

NOTICE OF MEETING

CABINET MEMBER SIGNING

Tuesday, 14th November, 2023, 2.00 pm - Podium South , River Park House 225 High Road London N22 8H (watch the live meeting [Here](#))

Councillor Seema Chandwani

Quorum: 1

1. FILMING AT MEETINGS

2. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

3. URGENT BUSINESS

There are no new items of urgent business but any required tabled items would only relate to those items shown on the agenda.

4. 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

5. DEPUTATIONS/PETITIONS/QUESTIONS

- 6. HOUSEHOLD SUPPORT FUND (PAGES 1 - 10)**
- 7. FERME PARK ROAD (PAGES 11 - 48)**
- 8. SHEPHERDS HILL - WOLSELEY ROAD (PAGES 49 - 82)**

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Monday, 06 November 2023

Report for: Cllr Chandwani, Cabinet Member for Tackling Inequality and Resident Services

Item number: n/a

Title: **Household Support Fund in Haringey**

Report

Authorised by: Barry Francis, Director of Environment and Resident Experience

Lead Officer: David Graaff, Head of Service Delivery

Ward(s) affected: All

Report for Key/

Non-Key Decision: Key Decision

1. Describe the issue under consideration

- 1.1 The Government, through the Department of Works and Pensions (DWP) launched the Household Support Fund in October 2021, and extended in six-month periods up to and including the 31st March 2023. In February 2023, the DWP announced that the scheme would be extended for a further 12 months for the period 1st April 2023 – 31st March 2024
- 1.2 Local authorities are responsible for administering The Fund in their area. Haringey council has been allocated £4,813,343 for the 12-month period.
- 1.3 The objective of The Fund is to provide support to households in the most need; particularly those who may not be eligible for the other support government has recently made available but who are nevertheless in need and who require crisis support. The Fund is intended to cover a wide range of low-income households in need including families with children of all ages, pensioners, unpaid carers, care leavers and disabled people, with an emphasis on supporting households with energy, food, and water bills.
- 1.4 The Household Support Fund Scheme Policy: October 2023 Phase 2, sets out the Council's arrangement for administering the second part of The Fund, which is within the conditions stipulated by DWP. This decision will approve the allocations policy for the second phase of The Fund.

2. Recommendations

It is recommended that the Cabinet Member for Tackling Inequality and Resident Services:

- 2.1.1 Notes the Household Support Fund allocation from the government of £4,813,343.44 for the period 1st April 2023 to 31st March 2024.

- 2.1.2 Approves the final allocation of this funding as set out in Appendix 1
- 2.1.3 Delegates authority to the Assistant Director Resident Experience in consultation with the Cabinet Member for Tackling Inequality and Resident Services to amend this policy to maximise and control the distribution of the fund and to give effect to changes in legislation, statutory or non-statutory guidance, or directives or instructions of a similar character issued by Government.
- 2.1.4 Delegates authority to the Assistant Director Resident Experience in consultation with the Cabinet Member for Tackling Inequality and Resident Services to provide Free Schools Meal (FSM) Vouchers to households with children who are eligible for free school meals during the Easter 2024 holidays from a future allocation of Household support fund, provided such an allocation is made and such an allocation is permissible under any such scheme.
- 2.1.5 Agrees that this policy is subject to the availability of government funding and will terminate on 31st March 2024 unless terminated earlier.

3. Reasons for decision

- 3.1 The Government through the Department of Works and Pensions (DWP) has provided funding to local authorities to administer the Household Support Fund. It is acknowledged that local authorities have the local ties and knowledge and are best placed to allocate funding according to local need.
- 3.2 The Guidance for The Fund provides for local authorities to determine eligibility in their area and target support to those most in need but within the scope of conditions set by DWP. The proposed decision on the Household Support Fund sets out how the Council will target and deliver support to residents. This spend is targeted to those that are most in need and is in accordance with the Scheme.
- 3.3 The Household Support Fund payments are expected to support households over the grant period and for all funding to be spent between 1st April 2023 – 31st March 2024.

4 Alternative options considered

- 4.1 The alternative option considered was not to develop a Haringey Support Fund Policy. This was discounted as it would not have made use of the funds available to support Haringey residents.
- 4.2 A further option was to bring forward plans to allocate the total amount of funding at this stage, but as the final guidance was only received in late February and more work needs to be carried out in order to ensure that the Fund is spent with maximum beneficial impact for local residents, this option was discounted.

5 Background

- 5.1 In February 2023, the government confirmed the extension of the Household Support Fund making £842m available to County Councils and Unitary Authorities in England.

