4	37.50% 6	0.00% 0	37.50% 6	16	2.50
▼ HE-02 Create pedestrian / cycle route between Gardens and Arena	78.95% 15	5.26% 1	5.26% 1	10.53% 2	19	1.47
▼ HE-03 New pedestrian / cycle bridge across New River, linking Hermitage area to Woodberry Down	68.42% 13	15.79% 3	5.26% 1	10.53% 2	19	1.58
▼ HE-04 Convert closure of Hermitage Road to a rising bollard to allow resident access	6.67% 1	0.00% 0	20.00% 3	73.33% 11	15	3.60
▼ HE-05 Remove barrier on Tiverton Road	0.00% 0	16.67% 2	25.00% 3	58.33% 7	12	3.42
▼ HE-06 Move pavement parking onto the carriageway	73.33% 11	13.33% 2	0.00% 0	13.33% 2	15	1.53
▼ HE-07 Widen footways at Hermitage Road rail bridge	30.77% 4	53.85% 7	0.00% 0	15.38% 2	13	2.00
▼ HE-08 Improve safety of Hermitage	61.54% 8	30.77% 4	0.00% 0	7.69% 1	13	1.54

	Excellent	So so	Not really	Definitely not	Total	Weighted Average
LA-01 Add bollards to Ladder rungs	51.72% 15	13.79% 4	3.45% 1	31.03% 9	29	2.14
LA-02 Make all Ladder rungs run in the same direction	0.00% 0	32.14% 9	21.43% 6	46.43% 13	28	3.14
LA-03 More widespread use of turn bans in and out of Ladder rungs	27.59% 8	27.59% 8	17.24% 5	27.59% 8	29	2.45
LA-04 Improve access to Harringay station	54.17% 13	29.17% 7	12.50% 3	4.17% 1	24	1.67
LA-05 No left turn out of Umfreville Road	18.18% 4	27.27% 6	22.73% 5	31.82% 7	22	2.68
LA-06 More pedestrian accesses to Finsbury Park	76.92% 20	11.54% 3	3.85% 1	7.69% 2	26	1.42
LA-07 Continue Harringay Passage south to Finsbury Park	70.37% 19	14.81% 4	3.70% 1	11.11% 3	27	1.56
LA-08 Alternate directions of Ladder rungs in blocks	12.00% 3	48.00% 12	20.00% 5	20.00% 5	25	2.48
LA-09 No right turn out of Beresford Road	13.64% 3	36.36% 8	18.18% 4	31.82% 7	22	2.68

▼	LA-10 Reverse one-way direction on Beresford Road	5.00% 1	45.00% 9	20.00% 4	30.00% 6	20	2.75
▼	LA-11 Block access from Willoughby Road into Turnpike Lane	33.33% 8	25.00% 6	33.33% 8	8.33% 2	24	2.17
▼	LA-12 One-way system and turns bans around Willoughby Road	76.92% 20	11.54% 3	3.85% 1	7.69% 2	26	1.42
▼	LA-13 Block entrance from Falkland Road onto Green Lanes	28.57% 6	23.81% 5	14.29% 3	33.33% 7	21	2.52
▼	LA-14 Allow cycling along Harringay Passage	14.81% 4	22.22% 6	14.81% 4	48.15% 13	27	2.96
▼	LA-15 Signpost Lothair Road as an official cycling route	35.00% 7	40.00% 8	15.00% 3	10.00% 2	20	2.00
▼	LA-16 Open new pedestrian route through Ducketts Common	54.17% 13	33.33% 8	4.17% 1	8.33% 2	24	1.67

	Excellent	So so	Not really	Definitely not	Total	Weighted Average
SA-01 Allow southbound traffic from North Grove to St Ann's Road	15.38% 2	15.38% 2	46.15% 6	23.08% 3	13	2.77
SA-02 No left turn from Cornwall Road to St Ann's Road	23.08% 3	30.77% 4	30.77% 4	15.38% 2	13	2.38
SA-03 Remove Harringay Road barrier	13.33% 2	0.00% 0	26.67% 4	60.00% 9	15	3.33
SA-04 Make Etherley Road one-way	21.43% 3	7.14% 1	35.71% 5	35.71% 5	14	2.86
SA-05 Reconfigure Harringay Road one-way system	7.14% 1	35.71% 5	35.71% 5	21.43% 3	14	2.71
SA-06 Measures to improve compliance with zebra crossings on St Ann's Road	53.85% 7	15.38% 2	15.38% 2	15.38% 2	13	1.92
SA-07 Provide safe pedestrian crossings around Chestnuts School	75.00% 12	12.50% 2	0.00% 0	12.50% 2	16	1.50
SA-08 Measures to reduce through traffic on Avenue Road	46.15% 6	23.08% 3	15.38% 2	15.38% 2	13	2.00
SA-09 Replace zebra crossing with signals on St Ann's Road	57.14% 8	21.43% 3	7.14% 1	14.29% 2	14	1.79

fiddling with the one-way directions and banned turns of the Ladder rungs could help more evenly distribute traffic however it would be much better to do things to reduce all the through traffic which would make the distribution less of an issue

