

## NOTICE OF MEETING

# CABINET MEMBER SIGNING

**Tuesday, 7th November, 2023, 10.30 am - Podium, River Park House, 225 High Road, N22 4HQ (watch the live meeting [Here](#))**

**Councillor:** Seema Chandwani – Cabinet Member for Tackling Inequality and Resident Services

### 1. **FILMING AT MEETINGS**

Please note that this meeting may be filmed or recorded by the Council for live or subsequent broadcast via the Council's internet site or by anyone attending the meeting using any communication method. Although we ask members of the public recording, filming or reporting on the meeting not to include the public seating areas, members of the public attending the meeting should be aware that we cannot guarantee that they will not be filmed or recorded by others attending the meeting. Members of the public participating in the meeting (e.g. making deputations, asking questions, making oral protests) should be aware that they are likely to be filmed, recorded or reported on. By entering the meeting room and using the public seating area, you are consenting to being filmed and to the possible use of those images and sound recordings.

The chair of the meeting has the discretion to terminate or suspend filming or recording, if in his or her opinion continuation of the filming, recording or reporting would disrupt or prejudice the proceedings, infringe the rights of any individual or may lead to the breach of a legal obligation by the Council.

### 2. **APOLOGIES FOR ABSENCE**

To receive any apologies for absence.

### 3. **DECLARATIONS OF INTEREST**

A member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:

- (i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and
- (ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Register of Members' Interests or the subject of a pending notification must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal interests and prejudicial interests are defined at Paragraphs 5-7 and Appendix A of the Members' Code of Conduct

#### **4. URGENT BUSINESS**

The Chair will consider the admission of any late items of Urgent Business. (Late items of Urgent Business will be considered under the agenda item where they appear. New items of Urgent Business will be dealt with under agenda item 8).

#### **5. DEPUTATIONS/ PETITIONS/ QUESTIONS**

To consider any requests received in accordance with Part 4, Section B, paragraph 29 of the Council's constitution.

#### **6. COUNCIL TAX REDUCTION SCHEME AMENDMENTS 2024/25 (PAGES 1 - 24)**

#### **7. PROPOSED ROAD SAFETY IMPROVEMENTS ON SHEPHERDS HILL AND WOLSELEY ROAD. (PAGES 25 - 56)**

#### **8. NEW ITEMS OF URGENT BUSINESS**

As per item 4.

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Monday, 30 October 2023

**Report for:** Cabinet Member Signing 7 November 2023

**Title:** Council Tax Reduction Scheme Amendments 2024/25

**Report authorised by:** Jon Warlow

**Lead Officer:** David Graaff Head of Service Delivery  
david.graaff@haringey.gov.uk

**Ward(s) affected:** All

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

## 1. Describe the issue under consideration

The report sets out the proposed amendments to the Council Tax Reduction Scheme (CTRS) to include some technical changes in the scheme for working age claimants which have already been included scheme for pension age claimants. The report sets out these technical changes, with a preferred option recommended for consultation. It also sets out the proposed consultation process.

## 2. Recommendations

- 2.1 The Cabinet Member for Tackling Inequality and Resident Services is asked to agree to a consultation on the preferred option to amend the existing CTRS in respect of working age claimants to replicate some technical changes which Government has already mandated for the pension age scheme.
- 2.2 The Cabinet Member for Tackling Inequality and Resident Services is asked to note the changes detailed in Appendix 1.
- 2.3 The Cabinet Member for Tackling Inequality and Resident Services is asked to note and approve that, following consultation with the Greater London Authority (“GLA”) and having considered the GLA’s response:
  - 2.3.1 A draft CTRS will be published
  - 2.3.2 A consultation (the consultation document is attached at Appendix 2) on the draft CTRS will be carried out with persons likely to have an interest in its operation; and

- 2.3.3 The findings of the consultation will inform the final CTRS, which will be put to members to consider at full Council in early 2024.

### 3. Reasons for decision

- 3.1 Central government mandates how CTRS is assessed for people who have reached state pension age. The relevant legislation is the Council Tax Reduction Schemes (Prescribed Requirements) (England) Regulations 2012. These mandatory requirements for the pension age scheme are updated annually by Statutory Instrument.
- 3.2 There is no such mandatory updating mechanism for the CTRS scheme for working age claimants. Instead, the Council is obliged to consider whether to revise or replace its CTRS each year.
- 3.3 The Council is not obliged to revise or replace the CTRS scheme, and if any revision or replacement is to be made, the Council must follow the consultation process set out in the legislation and the decision must be made by Full Council.
- 3.4 Where the changes are minor and/or technical changes it would not be efficient or proportionate to run a public consultation annually. Indeed it is not possible to replicate any changes from the pension age scheme to the working age scheme in the same year as there is insufficient time following the issuance of the Statutory instrument (usually in January) to complete the required consultation process.
- 3.5 The Council has not updated these technical changes since 2013 and there is a sufficient divergence to make a consultation exercise worthwhile. For example, there are some technical changes permitting the Council to disregard certain payments (such as those relating to Windrush and Grenfell Tower) for the purposes of calculating capital, which may have more relevance to some Haringey residents.
- 3.6 The Council is not seeking to enhance or reduce the current working age CTRS scheme beyond the capital disregards and is seeking to consult only on the technical changes set out in Appendix 1. The following changes are proposed:
- 3.6.1 Replication of capital rules. The proposed change is to update the capital rules to fully disregard certain compensation payments (Such as Windrush or Grenfell Tower support payments). This will replicate the existing pension-age CTRS rules and whilst this might only be applicable for a small number of residents, but it would be beneficial for any affected.
- 3.6.2 Replicate the Scottish/Welsh legislative changes. The proposed change will update the working-age scheme to replicate the pension age scheme regarding several changes to Scottish and Welsh

legislative provisions. The changes are administrative and the impact on households will be negligible as most affected households are resident in Scotland and Wales.

- 3.6.3 Replicate references to national legislation, so as to include new statutory benefits and income and other minor changes from the pension-age scheme to the working-age scheme. These changes are technical and will simplify the administration of the scheme.

#### **4. Alternative options considered**

- 4.1 Not replicating the changes to the working age CTRS and having divergent technical requirements schemes for working age and pension age CTRS. This is not recommended because amending the scheme will reduce the administrative burden on the Council and afford greater clarity and consistency of CTRS entitlement for residents.
- 4.2 Replicating all aspects of the pension age CTRS scheme for working age applicants. This is not recommended as it would either have the effect of creating adverse effects for some residents (such as some households with more than two children) or increasing entitlement for other residents (such as through the reduction of some non-dependant deductions) which would increase the cost of the scheme significantly.

#### **5. Background information**

- 5.1 Haringey Council has a Council Tax Reduction Scheme (CTRS) to provide support to residents who need help to pay their Council Tax.
- 5.2 As part of the government's welfare reforms, responsibility for setting Council Tax support was devolved to Local Authorities. Council Tax Benefit was abolished and replaced with locally managed Council Tax Reduction Schemes from 1 April 2013. Nationally, CTRS had 10% less government funding than the previous Council Tax Benefit. There was a mandate to protect pensioners from any changes.
- 5.3 The Council must consider whether to revise or replace its CTRS for each financial year but does not actually have to revise or replace it and can choose to make no changes.
- 5.4 If any revision or replacement is proposed, the Council must follow the consultation process set out in the legislation and changes must be made by 11 March, to take effect from 1 April. The Council will be consulting as required. The consultation is expected to start in October 2023 and last eight weeks. The final decision must be made by Full Council before 11th March 2024.

## **6. Contribution to the Corporate Delivery Plan 2022-2024 High level Strategic outcomes**

- 6.1 These changes contribute to a positive resident experience as they improve the accessibility and design of the scheme by removing unintentional inconsistencies. This is part of the focus on tackling inequalities, recognising economic inequality and the need for us to use the levers available to us to reduce poverty in the borough and mitigate its worst impacts.

## **7. Carbon and Climate Change**

- 7.1 The proposed decision has no impact on carbon emissions, energy usage or climate change adaptation.

## **8. Statutory Officers comments (Director of Finance (procurement), Head of Legal and Governance, Equalities)**

### **8.1 Finance**

The proposed changes to the CTRS are predominately minor changes which will not have any significant impact on the cost of the scheme.

### **8.2 Procurement**

There are no procurement implications

### **8.3 Head of Legal & Governance**

As set out in section 13A (2) of the Local Government Finance Act 1992, the Council as billing authority must make a localised Council Tax Reduction Scheme in accordance with Schedule 1A to the Act. Each financial year the Council must consider whether to revise its scheme, or to replace it with another scheme. The Council must make any revision to its scheme, or any replacement scheme, no later than 11 March in the financial year preceding that for which the revision or replacement scheme is to have effect.

This report recommends that the existing Scheme is revised and sets out proposals for consultation. Schedule 1A to the 1992 Act makes further provision about council tax reduction schemes including prescribing the consultation process that must be followed. The Council must, in the following order:

- a. consult any major precepting authority which has power to issue a precept to it,
- b. publish a draft scheme in such manner as it thinks fit, and

c. consult such other persons as it considers are likely to have an interest in the operation of the scheme.

The rationale for consulting with the major precepting authority first, in this case the GLA, is to ensure that they have been involved in shaping the proposals within the draft scheme that will be put out to the public for consultation.

It is proposed that following consultation with the GLA on the proposals set out in this report, and having considered the GLA's response, a draft scheme will be published and consultation with affected groups will commence.

The Council is proposing an eight-week public consultation. This timetable is proposed to start in October 2023

Consultation with affected groups will need to take into account the complexity of the reduction scheme that is proposed, ensuring that the proposals can be understood by consultees to enable them to give an informed response. The Council must ensure it allows adequate time for conscientious consideration of the consultation responses in order that these may inform the final proposals, which will be brought to full Council in early 2024. Whilst the Council has until 11 March 2024 to adopt the scheme, it is recognised that in order to allow sufficient time to implement any changes, full Council should consider the proposals earlier.

Schedule 1A allows the Government to make regulations about the prescribed requirements for schemes. Any scheme that the Council adopts must comply with these regulations.

The Council must ensure that it has due regard to its Public Sector Equality Duty (PSED) under the Equality Act 2010 in considering whether to revise or replace its scheme. A comprehensive Equalities Impact Assessment will be required in order to inform the final proposals put to full Council. Consideration of the PSED will include how the Council will remove or minimise any disadvantage suffered by people with a protected characteristic (by way of their age, disability, gender, gender reassignment, race, religion or belief, sexual orientation, pregnancy, or maternity).

There are no legal reasons why the Cabinet Member should not take the decision recommended in this report.

### **8.4 Equality**

The council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act

- Advance equality of opportunity between people who share protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not

The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex, and sexual orientation. Marriage and civil partnership status applies to the first part of the duty. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

- a. The proposal is likely to improve the accuracy of CTRS awards consistent with the schemes for pension-age claimants and Housing Benefit
- b. These changes will specifically support those in financial hardship (as applicable to the local protected characteristic of socioeconomic status) and other vulnerable groups.
- c. The proposed changes to the policy will have no detrimental impact on groups that share the protected characteristics or other disadvantaged groups.

### **9. Use of Appendices**

Appendix 1 lists the proposed changes  
Appendix 2 sets out the proposed consultation

### **10. Background papers**

[Council approval of the 2013/14 Council Tax Reduction Scheme](#)  
[Council approval of the 2019/20 Council Tax Reduction Scheme](#)  
[Council approval of the 2022/23 Council Tax Reduction Scheme](#)



**COUNCIL TAX REDUCTION SCHEME**  
**TABLE OF PROPOSED CHANGES FOR WORKING AGE CLAIMANTS**

This table shows:

1. Legislation mandating changes to the schemes for pensioners since the introduction of the CTRS.
2. The equivalent accepted technical change that could be made for working age claimants.
3. The table does not show changes which the Council is not intending to make.

	<b>Legislation</b>	<b>Change</b>	<b>Commentary</b>
1	Council Tax Reduction Schemes (Prescribed Requirements) (England) (Amendment) Regulations 2023/16	<p>Providing that someone is treated as disabled if they receive adult disability payment. See:</p> <ul style="list-style-type: none"> <li>• Non-dependant deductions (para.30A)</li> <li>• Premiums (Schedule 3, Part 3)</li> <li>• Treatment of child care charges (para.58(11))</li> </ul> <p>Providing that adult disability payment should be disregarded as income (Schedule 8).</p>	The Adult Disability Payment (ADP) is a Scottish disability benefit which has replaced Personal Independence Payments (PIP). This change will ensure residents receiving this payment are treated in the same way as those in receipt of PIP.
2	Council Tax Reduction Schemes (Prescribed Requirements) (England) (Amendment) Regulations 2022/25	<p>Including as capital disregards (schedule 10):</p> <ul style="list-style-type: none"> <li>• Windrush payments</li> <li>• Historical child abuse payments</li> </ul> <p>Including as disregards for non-dependants (see para.30A(9) <i>Non-dependant deductions: persons who are not pensioners</i> and para.58A <i>treatment of child-care charges</i>):</p> <ul style="list-style-type: none"> <li>• Historical child abuse payments</li> <li>• Windrush payments</li> </ul>	This change will introduce capital disregards for several compensatory payments to ensure that affected residents are still eligible to receive Council Tax Support.

		<ul style="list-style-type: none"> <li>• Child disability payments</li> <li>• Grenfell Tower support payments</li> </ul> <p>Including child disability payments as a qualifying condition for the enhanced disability premium for the purposes of applicable amounts and as a premium for personal allowances:</p> <ul style="list-style-type: none"> <li>• Schedule 3 para.12 (already done for pensioners in sch.2 Para.7(1)(aa))</li> <li>• Schedule 3 para.8</li> </ul>	<p>Child Disability Payment (CDP) is a Scottish disability benefit which has replaced Disability Living Allowance (DLA) for children. This change will ensure residents receiving this payment are treated in the same way as those in receipt of DLA</p>
3	<p>Council Tax Reduction Schemes (Prescribed Requirements) (England) (Amendment) Regulations 2021/29</p>	<p>Including payments from the National Emergencies Trust as disregards for capital and non-dependent deductions:</p> <ul style="list-style-type: none"> <li>• Para. 30A(9) <i>Non-dependant deductions: persons who are not pensioners</i></li> <li>• Schedule 10: <i>Capital disregards</i></li> </ul> <p>Including as disregards victims' payments under the Victims' Payments Regulations 2020. See:</p> <ul style="list-style-type: none"> <li>• Schedule 8</li> <li>• Schedule 10</li> </ul> <p>Expanding capital disregards (Schedule 10) to include:</p> <ul style="list-style-type: none"> <li>• Payments made by the Child Migrants Trust</li> <li>• Scottish social security payments (e.g. Scottish child payment assistance, Carer's Assistance (Young Carer Grants) (Scotland) Regulations 2019, Social Security (Scotland) Act 2018), Winter heating assistance</li> <li>• Compensation payments for DWP errors</li> </ul>	<p>This change will introduce capital and non-dependent disregards for emergency payments to ensure that affected residents are still eligible to receive Council Tax Support.</p> <p>This change will introduce an income disregard for victim payments made to residents, in line with changes already made to the pension-age scheme.</p> <p>This change will introduce capital disregards for certain emergency and compensation payments to ensure that affected residents are still eligible to receive Council Tax Support.</p>

4	Council Tax Reduction Schemes (Prescribed Requirements) (England) (Amendment) Regulations 2020/23	<p>Including as a disregard payments made from the We love Manchester Emergency Fund (Schedules 8 and 10).</p> <p>Including statutory parental bereavement pay as income (Part 10 Chapters 5 and 6).</p>	<p>This change will introduce a capital disregard for emergency fund payments to ensure that affected residents are still eligible to receive Council Tax Support.</p> <p>This change is proposed to align working and pension-age schemes to include new bereavement payments as part of a household's income calculation.</p>
5	Council Tax Reduction Schemes (Prescribed Requirements) (England) (Amendment) Regulations 2018/1346	<p>Including as a relevant child care charge a person who is employed, or engaged under a contract for services, to provide care and support by the provider of a domiciliary support service within the meaning of Part 1 of the Regulation and Inspection of Social Care (Wales) Act 2016.</p> <p>The equivalent change for pensioners can be seen at para. 58 (8)(l)).</p> <p>Including as a capital disregard payments made as an error of law (rather than only those made as an official error). This has already been done for pensioners (sch.9 para.22).</p> <ul style="list-style-type: none"> <li>• Schedule 10 para.12 capital disregards: persons who are not pensioners</li> </ul>	<p>This change expands the definition of child-care costs in Wales and will result in relevant payments being deducted from a household's income.</p> <p>This change will introduce a capital disregard where a payment is made due to an error in law, ensuring that affected residents are still eligible to receive Council Tax Support.</p>
6	Council Tax Reduction Scheme (Amendment) (England)	<p>Including as disregards:</p> <ul style="list-style-type: none"> <li>• the Scottish Infected Blood Support Scheme</li> <li>• an approved blood scheme</li> <li>• the London Emergencies Trust</li> </ul>	<p>This change will introduce capital disregards for several compensatory payments to ensure that affected residents are still eligible to receive Council Tax Support.</p>

	<p>Regulations 2017/1305</p>	<ul style="list-style-type: none"> <li>• payments approved by the Secretary of State to a disabled person where their disability was caused by their mother having taken Thalidomide during her pregnancy.</li> </ul> <p>Including as a sum to be disregarded in the calculation of income other than earnings:</p> <ul style="list-style-type: none"> <li>• Schedule 8 para.32: payments for care and support under section 35 or 36 of the Social Services and Well-being (Wales) Act 2014 (for a person who is not normally a member of the applicant's household but is temporarily in his care)</li> <li>• Schedule 8 para.32: certain payments under section 26A of the Children (Scotland) Act 1995 (duty to provide continuing care)</li> </ul>	<p>This change will disregard Scottish and Welsh care and support payments for working-age Council Tax Support applicants and will standardize the treatment of care payments across all schemes.</p>
7	<p>Council Tax Reduction Schemes (Prescribed Requirements) (England) (Amendment) Regulations 2016/1262</p>	<p>Updating references to “personal allowance” and “personal reliefs” to refer to the updated provisions of the Income Tax Act 2007, e.g.</p> <ul style="list-style-type: none"> <li>• Chapter 5 Para.52 Calculation of net earnings of employed earners: persons who are not pensioners</li> <li>• Chapter 5 para.56(10) Income: Persons Who are Not Pensioners</li> </ul> <p>Including reference to ‘Scottish taxpayer’ and ‘Scottish basic rate’ of income tax so that they may be taken into account when calculating the net earnings of employed earners and self-employed taxpayers, e.g.</p> <ul style="list-style-type: none"> <li>• Chapter 5 para.56(10) Income: Persons Who are Not Pensioners</li> </ul>	<p>This change is largely administrative and ensures that the scheme refers to up-to-date terms and legislation.</p> <p>This change is largely administrative and ensures that the scheme refers to up-to-date terms and legislation.</p>

		<ul style="list-style-type: none"> <li>Chapter 5 para.56(10) Income: Persons Who are Not Pensioners</li> </ul>	
8	Council Tax Reduction Schemes (Prescribed Requirements) (England) (Amendment) Regulations 2015/2041	<p>Expanding the definition of a severely disabled applicant to include those in receipt of an award of universal credit which includes the carer element under regulation 29 of the Universal Credit Regulations 2013:</p> <ul style="list-style-type: none"> <li>Schedule 3 <i>Applicable amounts: persons who are not pensioners</i></li> <li>Part 3 <i>Premiums, para.11 Severe disability premium</i></li> </ul> <p>Changing certain references to the family premium to ‘a family including at least one child or young person’ following the abolition of family premium for housing benefit.</p> <ul style="list-style-type: none"> <li>Schedule 7 para.18: <i>Sums disregarded in the calculation of earnings: persons who are not pensioners</i></li> <li>Schedule 8 para.49 <i>Sums disregarded in the calculation of income other than earnings: persons who are not pensioners</i></li> </ul> <p>Adding to the list of capital disregards ‘Any payments to an applicant made under section 49 of the Children and Families Act 2014 (personal budgets and direct payments).’ (now Schedule 9 Part 1 para.29B for pensioners)</p> <ul style="list-style-type: none"> <li>Schedule 10 Capital disregards persons who are not pensioners</li> </ul>	<p>This change will align rules across all schemes and means that disabled premiums are calculated in the same way regardless of whether carers are claiming Universal Credit or legacy benefits.</p> <p>This change is administrative and will align the pension and working-age schemes regarding the qualifying conditions for the family premium.</p> <p>This change will introduce a capital disregards for payments made under the Children and Families Act 2014.</p>
9	Council Tax Reduction Schemes (Prescribed Requirements)	<p>Amendments to reflect changes in social security terminology:</p> <ul style="list-style-type: none"> <li>Changes from ‘<i>participation in a service user group</i>’ to ‘<i>applicant participating as a service user</i>’</li> </ul>	

	<p>(England) (Amendment) (No. 2) Regulations 2014/3312</p>	<ul style="list-style-type: none"> <li>• National insurance contributions (rather than social security contributions)</li> <li>• Including reference to the Employment and Support Allowance Regulations 2013 in             <ul style="list-style-type: none"> <li>○ Definition of ‘exempt work’ in Schedule 7 para.12(6) Sums disregarded in the calculation of earnings: persons who are not pensioners</li> <li>○ Para.58A(8)(k) <i>Treatment of child care charges: persons who are not pensioners</i> so as to expand the circumstances where the other member of a couple is treated as incapacitated</li> </ul> </li> </ul>	<p>This change is administrative and updates the terminology in the working-age scheme to reflect changes in national legislation.</p>
<p>10</p>	<p>Council Tax Reduction Schemes (Prescribed Requirements) (England) (Amendment) Regulations 2013/3181</p>	<p>Extending Schedule 10 to include as a capital disregards payments disregarded under paragraph 18 of Schedule 10 to the Universal Credit Regulations 2013 (i.e. payments received within the past 12 months by way of arrears of, or compensation for late payment of— (a)universal credit; (b) a benefit abolished by section 33 of the Act; or (c)a social security benefit which is not included as unearned income under regulation 66(1)(a) or (b).)</p> <p>Amended the terminology for applicable amounts for pensioners such that it concerned pensioners whose income is <i>no greater than</i> the applicable amount. This was not done for non-pensioners where the terminology remains: 16. Class D: persons who are not pensioners whose income <i>is less than</i> the applicable amount.</p>	<p>This change will introduce a capital disregard for compensation payments made by the DWP due to the late payment of benefits.</p> <p>This is an administrative change which will update the language in the working-age scheme to mirror the pensioner scheme regarding applicable amounts.</p> <p>This change is administrative and will update the earned income process to</p>

		<p>Reflecting new category of fire-fighters in Schedule 7 para.9(1): <i>Sums disregarded in the calculation of earnings: persons who are not pensioners:</i></p> <ul style="list-style-type: none"> <li>part-time fire-fighter employed by the Scottish Fire and Rescue Service established under section 1A of the Fire (Scotland) Act 2005;</li> </ul>	include disregards for a new fire-fighter category.
11	Regulation and Inspection of Social Care (Wales) Act 2016 (Consequential Amendments to Secondary Legislation) Regulations 2019/237	<p>Amending para.58A(8(k) <i>Treatment of child care charges: persons who are not pensioners</i> to refer to relevant childcare charges to refer to new Welsh fostering legislation:</p> <ul style="list-style-type: none"> <li>Fostering Panels (Establishment and Functions) (Wales) Regulations 2018 or a person with whom a child is placed under regulation 26 of the Care Planning, Placement and Case Review (Wales) Regulations 2015</li> </ul>	This change updates the working-age scheme to mirror the pensioner scheme to include changes in legislation in Wales regarding childcare payments.
12	Fire and Rescue Authority (Police and Crime Commissioner) (Application of Local Policing Provisions, Inspection, Powers to Trade and Consequential Amendments) Order 2017/863	<p>Reflecting new category of fire-fighters in Schedule 7 para.9(1): <i>Sums disregarded in the calculation of earnings: persons who are not pensioners:</i></p> <ul style="list-style-type: none"> <li>a part-time fire-fighter employed by a fire and rescue authority created by an order under section 4A of the Fire and Rescue Services Act 2004;</li> </ul>	This change is administrative and will update the earned income process to include disregards for a new fire-fighter category.
13	Social Services and Well-being (Wales) Act 2014 (Consequential Amendments) (Secondary	<p>Amendments reflecting the enactment of the Social Services and Well-being (Wales) Act 2014. See:</p> <p>(1) Definition of disability extended to include provisions in the Welsh Act:</p> <ul style="list-style-type: none"> <li><i>Additional condition for the disability premium para.10 (1)(a)(vii)</i></li> </ul>	This change will adjust the definition of a disabled resident to include change in Welsh legislation.