12/3/2016 12:16 PM View respondent's answers

The proposed oneway cycle lane along wightman is silly, needs to be two way

12/3/2016 12:15 PM View respondent's answers

Close or one-way only Frobisher to Green Lanes

12/3/2016 11:56 AM View respondent's answers

Improve safety and traffic calming along eade and vale roads.

12/3/2016 8:48 AM View respondent's answers

The temporarily closure of Wightman Rd over the summer was dreadful for many people. I can sympathise with the WR residents wanting some piece and quiet but we live in a modern and very busy city we all need to be able to get around. WR is a main B road with a railway running along side it, permentatly closing it would be unthinkable. I also think spending massive amounts of money on closing a road for the benefit of relatively few residents (looking at the study area as a whole) while the council are massively cutting back services to the most vunerable in our community is unconscionable. I do agree with traffic calming throughout the borough, and someone how stopping aggressive and fast driving.

12/3/2016 8:29 AM View respondent's answers

There is no point or need to close Willoughby to Turnpike Lane if something is done to reduce rat running traffic coming in from GL-Frobisher. The suggestion to do something with one-ways and turn bans around Willoughby sounds the wrong approach - oneways make traffic flow faster, better would be to make GL/Frobisher resident only access.

12/3/2016 8:18 AM View respondent's answers

Why is there no option to remove the 'temporary' no-right-turn from Hewitt Rd.? It needs to be removed.

12/2/2016 6:53 PM View respondent's answers

Reduce all the through traffic at north of ladder that's avoiding the congestion on Turnpike Lane and top of Green Lanes.

12/2/2016 5:34 PM View respondent's answers

Prevent traffic exiting Salisbury Road to drive up Warham Road.

12/2/2016 3:16 PM View respondent's answers

One way roads discourage walking and social interactions with other people, which makes them entirely unsuitable for residential roads. Restricting turns from Ladder roads as the dreadful mistake of introducing a no-right turn on Hewitt Road simply concentrates the traffic on fewer and fewer roads. I can see why Beresford Road has made a pitch for something similar, but that would simply concentrate more traffic on to Frobisher, Fairfax Pemberton and Burgoyne roads, which is unacceptable. Air pollution must be tackled, Client Earth has won its case against the Government, EU and WHO limits on particles, Co2, NoX are to be adopted into UK law, Public Health England has identified air pollution as a defining issue and the MoL has prioritised air pollution as a key issue, WAKE UP, the volume of traffic going through the Harringey ward simply CANNOT continue, it poses too serious a health risk to those living and working in the area. As for Haringey policy of being the greenest borough in the land, do not waste Officer time on a policy that is worthless and probably invented only to cover the large price increases in residents' parking permits. More and more people are aware of air pollution and the impact it has on health, I am not talking about the dreadful numbers of deaths that it causes, I am talking about diseases such as asthma, eczema, hives, rhinitis which we are suffering from as a family and all of which are linked to air pollution and have arisen in the last 6 years which could be resolved with sensible solutions to the very high levels of traffic and the unsuitable vehicles allowed to run through the area such as a double decker bus that uses Wightman and Fairfax Road every morning at 8.15am. Why is that allowed? The Council needs to take action to ensure that traffic levels are sharply reduced and unsuitable vehicles are fined. Using public funds to shore up businesses on Green Lanes is not a viable long term strategy while in contrast it is impossible to even use sections of the pavement on Wightman Road as it is in such poor condition due to under-funding. It is crowded on one side by cars parked up and on the other by wheelie bins. All restricting traffic on Green Lanes will do is to shift it on to adjoining residential roads and just add to the problem. Decisions about traffic have been non existent, dis-jointed and subject to undue influence from both groups and individuals which has resulted in the mess we have today and if you

expect to make decisions that will work towards reducing the number of people dying, then they will need to be made very quickly while ensuring that no single ward/area bears the unacceptable brunt of very heavy traffic, that is inequitable and now in the changing environment unsustainable.