	Legislation) Regulations 2016/211	<ul style="list-style-type: none"> <li>• <i>Treatment of child care charges: persons who are not pensioners 58A (14)(c)</i></li> </ul> <p>(2) Including Care Act 2014 payments as disregards:</p> <ul style="list-style-type: none"> <li>• Schedule 8 paras.31 and 33-34: <i>Sums disregarded in the calculation of income other than earnings: persons who are not pensioners</i></li> <li>• Schedule 10 <i>Capital disregards: persons who are not pensioners, Para.23 and 24</i></li> </ul>	This change will introduce disregards for income and capital payments made under the Care Act 2014.
14	Care Act 2014 (Consequential Amendments) (Secondary Legislation) Order 2015/643	<p>Amendments to reflect the Care Act 2014:</p> <p>(1) Definition of disability extended to severely sight-impaired rather than only blind under and to include those in the new registers kept by local authorities under s.77(1) Care Act 2014:</p> <ul style="list-style-type: none"> <li>• <i>Additional condition for the disability premium para.10 (1)(a)(vii)</i></li> <li>• <i>Treatment of child care charges: persons who are not pensioners 58A (14)(c)</i></li> </ul> <p>(2) Including Care Act 2014 payments as disregards:</p> <ul style="list-style-type: none"> <li>• Schedule 8 para.32 <i>Sums disregarded in the calculation of income other than earnings: persons who are not pensioners</i></li> <li>• Schedule 10 <i>Capital disregards: persons who are not pensioners</i></li> </ul>	<p>This change are being proposed to reflect definitions stated in the Care Act 2014, regarding the definition of a disabled applicant.</p> <p>This change will introduce disregards for income and capital payments made under the Care Act 2014.</p>
15	Shared Parental Leave and Statutory Shared Parental Pay (Consequential Amendments to	<p>Amendments to reflect changes to paternity leave and introduction of shared parental leave.</p> <p>Changes have already been made in all material respects. However, I note that outdated references to</p>	This change will amend the scheme to reference shared parental leave.



	<p>Subordinate Legislation) Order 2014/3255</p>	<p>'ordinary or additional' statutory paternity leave and pay remain:</p> <ul style="list-style-type: none"> <li>• Treatment of child care charges: pensioners 58 (16)</li> <li>• Treatment of child care charges: persons who are not pensioners 58A (15)</li> </ul> <p>Nevertheless, such changes seem to have been mistakenly omitted from the amending legislation and are likely to be properly understood in context.</p>	<p>This change is being proposed to correct terminology to remove outdated terms and reflect current legislation.</p>
<p>16</p>	<p>Social Care (Self-directed Support) (Scotland) Act 2013 (Consequential Modifications and Savings) Order 2014/513</p>	<p>Amendments to reflect changes in Scottish social security legislation. The Social Work (Scotland) Act 1968 was partly repealed and replaced with the Social Care (Self-directed Support) (Scotland) Act 2013.</p> <p>Not yet made for non-pensioners, as reference is still made to repealed parts of the 1968 Act:</p> <ul style="list-style-type: none"> <li>• Schedule 8 para.59: sums disregarded in the calculation of income other than earnings: persons who are not pensioners.</li> <li>• Schedule 10 para.62: capital disregards: persons who are not pensioners.</li> </ul> <p>The equivalent change for pensioners can be seen at para.29ZA.</p>	<p>This change is administrative and is being proposed to align the working-age scheme with the scheme for pensioners. This will adjust the scheme to quote the revised legislation.</p>

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## Proposed changes to 2024/25 Council Tax Reduction Scheme

If you are a Haringey resident liable to pay council tax (or who may become so in future) it's important that you read the information below and tell us what you think about the proposed changes.

You may also wish to respond to tell us your views about the financial implications of the proposals for you or the Council.

Closing date: 03 January 2024

## Have your say

Have your say on our proposed changes to the Council Tax Reduction Scheme Haringey Council is consulting with residents on proposals to change the current Council Tax Reduction scheme (CTRS).

Please read this consultation booklet to find out more about the proposed changes, and what this could mean for you.

## Background

The government abolished Council Tax Benefit in 2013 and every Council was tasked with designing its own local scheme to provide financial support to those residents on low incomes. The scheme is called the Council Tax Reduction Scheme. The scheme was last amended in 2022.

The Council is proposing to make amendments to its scheme as it applies to working age residents in the borough.

The Council is required to consult on its proposals and if the scheme proposals are agreed the council is required to have the new scheme in place by 11 March 2024 to start on 1 April 2024.

If the proposals are not agreed by the Council then the current CTRS scheme remains in place.

## What is Council Tax?

Council Tax is based on the value of your property (in one of eight bands) on 1 April 1991. It part funds local services provided by the council. The level of Council Tax a household is required to pay is based on the defined band of the property you live in, less any discounts or exemptions for which you qualify. As a London borough we also collect money as part of the Council Tax for the Mayor of London to provide police, fire and public transport services. This amount is included in your council tax bill.

## What is the Council Tax Reduction Scheme?

The Council Tax Reduction Scheme is a way of helping people on low or no income pay their council tax bill. Currently, working age recipients who are not protected under the existing scheme (as explained below) are awarded a reduction of up to 100% of their Council Tax bill where they have dependents and up to 80.2% of their Council Tax bill where they do not have dependents.

In Haringey, more than 27,000 residents currently receive some level of support under the Council Tax Reduction Scheme.

## Whose entitlement to Council Tax Reduction could be affected?

All working age CTRS claimants. In addition, working-age residents who are not currently entitled to Council Tax Reduction could become entitled to it.

The level of support provided to pensioners by the scheme is determined by the government, therefore if you are a pensioner the level of support you will receive will be unaffected by the consultation proposals.

As part of its existing local scheme, the Council has decided to protect working age people who were in receipt of disability related benefits or premiums by providing up to 100% support. The consultation proposals will not affect this group's entitlement to this maximum support.

## Why are we proposing changes to the Council Tax Reduction Scheme?

Each year the government makes changes to pension-age Council Tax Reduction rules but these changes are not automatically made to the working-age scheme. We are proposing to change the Council Tax Reduction Scheme to introduce some of these changes to provide greater clarity of entitlement, reduce complexity and simplify the administration.

Therefore, we want to consult with the public on our preferred option, as well as alternative options that we've explored. We want to strike a balance between the need to provide extra support to residents we think require it, whilst maintaining a scheme that is financially sustainable for the Council's wider budget.

## What is the Council's preferred option to change the Council Tax Reduction Scheme?

### Introduce new Capital Disregards.

This proposal would have a positive impact on residents who have received certain compensation and support payments, which will not be counted towards the maximum amount of savings and investments residents can have when claiming Council Tax Reduction. Under this proposal, payments made under the following schemes would be disregarded:

- Windrush payments
- Historical child abuse payments
- Grenfell Tower support payments
- Child disability payments
- Payments made by the Child Migrant Trust
- Compensation payments for DWP errors
- We love Manchester emergency fund
- Payments made due to an error of law
- Scottish Infected Blood Support Scheme
- An approved blood scheme
- London Emergencies Trust
- Thalidomide payments
- Payments made under Section 49 of Children and Families Act 2014

### Include Scottish and Welsh legislative changes for residents moving into the borough.

These proposed changes will simplify administration of Council Tax Reduction and will positively impact claimants moving into the borough from either Scotland or Wales. The changes will update the scheme with changes in Scottish and Welsh legislation to align with the pension-age scheme. These changes will not change the cost of the scheme significantly as claimants would need to have moved into the borough. Under the proposal, the following changes will be made:

- Residents will be treated as disabled if they receive Adult Disability Payments, and these payments will be disregarded as income.
- Including Child Disability Payments as a qualifying condition for the enhanced disability premium.
- Scottish social security payments will be disregarded as capital.

- The childcare definition will be updated to include people employed by a domiciliary support service and charges referred to in the Fostering Panels (Establishment and Functions) (Wales) Regulations 2018.
- Care and Support payments made under the Social Services and Well-being (Wales) Act 2014 and the Children (Scotland) Act 1995 will be disregarded as income.
- Including references to Scottish taxpayers and Scottish basic rate of income tax when calculating earnings.
- Including a new category of part-time fire-fighter employed by the Scottish Fire and Rescue Service in the earned income disregard rules.
- Expand the definition of disability to include changes made in the Social Services and Well-being (Wales) Act 2014.
- Amend the scheme to reference Social Care (Self-directed Support) (Scotland) Act 2013 instead of The Social Work (Scotland) Act 1968.

### Make administrative changes to align the pension-age and working-age schemes.

This proposed change will update the working-age scheme to include changes already made in Housing Benefit legislation and the pension-age CTS scheme. These changes are administrative and will simplify the administration, simplify the scheme for residents and improve clarity. These proposals will not materially change the cost of the scheme. Under this proposal, the following changes will be made:

- Including Statutory Parental Bereavement Pay as income.
- Update references to the personal allowance and personal reliefs from the Income Tax Act 2007.
- Including carers in receipt of the carer element of Universal Credit for the purposes of awarding a severe disability premium.
- Amend references to the family premium to 'a family including at least one child or young person'.
- Amend terminology due to change in social security legislation, regarding service user groups, national insurance contributions and exempt work.
- Include a new category of part-time fire-fighters, as defined in the Fire and Rescue Services Act 2004, for earnings disregards.
- Disregard payments made under the Care Act 2014.
- Expand the definition of disability to include severely sight-impaired residents included in registers kept under the Care Act 2014.
- Include references to paternity leave and shared parental leave.

### Alternative options considered

There are a range of ways that the council could alter its CTRS. The Council updated its CTRS policy in 2019/2020 which included providing more financial support to working age claimants with children. The council is not seeking to materially increase or reduce the generosity of the current scheme nor is it seeking to increase or reduce the maximum entitlement awarded since 2019. Instead, the council has explored a variety of options to make the scheme simpler to administer and to assist in reaching everyone who is entitled to support.

### No change to the existing CTRS

This is not recommended because amending the scheme will help residents to access the support to which they are entitled, improve their experience, and reduce the administrative burden on the council.

### How to respond:

The consultation is available on the council's website

An email will be sent to all current Council Tax Reduction customers where an email addresses is on record.

Letters will be sent to the remainder of the Council Tax Reduction customers.

The consultation link will be sent to a sample of Council Tax payers who do not currently claim CTR.

Local advice services will be alerted to the consultation

## Consultation questions

- 1) Please tell us if you are responding to this survey as a Haringey resident, or on behalf of an organisation.

Responding as:

- (i) Haringey resident
- (ii) Organisation (please give name below)
- (iii) Neither (neither a resident nor an organisation)

Sex:

- (i) Female
- (ii) Male
- (iii) Prefer not to say

- 2) Do you currently receive Council Tax reduction?

Do you currently receive Council Tax reduction:

- (i) Yes
- (ii) No

- 3) We propose providing additional support to residents who have received certain compensation or support payments, such as payments from the Grenfell Tower Support Fund. This means that any money received from these schemes will not be counted towards the maximum amount of money residents can hold in their bank account whilst still receiving Council Tax reduction. The number of claims affected by these changes is expected to be very small and this will have a negligible impact on the cost of the scheme.

Do you support this scheme change?

Support introducing new capital disregards:

- (i) Yes
- (ii) No
- (iii) Don't know/Not sure

Do you have any specific comments regarding this proposal?

- (i) Free text



- 4) We propose matching the working-age scheme with the pension-age scheme by including changes to Scottish and Welsh legislation. These changes might affect residents moving into the borough from Scotland or Wales and will mean that these residents will receive the same level of support as residents with similar circumstances who are supported through English legislation. The number of claims affected by these changes is expected to be very small and this will have a negligible impact on the cost of the scheme.

Do you support this scheme change?

- (i) Yes
- (ii) No
- (iii) Don't know/Not sure

Do you have any specific comments regarding this proposal?

- (ii) Free text

- 5) We propose making several changes to match the working-age scheme with Housing Benefit and the pension-age scheme. These changes match the pension-age scheme and will help to make it easier for residents to understand. For example, including new benefits and definitions, such as Statutory Parental Bereavement Pay.

Do you support this scheme change?

- (iv) Yes
- (v) No
- (vi) Don't know/Not sure

Do you have any specific comments regarding this proposal?

- (iii) Free text

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**Report for:** Cabinet Member for Tackling Inequality and Resident Services.

**Title:** Proposed Road Safety Improvements on Shepherds Hill and Wolseley Road.

**Report authorised by:** Ann Cunningham, Head of Highways and Parking  
[Ann.Cunningham@haringey.gov.uk](mailto:Ann.Cunningham@haringey.gov.uk)

**Report Author:** Danny Gayle, Traffic Engineering Manager  
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Yomi Komolafe, Project Engineer  
[Yomi.Komolafe@haringey.gov.uk](mailto:Yomi.Komolafe@haringey.gov.uk)

**Ward(s) affected:** Highgate and Crouch End

**Report for Key/**

**Non-Key Decision:** **Non-key decision** (There is unlikely to be substantial public interest in the decision/the decision will not result in significant social, economic or environmental risk)

**1 Describe the issue under consideration**

- 1.1 To report the feedback to the public and statutory consultation carried out from 14 December 2022 to 18 January 2023, on proposals to introduce speed reducing measures on Shepherds Hill N6 and Wolseley Road N8.
- 1.2 To request approval to proceed to implementation, after considering objections and officer response to those objections.

**2 Cabinet Member Introduction**

- 2.1 N/A

**3 Recommendations**

That the Cabinet Member for Tackling Inequality and Resident Services

Gives approval to the implementation of the proposed speed reducing measures on Shepherds Hill and Wolseley Road, as set out on the two plans in Appendix A, except for the introduction of the proposed refuge island outside numbers 57 – 59 Shepherds Hill.

**4 Reasons for decision**

- 4.1 The Council is required to consider the feedback received during the statutory notification period, in particular any objections to the proposals, prior to proceeding to implementation. The proposals consulted upon are aimed at improving road safety for all road users.

**5 Proposed Option**

- a) The Council of the London Borough of Haringey proposes to implement speed humps under section 90a and 90c of the Highways Act 1980 and the Highways (Road Humps) Regulations 1999 outside the following properties (unless otherwise stated):

Road	Locations
Wolseley Road N6	No.16, in between flats 33 to 44 and 30 to 32, No.56, No.29, No.28, No.14, No.6
Shepherds Hill N6	Outside Goldsmiths Court, No.5, No.11, No.19, No.14, No.20, No.28, No.34, No.59, No.48, No.56, No.62, No.68, No.80, No.74

b) Maximum height of the speed humps will be 100mm.

## 6 Alternative options considered

6.1 None.

## 7 Background Information

7.1 Haringey regards road safety, particularly pedestrian safety as a high priority and actively promotes road safety measures across the borough to reduce vehicle speeds, the number of road traffic accidents and to enhance the environment for all road users.

7.2 The Road Danger Reduction Action Plan and Investment Plan for 2022-23 supports the Mayor's London-wide ambition to reach 'Vision Zero', by having no killed or seriously injured (KSI) casualties on Haringey's roads by 2041; and supports the Council's own ambition to reduce all casualty types (KSIs and 'slight' injuries) with specific attention to vulnerable road users, including motor cyclists.

7.3 Following requests from the local community, as part of this year's Road Danger Reduction Investment Plan, the Council consulted on a proposal to introduce speed reducing measures on Shepherds Hill and Wolseley Road, as set out on the plan in Appendix A and detailed below:

- Provision of new speed humps on Shepherds Hill and Wolseley Road, including associated road markings.
- Provision of a new refuge island outside no. 57/59 Shepherds Hill.
- Provision of new 20mph roundels, slow markings and cycle logos marking in various locations.

7.4 Officers investigated the collision data 3 years up to 01/12/22 along Shepherds Hill and Wolseley Road and can confirm that there were 10 recorded personal injury accidents (PIAs) - 9 slight and 1 serious. Five of the PIAs involved pedestrians. The proposed scheme will assist in reducing PIAs along the road, by introducing speed reducing measures, thus improving road safety.

7.5 A speed survey was conducted on Shepherds Hill between Goldsmith Court and Coolhurst Road over a 7-day period in September 2022. The westbound average speed was 18.3mph and the eastbound average speed was 20.7mph.

7.6 The total cost of the scheme is £104k, and funding is assigned through the agreed capital programme.

## 8 Consultation

8.1 Ward Councillors were informed about proposals on 5<sup>th</sup> December 2022. Councillor Luke Cawley-Harrison welcomed the proposals. However, Councillor Lester Buxton raised some objections. These are detailed in section 9.2.8.

- 8.2 Notification documents were distributed to properties in the vicinity of the proposals on 15<sup>th</sup> December 2022. A copy of the statutory consultation document is shown in Appendix A and a copy of the consultation boundary can be found in Appendix B.
- 8.3 A copy of the notification document was also sent to Highgate Wood School, as Shepherds Hill and Wolseley Road, are in close proximity to the school. The Headteacher of Highgate Wood School welcomes the scheme, as it will improve road safety for school children travelling to and from school.
- 8.4 The notification letter was uploaded on the Council's website. Legal notices were placed on-street and in the local newspaper. A copy of the legal notice is shown in Appendix C.
- 8.5 As part of the statutory process, the following statutory bodies were also notified:
- AA
  - London Transport
  - Police (local)
  - Fire Brigade
  - London Ambulance Service
  - Freight Transport Association
  - Road Haulage Association
  - RAC
  - Metropolitan Police (traffic)
  - London Travel Watch
  - Haringey Cycling Campaign

## 9 Responses to Consultation

- 9.1 The full consultation report from which table 1 below was extracted, can be found in Appendix D.

**Table 1 – Public and Statutory Consultation Analysis**

Scheme	Response	Count	%
Proposed Road Safety Improvements on Shepherds Hill and Wolseley Road	Support	41	51%
	Objection	33	40%
	Other views	7	9%
	<b>Total:</b>	<b>81</b>	<b>100%</b>

- 9.2 The Council received 81 responses during the public and statutory consultation period, 41 (51%) in support, 33 (40%) who objected and 7 (9%) who had other views on the proposal. Objections have been summarised below together with an officer response.
- 9.2.1 Objection – Proposed refuge island outside no. 57 – 59 Shepherds Hill

Several objections were received, stating that the above proposed refuge island location will impede access to the driveways of the flats on either side of the road, it will also make accessing the off-street parking at Fitzroy Court very difficult. There are also multiple school coaches that pickup/drop off children at the above location, which will no longer be possible, should this refuge island be introduced.

### Officer response

As part of the design process, a swept-path analysis was conducted to ensure that the proposed refuge island will not impede access to frontages. However, after carefully considering the views of the local community, officers recommend omitting this refuge island from the final proposal.

## 9.2.2 Objection - The humps will cause pollution, vibration and noise issues

The Council received a large number of objections to the proposals, stating that the speed humps will cause vibration and structural issues to their properties. In addition, concerns about vehicles slowing down and accelerating in between each speed hump, will cause additional noise and air pollution issues.

### Officer response

When considering the use of road humps, the Council relies on data provided by the Department of Transport, who commissioned the Transport Research Laboratory (TRL) to carry out track trials to assess the effects which road humps might have in generating ground-borne vibrations when vehicles are driven over them for a sustained period. The results were used to calculate minimum distances, which would be desirable for road humps to be sited from dwellings, according to different soil types. This study showed that even very minor hairline cracking should not occur unless the road humps are placed less than 2m from the dwelling (for London Clay soils type). The humps proposed adhere to the recommendations from this study.

The proposed humps have also been spaced to comply with the Highways (Road Humps) Regulations 1999 and Traffic Advisory Leaflet (TAL 2/96). Both publications provide guidance on the hump spacing to encourage motorists to drive at a constant speed and discourage accelerating and braking between features which will also reduce noise and air pollution.

Moreover, the type of humps proposed have a sinusoidal profile which has a gentler than usual incline, which assists in reducing noise and vibrations whilst effectively reducing traffic speeds. This type of hump is also preferred by cyclists.

The pollution team is aware that emissions from traffic are the main source of pollution in Haringey and a combination of complementary initiatives including traffic management is key to creating a positive impact on air quality, in both the short and longer term. The Air Quality Action Plan (AQAP) 2019-24 lays out the Council's current and future ambitions to reduce air pollution. As with much of London, improving air quality is a key priority in Haringey because of the negative effect it has on our residents; particularly children, the elderly and disabled residents.

## 9.2.3 Objection – Speed humps cause discomfort to road users

Several objections were concerning the proposed humps causing discomfort to vulnerable road users and can also causing discomfort to cyclists particularly when riding uphill. They were concerned that injuries can occur to people travelling over speed humps and vehicles can also get damaged.

### Officer response

Road humps do not cause undue damage to vehicles, injure motorists or cause discomfort for vulnerable road users if negotiated at the correct speed. Drivers who choose to drive over them at excessive speeds potentially risk damage to their vehicles, usually in the form of suspension or tyre issues. The proposed humps will have a sinusoidal profile ramp which is cycle friendly and also very uncomfortable for vehicle occupants if driven over at excessive speeds. They will also be spaced in a way to encourage motorists to drive at a constant speed and discourage accelerating and braking.

## 9.2.4 Objection – The proposed measures will introduce other problems

Some objectors are of the view that the proposed humps will force vehicles to speed in between each hump, depending on the spacing, particularly when trying to overtake cyclists. In addition, the humps will create slow moving traffic on Shepherds Hill and Wolseley Road leading to vehicles, using surrounding roads as a short cut.

### Officer response

The proposed humps have been spaced to comply with the Highways (Road Humps) Regulations 1999 and Traffic Advisory Leaflet (TAL 2/96). Both publications provide guidance on the hump spacing to encourage motorists to drive at a constant speed and discourage accelerating and braking between the features, which will improve road safety for all road users and will benefit cyclists as traffic speeds will be reduced.

It is unlikely that the proposed speed reducing measures will displace a significant level of traffic on the surrounding roads. Nevertheless, the Council is committed to ensuring that any measures introduced along the public highway are duly monitored for their impact on the surrounding area. As with all schemes that are introduced on the public highway, the Council will arrange for before and after speed and volume surveys to be undertaken as part of the evaluation and monitoring process.

### 9.2.5 Objection – Request for alternative traffic calming measures

Some objectors are of the view that alternative traffic calming measures should be considered in reducing vehicle speed in Shepherd Hill and Wolseley Road, as opposed to speed humps.

Several suggestions were made, including installing speed cameras, raising the roundabout at the junction of Shepherds Hill/Stanhope Road, introducing additional formal crossing points along the road and renewing signs/lines etc.

### Officer response

Over the years, Haringey Council has received several requests from residents and Ward Councillors for the introduction of speed reducing measure on Shepherds Hill and Wolseley Road.

It should be noted that vertical deflections in the carriageway such as speed humps are one of the most effective, reliable and cost-effective speed reduction measures currently available. The principle is that the proposed traffic calming measures will slow vehicles down to speeds below or at the limit, and in this way the 20mph limit becomes 'self-enforcing'.

Currently, the Council has no mechanism to install speed cameras in the borough without Transport for London's (TfL's) input. TfL has advised that it is currently undergoing a review of its process for assessing speed camera requests. Once this exercise is completed, it will then take on and review new requests. It should also be noted that whilst speed cameras are effective in reducing vehicle speeds, it is only for a particular section of carriageway, after which most drivers accelerate to their normal excessive speed.

Feedback to raise the roundabout at the junction of Shepherds Hill/Stanhope Road and introduce additional formal crossing points along the road, have duly been noted and will be considered for inclusion in future works programmes. Signs and lines will be renewed as part of the scheme if approved for implementation; alternatively, our reactive maintenance team can review/renew.

### 9.2.6 Objection – Parking

Objections were received stating that the proposed scheme will lead to a reduction in parking on Shepherds Hill and Wolseley Road.

Officer response

No parking spaces will be removed as part of this scheme.

### 9.2.7 Objection – HCC

The HCC expressed concern that the proposals will be unsafe for cyclists and suggested alternative measures such as renewing the existing road markings, introducing cycle symbols and vehicle activated signs (VASs). It is of the view that these suggestions will be more viable and a cost-effective way to improve road safety on Shepherds Hill and Wolseley Road. It was further suggested that since Shepherds Hill and Wolseley Road will be within the Crouch Hill West Low Traffic Neighbourhood (LTN), any measures should be considered concurrently with LTN implementation.

Officer response

Vertical deflections in the carriageway such as a speed humps are one of the most effective and reliable speed reduction measures currently available. The type of hump proposed for this scheme is of a sinusoidal profile, which has a gentler than usual incline and usually preferred by cyclists. This type of hump has been used extensively across Haringey and London.

With regards to HCC's suggestion to renew the existing road markings, this has been forwarded to our reactive maintenance team, who have a rolling programme to refresh any road markings which are above the set intervention levels, to inspect/action accordingly. HCC further suggested the proposals will be unsafe for cyclists however the design has been developed with overall safety for all considered including cyclists. The proposal was developed in accordance with LTN 1/20, following the core principles and ensuring coherence, comfortability and directness therefore can be considered a safe route for cyclists.

The viability of introducing VASs along this corridor were explored, however, were ruled out as they are a low impact traffic calming measure, which are not as effective at reducing vehicular speeds as speed humps. A VAS is an electric sign which displays a message or speed when triggered by vehicles travelling at excessive speed i.e., '20mph' and 'SLOW DOWN'. For further information on VASs, please refer to the attached Department for Transport - Traffic Advisory Leaflet 1/103.

With regards to LTNs, the Council's [Walking and Cycling Action Plan](#) sets out a borough-wide framework to deliver up to 22 LTNs, subject to engagement with residents and businesses and funding. At the current time, the Council is focused on ensuring the success of the 3 trial LTNs currently in force. The Council is unfortunately unable to provide further detail on delivery timescales of any other LTN at this time.

### 9.2.8 Objection - Councillor Lester Buxton

Councillor Lester Buxton raised a concern on behalf of his constituents that the proposed refuge island outside no. 57 – 59 Shepherds Hill, will impede access to the driveways of the flats on either side of the road.