12/2/2016 2:50 PM View respondent's answers

We welcome any pollution reducing, traffic calming measures! Thank you for your hard work in helping to make a better Harringay.

12/2/2016 2:40 PM View respondent's answers

The temporary closure of Wightman proved that this is not a viable long term option. Traffic didn't magically disappear and public transport and pedestrians were put at risk due to increased congestion in surrounding roads. I totally agree with traffic calming measures across the whole study area, enforcing the 20mph speed limit would be a great start. Also removing parking from Green Lanes and Turnpike Lane and other measures to improve the traffic flow would, I think, encourage more drivers to use these A roads and improve the time of bus journeys.

12/2/2016 2:12 PM View respondent's answers

1. Reconfigure St Ann's Road junction with Green Lanes to make two-way thereby removing large traffic volumes entering Salisbury Road (38,000) and crossing into Warham Road (Warham has 18,000+ vehicles a week) both are residential streets which should not be connected to the Primary Road Network in the way they currently are). 2. Restrict traffic on school based Ladder Roads, and install zebra crossings at Harringay Passage throughout the Ladder. 3. Enforce 20mph speed limits with cameras and fines otherwise pointless. 4. Enforce parking limits next to Greek Orthodox Church and Mosque otherwise pointless. Frequent illegal parking on single yellow lines during the week.

12/2/2016 1:51 PM View respondent's answers

The one way changes and banned turns around Will Pugh by Rd sound good but so little detail it's hard to tell. Needs further discussion with the residents around there.

12/2/2016 12:58 PM View respondent's answers

Whatever happens, there needs to be a drastic reduction of traffic on the Ladder / Wightman Road. The air feels heavily polluted on Wightman and many drivers seem to travel well over the speed limit, so it's pretty dangerous.

12/2/2016 12:16 PM View respondent's answers

The area around Ducketts Common and Willoughby Rd get vastly more through traffic than most other places and deserves far more attention with these traffic changes.

12/2/2016 12:05 PM View respondent's answers

Since it has been proved that emissions are increased by vehicles slowing down and speeding up at speed bumps, replace these with speed cameras as a the traffic calming method of choice.,

12/2/2016 11:53 AM View respondent's answers

As a resident on the ladder I am concerned at proposals to individual ladder roads (LA-9,10 & 13) as this will simply move the problem on to other ladder roads. Any changes to access of ladder roads needs to be applied to all roads to ensure an even distribution of traffic. Better cycle lanes/facilities will encourage people out of their cars. More need to be done reduce the general level of traffic in the area.

12/2/2016 11:25 AM View respondent's answers

There's a huge gap in the 'ladder' section. There's no question there about removing the one way system in the rungs, which in my opinion and many others should be done. All rungs should be 2 way. I also think the rungs should be blocked off at the passage, so effectively you have two cul-de-sacs in each rung, which would also mean the passage was a continuous through route for pedestrians. There are a lot of children that use the passage and this would make a huge difference. One way systems are massively discredited and should be removed. The rungs are wide enough for two way traffic.

12/2/2016 11:13 AM View respondent's answers

(1) Warham Road on the Ladder gets the most through traffic by 500 vehicles per day over the next closest most trafficked road on the Ladder. This is because of the policy of routing vehicles from Salisbury Road straight on to Warham. This policy is something that needs to be seriously reviewed and it is odd that Falklands and Beresford Roads would be specifically mentioned in the survey and not Warham Road. (2) Speed bumps should be removed. They only serve to create more noise from tools and supplies smacking down as vehicles go over them.

12/2/2016 11:04 AM View respondent's answers



Please make the left turning from St Anns Road into Salisbury Road safe decreasing the size of the road opening so cars have to slow down to turn. It is highly dangerous at the moment.

12/2/2016 9:56 AM View respondent's answers

Would be interesting if in the option for a 24hr bus lane, if this could be changed depending on the time of day. For example in the mornings (given 3 lanes), 1 would be north bound traffic, 2 southbound, and 3 southbound bus lane, but in the evenings, 1 would be north bound bus lane, 2 northbound traffic, and 3 southbound traffic. This in combination with a bi directional cycle lane on Wightman I believe would be a great combination, allowing a good flow of public transport and a less busy cycle area for people passing through (ideally this an additional exit, entrance would be added to Finsbury park to allow cycles to flow directly from Finsbury park station through the Harringay Ladder area)

12/2/2016 9:54 AM View respondent's answers

Area needs more filters not less. Ones in the Gardens, Hermitage and Harringay Road will be hard fought for to be kept and others will do the same once installed

12/2/2016 9:54 AM View respondent's answers