The Councillor was also of the view that the proposed measures were being rushed through, as they are being consulted upon during the Christmas break.

Officer response



As part of the design process, a swept-path analysis was conducted to ensure that the proposed refuge island will not impede access to frontages. However, after carefully considering the views of the local community, officers recommend omitting this refuge island from the final proposal.

The statutory consultation process normally runs for three weeks but given the Christmas holiday period, it was extended to run for five weeks.

## **10 Contribution to strategic outcomes**

- 10.1 The installation of speed reducing measures at this location will support the delivery of the Council's Road Danger Reduction Action Plan action, by reducing vehicular speed, improving road safety. It will also support the delivery of the Council's wider [Transport Strategy](#), encouraging walking, reducing speed, encouraging cycling as road users will feel more confident and safe.

### **Statutory Officers' comments**

## **11 Comments of the Chief Financial Officer**

- 11.1 This report seeks the approval for the implementation of the proposed speed reducing measures on Shepherds Hill and Wolseley Road for a total cost of circa £104k. The cost of this proposal will be fully met from the Council's capital programme under capital scheme 302 - Borough Roads.

## **12 Comments of the Head of Legal Services and Governance**

- 12.1 The Council has power under the Highways Act 1980 to carry out works for the improvement of highways, and for promoting safety on and around highways. Traffic calming measures such as road hump installation are authorised by sections 90A – 90B of the Highways Act 1980 and must comply with the Highways (Traffic Calming) Regulations 1999.
- 12.2 It shall be the duty of a local traffic authority to execute any works (including the placing, erection, maintenance, alteration and removal of marks and traffic signs) required in connection with the establishment, alteration or removal of crossings in accordance with regulations having effect under section 25 of the Road Traffic Regulation Act 1984, or in connection with the indication of crossings in accordance with such regulations.
- 12.3 Section 66 of the Highways Act permits highway authorities to provide objects or structures on a highway for the purposes of safeguarding persons using the highway.
- 12.4 The Highways Act 1980 permits local authorities to place objects or structures on a highway for the purposes of providing a service for the benefit of the public or a section of the public.
- 12.5 For the most part, the measures proposed can only be implemented after a statutory consultation process and after proper and meaningful consideration of any formal representations. The report sets out the effect of the representations received, Appendix D setting out the detail of those representations. Officer views are included in the report but Members must exercise a judgment as to how much weight each representation should carry and whether or not to approve or further any measure in the light of those representations.
- 12.6 What is being proposed and recommended within this report is in accordance with the law, as set out in this section.

## **13 Equality Comments**

- 13.1 Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

The Equality Act (2010) replaced previous anti-discrimination laws and introduced the term 'protected characteristics' to refer to the following nine groups that are protected under the Act:

- Age
- Disability
- Gender Reassignment
- Marriage and Civil Partnership
- Pregnancy and Maternity
- Race
- Religion or Belief
- Sex
- Sexual Orientation

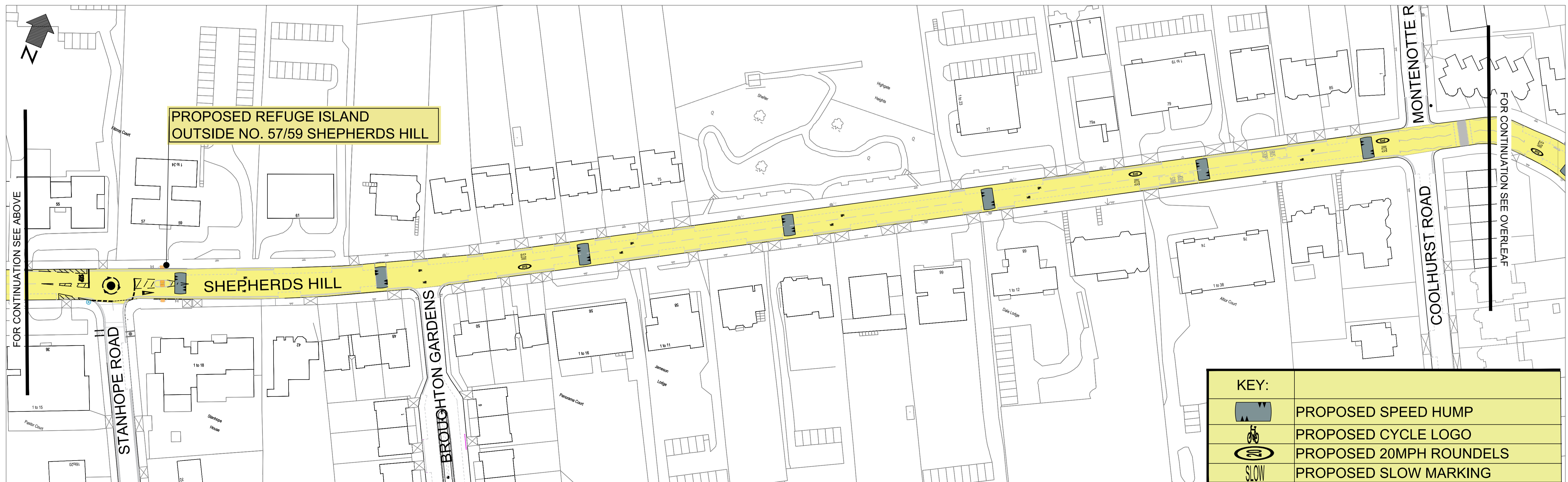
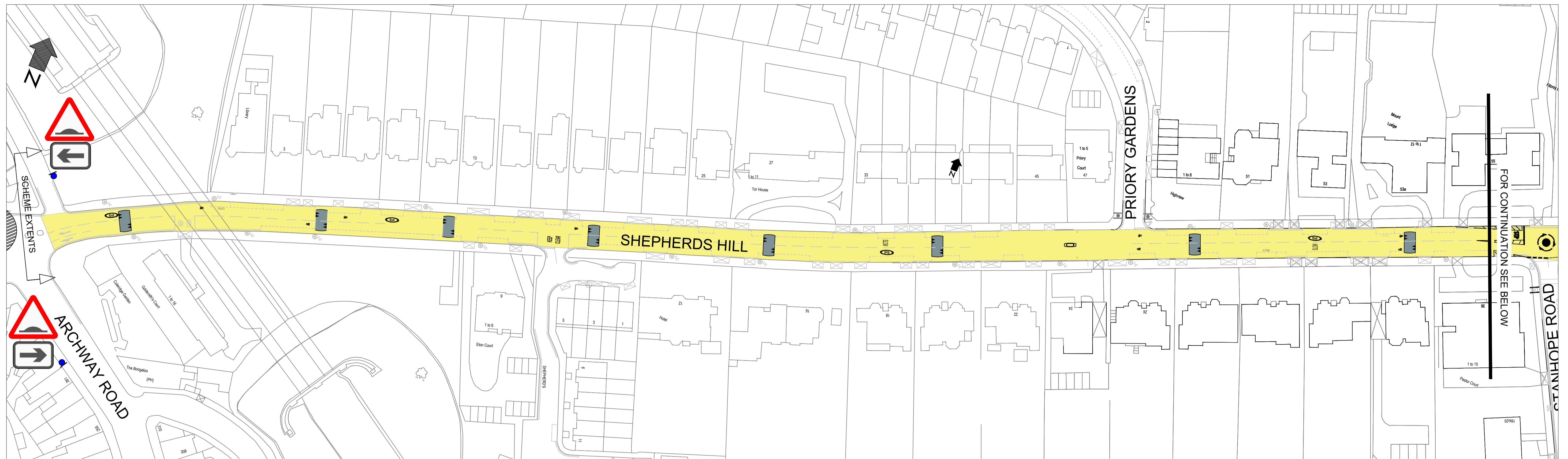
- 13.2 The consultation documents were distributed to all households / businesses within the agreed consultation area to ensure that all stakeholders were made aware of the council's proposals.

- 13.3 Having speed reducing features installed will be of benefit to all sections of the community. It will improve the local environment and road safety for all road users particularly vulnerable groups such as children. 'Age' is a protected characteristic, by increasing the safety of children, it will have positive equalities impact. Safe journeys to/from school and cycling will be encouraged with reduction in the number and severity of injuries to road users due to reduction in accident levels.

## 14 Use of Appendices

- Appendix A – Statutory consultation document
- Appendix B – Consultation boundary
- Appendix C – Legal notice
- Appendix D – Full consultation report

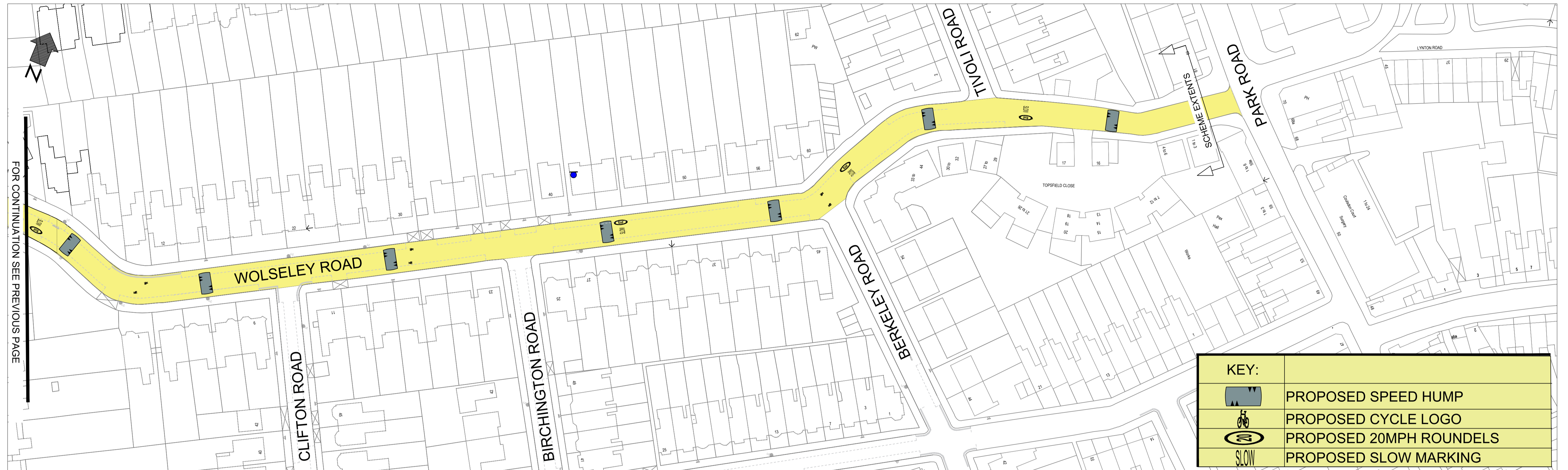
# PROPOSED ROAD SAFETY IMPROVEMENTS ON **SHEPHERDS HILL AND WOLSELEY ROAD.**



KEY:	
	PROPOSED SPEED HUMP
	PROPOSED CYCLE LOGO
	PROPOSED 20MPH ROUNDELS
	PROPOSED SLOW MARKING

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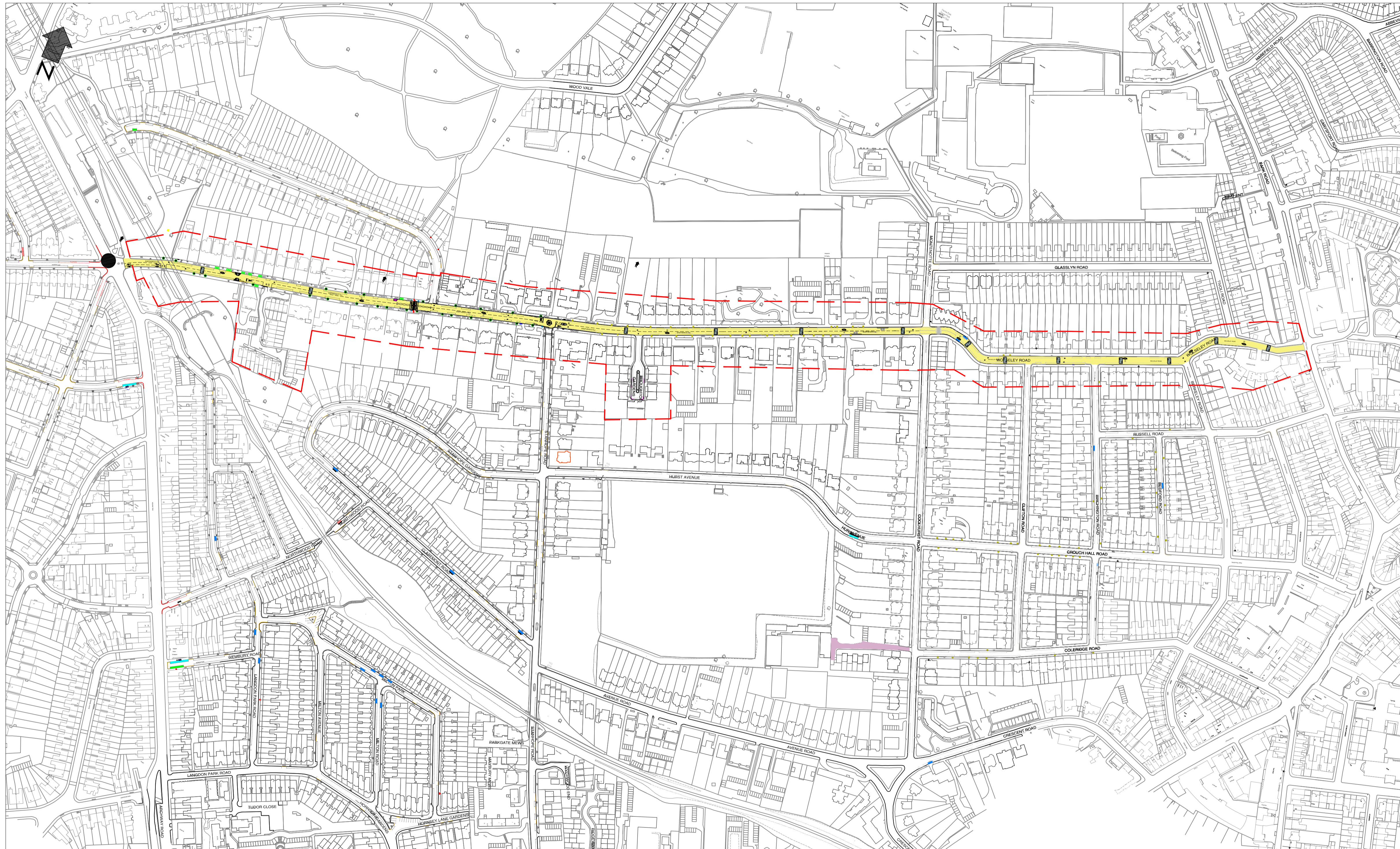
# PROPOSED ROAD SAFETY IMPROVEMENTS ON ***SHEPHERDS HILL AND WOLSELEY ROAD.***



KEY:	
	PROPOSED SPEED HUMPS
	PROPOSED CYCLE LOGO
	PROPOSED 20MPH ROUNDLS
	PROPOSED SLOW MARKING

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--- CONSULTATION BOUNDARY

Rev	Description	Checked	Date

Project:  
ROAD DANGER REDUCTION INVESTMENT PLAN  
SHEPHERDS HILL AND WOLSELEY ROAD

Title:  
  
CONSULTATION BOUNDARY

Path:  
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Designed:	Drawn:	Checked:
YK	YK	DG

Scale:	Date Drawing Created:
NTS	11/11/22

Drg. No:	Rev:
RSIP-SHEPHERDS HILL-100-03	

**PLACE & SUSTAINABILITY  
SINGLE FRONTLINE**

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# Public Notice

## HARINGEY COUNCIL – PUBLIC NOTICE

### ROAD SAFETY IMPROVEMENTS – CRANLEY GARDENS N10, SHELBOURNE ROAD N17, SHEPHERDS HILL N6, WOLSELEY ROAD N6

#### T80

1. **Notice is hereby given that** the Council of the London Borough of Haringey proposes to implement speed humps under section 90a and 90c of the Highways Act 1980 and the Highways (Road Humps) Regulations 1999 in Cranley Gardens N10, Shelbourne Road N17, Shepherds Hill N6 and Wolseley Road N6.
2. To introduce speed humps outside the following properties (unless otherwise stated):

Road	Locations
Wolseley Road N6	No.16, inbetween flats 33 to 44 and 30 to 32, No.56, No.29, No.28, No.14, No.6
Shepherds Hill N6	Outside Goldsmiths Court, No.5, No.11, No.19, No.14, No.20, No.28, No.34, No.59, No.48, No.56, No.62, No.68, No.80, No.74
Cranley Gardens N10	Adjacent to No.158 Muswell Hill Road, No.2, No.8, No.43, No.61, No.34, No.52, No.68, No.80, No.82, No.121, No.135, No.147, No.142, No.177
Shelbourne Road N17	No.38, No.60, No.84, No.128 (existing zebra crossing will be raised), No.174

Maximum height of the speed humps will be 100mm.

3. Copies of this notice and of the Council's statement of reasons for implementing the proposal and plans showing the locations of the proposal may be inspected during normal office working hours for 21 days from the date of this notice at the reception desk, Alexandra House, 10 Station Road, Wood Green, N22 7TR.
4. Any person wishing to object to the proposal or make other representation should send grounds for their objection via email [traffic.orders@haringey.gov.uk](mailto:traffic.orders@haringey.gov.uk) or write to Traffic Management Group, Alexandra House, 4<sup>th</sup> floor, 10 Station Road, Wood Green, N22 7TR quoting reference **2022-T80**, by 16<sup>th</sup> January 2023.

Dated: 14<sup>th</sup> December 2022  
 Ann Cunningham  
 Head of Highways and Parking

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## Proposed Road Safety Improvements on Shepherds Hill and Wolseley Road

Consultation period – 14 December 2022 – 18 January 2023

The proposed improvements are designed to improve pedestrian accessibility and road safety.

The key measures are:

- Provision of new speed humps on Shepherds Hill and Wolseley Road, including associated road markings.
- Provision of a new refuge island outside no. 57/59 Shepherds Hill.
- Provision of new 20mph roundels, slow markings and cycle logos marking in various locations.

Consultation documents were delivered to 700 addresses in Shepherds Hill and Wolseley Rd.

## Analysis

		Support or object					
		Support		Object		Other view	
		Count	Row %	Count	Row %	Count	Row %
Name of road	Shepherds Hill	32	48%	30	45%	4	6%
	Glasslyn Rd	3	75%	1	25%	0	0%
	Wolseley Rd	4	50%	1	13%	3	38%
	Other roads	2	67%	1	33%	0	0%
	Total	41	51%	33	41%	7	9%

While there is overall majority support at 51%, there are significant objections from many residents in Shepherds Hill.

## Comments (by Road)

Card	Name of road	Support / object	Comments
57	Other roads	Support	I live on Berkeley Road, N8, and I regularly use Shepherds Hill and Wolseley Road as a pedestrian, cyclist, and motorist. I support the proposed road safety measures. Traffic routinely ignores the 20MPH speed limit and endangers other road users.
81	Other roads	Object	We have the following comments to make about the proposed safety improvements on Shepherds Hill/Wolseley Road N6. 1)We agree that safety improvements are needed to slow the traffic. 2)We think that some speed humps would be very welcome. However, the plan sent to us shows a very large number of humps, rather close together (e.g. 2 humps just between the junctions with Stanhope Road and Broughton Gardens) and we object to this - we think you should reduce the number of humps/increase the distance between them. 3)We are also concerned that any humps should be smooth, not like the very high and steep humps at the Hornsey Lane end of Stanhope Road, which are uncomfortable to drive over and feel as if they damage the car. 4)We object to the proposed refuge island outside No 57/59 Shepherds Hill. A refuge island close to the junction with Stanhope Road would be very welcome, BUT we think it is proposed to be on the wrong side of the junction. It should be on the Archway Road side, not the Wolsey Road side. This is because of the bus route. The W5 (which is a huge local asset) already often has some difficulty in making the turn from Stanhope Road into Shepherds Hill, and vice versa. A refuge more or less where it has to make that turn will be very awkward. In addition, it puts pedestrians at risk if their way or view is blocked by the bus. Please consider moving the refuge away from the bus route..
77	Glasslyn Rd	Support	I am a local resident and am in favour of both of these schemes. Proposed Road Safety Improvements on Shepherds Hill and Wolseley Road Proposed Road Safety Improvements on Cranley Gardens, N10.
78	Glasslyn Rd	Support	Support the proposals for a new refuge island in Shepherds Hill and for new speed humps in Shepherds Hill and Wolseley Road. However the one observation we have is that there appears to be an excessive amount of proposed speed humps (22 are proposed). It would make for a very unpleasant ride for passengers and drivers on W5 buses. It would also be uncomfortable for local drivers and may cause potential damage to vehicles. Could serious consideration be given to reducing the number of speed humps, perhaps by a half?

80	Glasslyn Rd	Object	1. We would propose Speed Cameras to restrict overall speed. (Please note there is already a 20mph restriction anyway and camera monitoring is obviously better than speed bumps, which are expensive, need frequent maintenance, and are harmful to buildings alongside. 2. We note there is not a proposal for a Zebra Crossing at Wolseley Rd/ Park Rd Junction...Why? As a pedestrian victim of this crossing I (BDF) I/ We believe this can only lead to further accidents to pedestrians, especially from traffic turning from Park Rd into Wolseley Rd. (It is not unusual for there to be two Zebras at or very near a busy junction).
75	Glasslyn Rd	Support	I am a resident of Glasslyn Road and fully support the proposed safety improvement measures. Traffic routinely moves at twice the posted speed limit and as the area is heavily residential with a large population of school children I believe these measures are essential to the safety of all in the area. Thank you for taking these measures and I look forward to seeing them in action.
68	Other roads	Support	Not before time! Could the height of the speed humps be increased, as most of the vehicle owners around here are rich, privileged, and consequently drive around in 'Chelsea Tractors!' (4 * 4)
17	Shepherds Hill	Other view	Speed humps are not good, they cause added pollution. A couple of cameras would be more effective and cheaper for the council - but not always popular!
65	Shepherds Hill	Support	Add warning signs for speed humps at junction with Wolseley Rd. + Park Rd. Add 'keep clear' markings to junction of Shepherds Hill and Shepherds Close.
56	Shepherds Hill	Support	I would like to fully endorse the proposal for road safety improvements on Shepherd's Hill and Wolseley Road. These are overdue, and I have witnessed a lot of dangerous speeding by cars, vans and other motorized vehicles since moving here. I commend the Council for bringing forward this measure.
6	Shepherds Hill	Object	Could you tell me what kind of speed humps you are proposing? There seem to be many different types. Please give me an example in local roads. Thanks
58	Shepherds Hill	Object	As a long-time resident on Shepherds Hill, I would like to express my views. Whilst safety and security are of paramount importance and the proposed cycle logo, 20mph roundels and slow markings are great visuals; I am not a supporter of speed humps. For a driver, nothing is more frustrating than having to slow down and speed up repeatedly. 20mph is not a realistic speed limit for such a long stretch of road. Furthermore, it is wasteful of energy and causes more air and noise pollution for the residents. On Shepherds Hill, virtually no one obeys the 20 limit, and some drivers, especially after dark, fly past in excess of 50mph. Take a cue from Germany and best practices from other EU countries. Perhaps a speed camera may be a better option than erecting humps.

2	Shepherds Hill	Object	<p>While we welcome the fact that something is being done to address the speeding traffic on Shepherds Hill, the number of speed humps seems excessive. Also, it is well-known that cars accelerate having crested a speed bump. It would therefore be preferable if the humps were placed adjacent to the gaps between houses so as to reduce the effect of the associated noise.</p>
9	Shepherds Hill	Object	<p>strongly object to the proposal of a refuge island outside 57-59 shepherds hill on the grounds that:</p> <ul style="list-style-type: none"> <li>-it will severely impede access to the drive ways of the flats on either side of the road.</li> <li>-it will make accessing the off-street parking very difficult for Fitzroy Court (located 57-59 shepherds hill)</li> <li>-it will make turning into and out of the drive way of Fitzroy court next to impossible</li> <li>-it will mean no delivery vans/ service vehicles can access Fitzroy court at 57-59 Shepherds hill, as the turn will be to tight</li> <li>-it will make it very difficult for the w5 bus to pass by and stop at its current stop at 57-59 shepherd's hill</li> <li>-there are also multiple school coaches that pickup/drop off kids at the proposed location. The coaches will not have space to pass or turn.</li> <li>-the island would make turning into and out of stanhope road very difficult for long vehicles such as coaches/ refuse trucks/ delivery trucks.</li> <li>-the island would increase traffic and create danger as driver would be forced to do a U-turn further up or down shepherds hill to access properties</li> <li>-there is insufficient space for an island without removing the parking spaces. The parking spaces on are reserved for disabled people and should not be removed. Please note that continuing with the proposal to instal a refuge island will result in legal proceedings from the management company that runs Fitzroy Court on the grounds that access to private property is being unnecessarily being impeded by Haringey Council</li> </ul> <p>I invite you to contact me should you wish to discuss further</p>

3	Shepherds Hill	Object	<p>We object to this proposal for the following reasons:</p> <ul style="list-style-type: none"> <li>•Speed humps are agony for patients in ambulances and taxis going to or from Hospital, before or after serious operations.</li> <li>•Speed humps cause increased vibration and long-term damage to adjoining houses and flats. (see note [1] below)</li> <li>•Tailbacks already occur on a regular basis at either end of Shepherds Hill/Wolseley Road and Shepherds Hill/Archway Road. These will increase due to the slowed-down traffic.</li> <li>• Slow moving or stationary cars with their engines revving cause increased noise and pollution.</li> <li>•The supposed road safety "improvements" would on the contrary make the road more dangerous, especially for pedestrians, due to frustrated drivers ignoring speed limits, driving at high speed over the humps etc. More cyclists would be forced to cycle on the pavements and more accidents to pedestrians would inevitably occur.</li> <li>•A Refuge Island immediately opposite the main vehicle entrance to Fitzroy Court would make driving in and out of Fitzroy Court's driveway more difficult to negotiate, especially by the larger delivery vehicles which frequently need access to Fitzroy Court (Royal Mail, supermarket and other delivery vans, Landscape Gardeners, Contract Cleaners, furniture removal vans etc).If these were forced to park on Shepherds Hill they would delay passing traffic and cause increased parking problems.</li> <li>•The existing Disabled Bays outside Fitzroy Court are used by elderly residents of Fitzroy Court who have mobility problems, The Refuge Island would mean the Disabled parking bays would be lost. If moved, they would reduce the number of regular parking bays, and be more difficult or impossible to access by elderly disabled badge holders.</li> <li>•Elderly people might mistakenly think they are safe on the Refuge Island unaware that still could be knocked down by passing motorbikes.</li> <li>•The W5 bus stops outside both Stanhope House and Fitzroy Court to let passengers on/off; while this was happening cars behind the stationary bus would no longer be able to pass the W5 bus, due to the narrowing of the road where the Refuge Island was, causing constant loud hooting, etc, from angry motorists.</li> </ul> <p>This proposal would not reduce Road Danger but increase it. A cheaper and better proposal would be the installation of a long overdue pedestrian crossing at the junction of Stanhope Road/Shepherds Hill.</p> <p>This proposal appears to be being rushed through ("the statutory consultation on the proposed changes will begin on 14 December 2022").</p> <p>Please include the following further objection to this scheme: The proposed Refuge Island is at the muster point for school children who regularly gather and wait at 7am in order to board a large school coach. Photo: school coach outside Fitzroy Court taken this morning 5/1/22 at 7.10am. SEE PICTURE</p>
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1	Shepherds Hill	Object	A few objections regarding new speed humps and their locations: 1. The proposed Speed hump at 68 Shepherds Hill is too close to the entrance and exit of the block to easily navigate around. The entrance to the block is quite narrow. 2. Emergency services often use Shepherds Hill road, and it will slow them down if speed humps are installed. 3. Speed humps increase air pollution.
12	Shepherds Hill	Object	We think the proposed number of speed humps is too many. They should be halved. Also the Refuge Island is much too close to the R/A
43	Shepherds Hill	Object	Strongly object to speed humps and traffic island. Both will increase noise and pollution on this narrow road. Bus route 305 already congested much of the day. Constant deliveries have the effect of slowing traffic. Parking problems will be increased. Proposal will increase danger to pedestrians. A pedestrian crossing would be more useful - and safer.
20	Shepherds Hill	Support	I fully support this because motorists speed on this road at up to 80mph. It feels like a motorway and becomes noisy at night.
10	Shepherds Hill	Support	While the speed humps will help reduce speeding on Shepherds Hill - which is a straight road; they will be superfluous on Wolseley rd which bends and is on a hill.
59	Shepherds Hill	Object	Re the speed humps; I'm very concerned about impact on W5 bus, ambulances, and people going to Whittington Hospital causing slow-downs and increased pollution as well as impact on passengers. I support the other measures and suggest they be put in and the costly speed humps dropped. They can then be reviewed and a proper consultation done.



76	Shepherds Hill	Object	<p>1. Please give consideration to disabled people....I live on Shepherds Hill, have a blue badge, and have had multiple spinal fractures, some 'spontaneous' i.e. without a fall, and driving over bumps even at a slow speed is hazardous. Also disabled drivers need parking and I suspect parking places will be reduced as a result of the bumps. 2. Bumps come in different sizes...a low height would certainly help although wouldn't eradicate the hazard. Bumps can be across the whole road, as you appear to have indicated, or be small and in the centre of each side....the latter would help the jolt. Also small bumps might help in maximising available parking spaces. 3. Most of the road is a W5 bus route with hail and ride, and has a stop on Shepherds hill on the corner of Stanhope Road.....currently on a double yellow line outside Stanhope House and also opposite. It is really important to keep the stops there as there is wall space on both sides for disabled people to sit whilst waiting for the bus. Therefore having bumps there would not be a good idea as it might impede the bus stopping. There's sheltered housing with a lot of elderly people at 22 shepherds hill so moving the bus stop further away would not help them. 4. As regards the island by 57/59 shepherds hill, for the reason mentioned above , it is likely to impede the bus stopping there....so could the island be placed on the archway road side of the mini roundabout at Stanhope Road? 5. Bumps cause extra pollution, with some cars breaking and then revving up again, and bumps at 20mph particularly going uphill from Park road along Wolseley road will cause a lot more pollution. 6. I question the use of cycle logos.....the road is wide enough so that cyclists do not need to be in the centre of a lane.....in areas I've seen this, it's led to more road rage and therefore less safe for everyone.</p>
50	Shepherds Hill	Object	Speed humps are a menace. NO
33	Shepherds Hill	Support	Support all measures proposed. Thanks. This will be vital in reducing high levels of off-peak and overnight vehicle speeds which are so dangerous. They will also make the road safer and easier to cross on foot. It will also make cycling more appealing.
48	Shepherds Hill	Support	Excellent. Needed for all - but especially children.
52	Shepherds Hill	Object	I object to the speed humps. I work in medicine and know how important it is for roads to be clear of humps to enable ambulances to transport patients safely. I would like to hear the history if accidents here than justify this drastic measure. Clearly a speed limit of 20mph should be sufficient. Implement it please.

	Shepherds Hill	Other view	Our principal problems are the increasing usage of Shepherds Hill (particularly between Stanhope Road and Archway Road) of Heavy Goods Vehicles and the inclination of all vehicles to cruise at excessive speeds in Shepherds Hill between Archway Road and Wolseley Road. Shepherds Hill (and Stanhope Road) and Wolseley Road have insufficient width to accommodate HGVs safely and the straight stretch of Shepherds Hill from the top of the hill to the bend at the top of Wolseley Road is too inviting to passenger vehicles to drive too quickly. HGVs should be banned from using Shepherds Hill and Stanhope Road (as they are from nearby sections of roadway between Stanhope Road and Archway Road). Danger to parked cars and pedestrians and cyclists will be increased even above current levels if HGVs are permitted to continue using the suggested roads and only speed bumps are introduced as proposed. The higher the bumps, the more dangerous the road will be, with or without HGVs. (The proposals moreover do not state the height of the proposed bumps, which is very important.) In Stanhope Road, where occasional bumps are installed, the HGVs using the road regularly fracture the road surfaces where the bumps are located, requiring frequent road repairs which they do not normally receive. The height of any road bumps installed should be carefully monitored and regulated in any case to ensure they are not excessive. The number in Shepherds Hill should be reduced to achieve the desired result without causing increased danger to local users and residents, and warning signs for drivers should be installed near the junctions with Archway Road and Stanhope Road. The frequency of bumps should be no greater than that in Stanhope Road.
41	Shepherds Hill	Object	I like to go fast. Put rocket boosters on all cars. Don't put speed humps on Shepherds Hill
45	Shepherds Hill	Other view	Dealing with humps requires driving in low gear - increasing pollution. I'm not sure about statistics on accident numbers with or without humps. Wear and tear on cars is probably worse with the bumps. Cameras would be more effective (and remunerative) but to offset protests from car users; you would need to increase the speed limit to 30mph.
66	Shepherds Hill	Support	1)_Your graphics are very poor - difficult to see. 2)_These roads are not wide enough to include a cycle lane - with parked cars on both sides of the road. 3)_why no pedestrian crossing???
35	Shepherds Hill	Object	I support the road safety improvements but NOT speed humps in front of 28 - 32 Shepherds Hill. This is because of noise concerns when cars drive over them. Thank you.
23	Shepherds Hill	Support	Traffic on these roads travels far too fast and I don't think the proposed measures go far enough to stop this. Also I'm not sure that speed humps work well because cars swerve over the road to avoid them. Speed cameras work better to reduce speed.

49	Shepherds Hill	Support	It may also be worth having speed cameras of some sort because cars speed between the bumps. I hope generally that it will stop people from speeding and ensure they stop at the roundabout - which they currently fail to stop at.
63	Shepherds Hill	Object	Top priority is the junction of Shepherds Hill and Stanhope Road roundabout. Drivers think they can ignore the roundabout, and this results in a lot of hooting and sudden breaking - all very dangerous part of the road. Instead of humps, install 20mph flashing light warning and thank you signals when keeping within the speed limit (red face and smiley face).
14	Shepherds Hill	Support	
7	Shepherds Hill	Support	I think all of the proposals are excellent ideas and support them. People drive far too fast along Shepherds Hill which is a completely residential road.
69	Shepherds Hill	Support	I agree with the above proposals.
74	Shepherds Hill	Other view	In response to your letter of 14 December last, I wish to make the following comments to the proposals: 1)The number of speed humps proposed - 22 - is too many. As cars and larger vehicles - including the daily journeys of the huge, refrigerated supermarket lorries of Waitrose, Tesco and the Co-op who join Shepherds Hill from Archway Road and then turn into Stanhope Road - grind over all these humps in 1st or 2nd gear, the level of pollution this will generate will be increased substantially. Surely this is not the price we are paying to limit speed? I don't think any resident will welcome this. I would therefore like you to consider a reduction of around one-third to the number of speed humps proposed. 2)Please do not impede access to house driveways and blocks of flats' parking areas by installing speed humps at their entrances/exits, which could endanger safety particularly in dark and wet weather. Perhaps better street lighting could be considered as well? 3)I welcome the proposed refuge island outside No 57/59 Shepherds Hill, which will make crossing the road much easier and safer. However, please site it slightly further away (east) from the mini roundabout, as it will impede the W5 bus turning right from Stanhope Road into Shepherds Hill, thereby ensuring sufficient notice and space for the bus between the island and parked cars.
16	Shepherds Hill	Object	These works will create traffic jams which are a nuisance in themselves, and lower the air quality. When completed the speed humps will cause jams and lower air quality. All of it will cost money that could be better spent not spoiling quality of life. Stop virtue signalling at other people's expense.
13	Shepherds Hill	Support	Excellent proposals to reduce speeding traffic. Please also consider a cycle lane in place of the parking bays near Highgate Station. The bays are often empty as there is a lot of off-street parking.

54	Shepherds Hill	Object	Please leave things as they are. The problem is not fast moving traffic , but the traffic lights at the junction between Shepherds Hill and Archway Road not giving enough time for cars to drive out of Shepherds Hill.
64	Shepherds Hill	Object	I object to speed humps. They are unnecessary and cause problems for cyclists on the steep hill.
25	Shepherds Hill	Support	Speed cameras would also be good.
28	Shepherds Hill	Object	This is an expensive project with little evidence it will provide value for money
34	Shepherds Hill	Object	We don't require the road to have speed bumps. 20mph limit should be enough. As a pedestrian I don't see any problems with speed on this road
15	Shepherds Hill	Support	It's about time something was done. 20mph might be a bit low, but cars are being driven at 40-50mph. We also need a police trap which will earn substantial income for Haringey
30	Shepherds Hill	Object	There isn't a problem with speeding cars. Spend the money on something useful.
40	Shepherds Hill	Support	

4	Shepherds Hill	Object	<p>I concur with the objections to this proposal made by my neighbours as stated below. In addition, the dedicated disabled parking bay DB051, at 57-59 Shepherds Hill is registered in my name. The proposed Refuge Island would be obstructive and make it impossible for me to get in and out of my car or drive in and out of the space.</p> <ul style="list-style-type: none"> <li>•Speed humps are agony for patients in ambulances and taxis going to or from Hospital, before or after serious operations.</li> <li>•Speed humps cause increased vibration and long-term damage to adjoining houses and flats. (see note [1] below)</li> <li>•Tailbacks already occur on a regular basis at either end of Shepherds Hill/Wolseley Road and Shepherds Hill/Archway Road. These will increase due to the slowed-down traffic.</li> <li>• Slow moving or stationary cars with their engines revving cause increased noise and pollution.</li> <li>•The supposed road safety "improvements" would on the contrary make the road more dangerous, especially for pedestrians, due to frustrated drivers ignoring speed limits, driving at high speed over the humps etc. More cyclists would be forced to cycle on the pavements and more accidents to pedestrians would inevitably occur.</li> <li>•A Refuge Island immediately opposite the main vehicle entrance to Fitzroy Court would make driving in and out of Fitzroy Court's driveway more difficult to negotiate, especially by the larger delivery vehicles which frequently need access to Fitzroy Court (Royal Mail, supermarket and other delivery vans, Landscape Gardeners, Contract Cleaners, furniture removal vans etc).If these were forced to park on Shepherds Hill they would delay passing traffic and cause increased parking problems.</li> <li>•The existing Disabled Bays outside Fitzroy Court are used by elderly residents of Fitzroy Court who have mobility problems, The Refuge Island would mean the Disabled parking bays would be lost. If moved, they would reduce the number of regular parking bays, and be more difficult or impossible to access by elderly disabled badge holders.</li> <li>•Elderly people might mistakenly think they are safe on the Refuge Island unaware that still could be knocked down by passing motorbikes.</li> <li>•The W5 bus stops outside both Stanhope House and Fitzroy Court to let passengers on/off; while this was happening cars behind the stationary bus would no longer be able to pass the W5 bus, due to the narrowing of the road where the Refuge Island was, causing constant loud hooting, etc, from angry motorists.</li> </ul> <p>This proposal would not reduce Road Danger but increase it. A cheaper and better proposal would be the installation of a long overdue pedestrian crossing at the junction of Stanhope Road/Shepherds Hill. This proposal, received yesterday (19 December 2022) appears to be being rushed through</p>
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5	Shepherds Hill	Object	My objections are on the following grounds:- 1. The location of the refuge island would make it unnecessarily difficult for vehicles to turn in or out of the drive of Fitzroy Court at 57-59 Shepherds Hill, particularly for larger vehicles, delivery trucks and service vehicles such as gardeners. 2. The location of the traffic island so close to the intersection with Stanhope Road would make it next to impossible for large vehicles like school coaches and delivery vans to turn into or out of Stanhope Road 3. The proposal would probably mean losing the parking spaces outside Fitzroy Court - a significant loss to the many elderly residents in the block who are dependent on their cars to get about locally. 4. Shepherds Hill is narrow at this point and does not provide a natural place to cross. 5. The proposed placement of the refuge island is not justifiable. It would not improve road safety but would result instead in new and unnecessary problems, particularly for those in the immediate vicinity who would be adversely affected. Please acknowledge receipt of these objections.
42	Shepherds Hill	Object	As a cyclist I welcome the road safety improvements - but disagree with the proposed refuge island outside 57/59 Shepherds Hill. It will narrow the road for cyclists (dangerous) and is of no benefit to pedestrians
21	Shepherds Hill	Object	This will cause noise and air pollution as well as accidents. A better and cheaper one would be to install a zebra crossing at the junction of Stanhope Rd and Shepherds Hill
73	Shepherds Hill	Support	we are in support of these proposals. However - we feel there is a very important road safety issue that is not addressed. We have lived here for some years now, and in that time we have witnessed an increasing number of vehicles mounting the pavement when there are queues, in order to squeeze down to the end of Shepherds Hill when wanting to turn left onto Archway Road. This section of pavement runs from opposite Highgate Library, passing Goldsmith Court, to the junction with Archway Road. What is most alarming about this is the disregard for pedestrian safety - this pavement is used daily by children going to school. It has reached the point where we have taken to walking in front of cars that have mounted the pavement, in order to protest & alert them to their illegal behaviour. Please could this matter be investigated with urgency? I would suggest the installation of a few bollards along that stretch of road to prevent this continuing.
27	Shepherds Hill	Support	This is welcome because the road is dangerous because of the speeding. Pollution is bad and causes us asthma. Speed humps might deter drivers from using our road
22	Shepherds Hill	Support	I think it's a good idea, but I suggest having fewer humps because Shepherds Hill is a route used by emergency vehicles
19	Shepherds Hill	Support	Install as many humps as possible. Make speeding impossible for all the boy racers who zoom down this road. Thank you.

8	Shepherds Hill	Support	We are strongly in support of your proposals. To get to Highgate tube station and to Queen's Wood we have to cross the road on Shepherds Hill. This can be difficult for us. The 20 mph limit is rarely complied with, as shown on the illuminated speed-response sign on the north side of the street just near our building. Shepherds Hill bends slightly around the junction with Broughton Gardens and this limits our ability to see vehicles going eastwards. There is no zebra crossing or pedestrian traffic lights between Archway Road and Coolhurst Road, which truly surprises us. Suggestions/Recommendations 1. Ask the Police to enforce the 20 mph limit. 2. Site a new zebra crossing midway between Archway Road and Coolhurst Road, for instance where you are planning a traffic island at 57 Shepherds Hill. We are most appreciative of your attention to this problem
24	Shepherds Hill	Support	Speed cameras (average speed) between Stanhope Road and Coolhurst Road.
32	Shepherds Hill	Support	I suggest having an additional refuge island near the bus stop and near Shepherds Hill Gdns (outside #66)
11	Shepherds Hill	Object	Speed humps slow down small cars but have little effect on large cars and SUVs. They can be risky for bicycles when it's icy weather. Why can't we have speed cameras instead? The biggest problem is drivers speeding along the full length of Shepherds Hill at 50mp; and an average -speed camera would fix this.
62	Shepherds Hill	Object	1. Emergency service use this road, so speed humps will slow them down. 2) Speed humps increase air pollution. 3) Proposed refuge island is too close to the roundabout and could well cause road traffic accidents. 4)_Proposed speed humps at #68 Shepherds Hill is TOO CLOSE to entrance and exit of block to easily navigate around.
29	Shepherds Hill	Support	Great proposal. It's an unsafe road because of speeding cars - danger for children as Highgate Woods school is just around the corner
26	Shepherds Hill	Support	
37	Shepherds Hill	Support	Strongly support this. I will feel a lot safer getting in and out of my car.
51	Shepherds Hill	Object	Object to speed humps except at the junction with Montenotte Rd. I support the refugee island and the 20mph roundels.
55	Shepherds Hill	Support	I'm in favour of having humps as there is a problem with speeding vehicles here. However I think there are an excessive number of humps which may lead to excessive acceleration and braking and creating more emissions from fuel exhaust, as well as brake and tyre particles which would make air quality worse. Maybe have enough humps to stop drivers treating the road as a race track.
31	Shepherds Hill	Support	
61	Shepherds Hill	Support	Too many drivers speed down the road, so it's dangerous at times. Please can you use low impact speed humps that cause less noise on impact and don't make drivers slow down so much that they then accelerate again very rapidly - with even mor increased engine noise. in what is a quiet residential area.
47	Shepherds Hill	Support	

18	Shepherds Hill	Support	It is an extremely difficult road to cross because some cars speed. Cyclists also speed downhill and are a hazard. It would help if they were more visible.
53	Shepherds Hill	Object	Please reconsider the number of humps. There are far too many and not well placed. Nos 1 and 22 need removing. No 14 obstructs access to buildings and is too close to the bus stop.
72	Shepherds Hill	Support	I live on Shepherds Hill, but don't seem to have received a paper copy of the scheme proposals through my door. Nevertheless, I support the proposed improvements in road safety, although the proposed speed bumps need to be located so that they do not interfere and clash with the W5 bus hail and ride stops, one of which is in front of Fitzroy Court, 57 Shepherds Hill, and thus impede access to / exit from the bus, particularly for less able-bodied passengers. There may be other hail and ride locations along Shepherds Hill & Wolseley Road where this also occurs. Perhaps speed cameras could be installed in conjunction with speed bumps? Particularly as the existing 20mph light-up signs are not particularly useful, and do not prevent speeding.
44	Shepherds Hill	Object	No need for humps on this hilly road.
79	Wolseley Rd	Support	I would like to respond to the proposed road safety improvements by firstly saying how pleased I am that this will be happening on my street. In fact I would like to see stronger measures for road safety put in place across Crouch End. I have lived on Wolseley Road since the 1980s and over the past five years the volume and speed of traffic has increased to an alarming degree. I know that this is something that the proposed measures will begin to deal with, but I really hope this is just a start to a larger implementation across Crouch End, which has become a real traffic pinch point. I am a cyclist and would absolutely love to see more cycle lanes, cycle routes and cycle road signs in Crouch End. I am very pleased that there will now be some cycle signs on my street and this must improve across the whole local area to increase safety and encourage more cycling. I would also be keen for the idea of an LTN to be introduced to the Crouch End area, car traffic needs an overall reduction and this I believe would be a way to do so. Thank you for your time and I hope that the safety improvements are put in place soon



68	Wolseley Rd	Support	<p>I wish to wholeheartedly support the scheme proposed which is necessary following years of speeding issues and accidents on the area covered. I would also like to reaffirm that that this consultation should take in to account the 400+ petition signers that I submitted in support of road safety improvements along these roads (as well as the crossing on Wolseley Road). I wish also to highlight some specific point of consideration:</p> <ul style="list-style-type: none"> <li>- The roads form part of the W5 bus route (hail and ride section, and I would ask that the council engages with the bus provider about any changes and takes their views in to consideration. I would also request that officers observe the routine drop off and pick up points, particularly the one by the junction with Stanhope Hope, and ensure that the introduction of the island at this point does not lead to the potential for vehicles to try to overtake stationary buses on the other side of the road, across the island and then across the roundabout which could lead to a significant incident with vehicles exiting Stanhope Road. If necessary the bus operator should be informed about ensuring they pull in away from possible islands -</li> <li>- Wolseley Road has a significant gradient and carries a number of lorries and HGVs (despite being a residential road). It is important to ensure that the gradient of any speed bumps/tables, when added to the existing gradient do not cause a gradient over the road standards and that they can be traversed safely without any grounding which can cause significant noise and vibrations. This is particularly important for the w5 bus which has a low bed and could easily ground on speed bumps when going up or down hill here. The issue currently happens with the 184 single decker bus on Albert Road / Alexandra Park Road which has caused many issues from residents.</li> <li>- That no parking is displaced as part of the measures (a separate TMO would be required)</li> <li>- That the location, height and gradient of speed bumps take in to account the location and therefore proximity of residential properties as well as best practice design/standards to ensure there are no issues with additional noise/vibrations from vehicles (particularly vans/lorries etc) traversing them.</li> <li>- That any new speed bumps do not introduce drainage issues with water pooling in front of them, or running on to the pavement</li> <li>- That best practise for cycle routes is considered with the implementation of the speed bumps given new cyclist signs will be painted on the road and it's a key cycle route to Highgate Station. Cyclists should be given design consideration. I also wish to request the following:</li> <li>- That further islands are considered around the mini roundabout at the junction with Stanhope Road to encourage vehicles to slow down and improve crossing facilities. Drivers going straight across the roundabout in both directions rarely treat this as a roundabout and do not slow down to go across the junction, instead driving across the roundabout (as it's just painted). Safety measures should be introduced to ensure this is treated as a junction as accidents have happened here previously</li> <li>- That consideration is given for the roundabout junction to be reassessed and potentially changed</li> </ul>
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			to a built up roundabout to slow vehicles down (in reference to my point above). - That the current informal island crossing near Priory Gardens on Shepherds Hill are changed to zebra crossings like the one by the junction with Coolhurst Road, to improve pedestrian safety. - That additional zebra crossings are introduced along Shepherds Hill between the existing one at the junction with Wolseley and the junction with Archway Road
	Wolseley Rd	Other view	I would support the installation of speed humps, but I think that what we really need are speed cameras. Some drivers use Shepherds Hill / Wolseley Road as a speed track, and the only thing that will stop them is the threat of a speeding fine. There are still so many drivers who see the 20mph signs as 'advisory', they do not take them seriously at all. I would also say that speed bumps will not stop them from driving on the wrong side of the road as they come around the bend where Shepherds Hill becomes Wolseley Road. We have been told that speed cameras will not be installed until a 'serious accident' has occurred - are you actually waiting for someone to be killed? I cannot understand this logic at all. Do the two incidents of cars flipping onto their sides in the last year, and the woman with her young son in the front seat crashing into and demolishing the front wall of the house opposite mine on Wolseley Road in December not count as serious accidents? What will it take?
46	Wolseley Rd	Other view	I'm in favour of road safety improvements having lived here for many years and witnessed several accidents at the top end of Wolseley Rd. Speed humps do however need to be carefully constructed, otherwise they cause noise and disruption. Why not put in speed cameras?
60	Wolseley Rd	Support	
39	Wolseley Rd	Support	Improve signage as well as new safety measures including speed humps. Some sort of crossing further down Wolseley Rd could be beneficial. There are limited safe places to cross what is a long stretch of road.
36	Wolseley Rd	Object	I cycle and think that speed humps are extremely dangerous for cyclists, as cars accelerate and break hard between the humps. I would support a scheme as on Cranley Gdns where humps are 'painted' etc which don't impact cyclists. I suggest the money is spent elsewhere in the borough supporting hungry families.
38	Wolseley Rd	Other view	Ensure speed humps cannot be bypassed by motor-cyclists.
81	81	81	81