The objective of the Fund is to provide support to vulnerable households in most need to help with significantly rising living costs. The expectation is that the Fund should primarily be used to support a broad cross section of vulnerable households including families with children of all ages, pensioners, unpaid carers, care leavers and disabled people.

5.2 Local Authorities have been given the discretion to decide how this funding should be used provided it is within the scope of the guidance. Authorities have the ability to deliver support through a variety of routes including providing vouchers to households, making direct provision of food or goods, or issuing grants.

5.2 When administering The Fund, Local Authorities are encouraged to adopt the following principles:

- Use discretion on how to identify and support those in need
- Use the funding from 1st April 2023 – 31st March 2024 to meet immediate needs and help those who are struggling to afford energy and water bills, food, and other related essentials.
- In exceptional cases of genuine emergency, the funding can additionally be used to support housing costs where existing housing support schemes do not meet this exceptional need, subject to conditions set out in the guidance.

5.3 Authorities have the flexibility within the Household Support Fund to identify which vulnerable households are in most need of support and to apply their own discretion when identifying eligible households. In addition, authorities must operate an application-based service for support to ensure those in need have a route to emergency support. Authorities are expected to establish eligibility criteria for their application service and should communicate with residents to ensure that their scheme and mechanism for applying is clear and accessible. There is no requirement for Authorities to undertake a means test.

5.4 Authorities should particularly consider how they can support those vulnerable households who are ineligible for other government support with the cost of living, including:

- Amended Energy Price Guarantee from April 2023
- up to £900 in Cost-of-Living Payments for those on eligible means tested benefits
- £150 Disability Cost of Living Payment
- one-off £300 Pensioner Cost of Living Payment (through the Winter Fuel Payment).

5.5 The proposed Household Support Fund Policy November 2023 is attached at Appendix 1 sets out the details of the second phase of the scheme to be applied in Haringey to address local need. As part of the Council's overarching approach to supporting those in need during the cost-of-living crisis, we continue to adopt a strengths-based methodology which seeks to build routes out of poverty for local residents where possible.

6 Contribution to strategic outcomes

- 6.1 This Household Local Support Fund Policy March 2023 meet the priorities and outcomes of Corporate Delivery Plan 2023/24 and supports efforts to mitigate the impact of the cost-of-living crisis in the local community.

7 Statutory Officer Comments

7.1.1 Finance

Funding for the proposed Household Support Fund Phase 2 allocations covering the period October 2023 to March 2024, as set out in Appendix 1 and totalling up to £2,106,000, will be met from the 23/24 Household Support Fund grant of £4,813,343.

It is noted from the recommendation in para 2.1.4 above that the provision of Free School Meal vouchers during the Easter 2024 holidays will depend on a future Household Support Fund grant being made to the Council.

7.2 Legal

The grant funding to local authorities (under the Household Support Fund) is made pursuant to Section 31 of the Local Government Act 2003 which permits the Government to pay grant to local authorities towards expenditure incurred or to be incurred by it. The grant may be paid on such conditions as the Government may determine. The DWP letter to local authorities Chief Executives and Finance Officers dated 20th February 2023, the Household Support Fund Grant Determination 2023: No 31/6496 and Household Support Fund: (1st April 2023 – 31st March 2024) - Guidance for County Councils and Unitary Authorities in England sets out the conditions for the grant funding. In determining the arrangements for the Scheme, the authority must ensure that the grant funding conditions are met.

The Fund is intended to cover a wide range of low-income households as set out in the guidance. Support is not restricted to vulnerable households in receipt of benefits but should also include support to those vulnerable households who are ineligible for other government support with the cost of living. The guidance sets out the types of support which includes energy and water, food, essentials linked to energy and water and wider essentials not linked to energy and water if the authority considers it appropriate for their area.

The Fund cannot be used to provide mortgage support, but homeowners could qualify for support with energy, food and wider essentials as defined in the guidance.

Authorities have the flexibility within The Fund to identify which vulnerable households are most in need and apply their own discretion when identifying eligibility. However, authorities are also required to also operate part of their scheme on an application basis, with clear eligibility criteria communicated to residents, which allows residents to come forward and ask for support. The authority must make public, their plans for The Fund including placing it on their website.

Funds should be spent or committed before 31 March 2024 and cannot be carried over for future usage.

The Council's Haringey Support Fund Policy Phase 2 – November 2023 complies with the Government Guidance on how the Grant should be used.

7.3 Strategic Procurement

7.3.1 Strategic Procurement note the content of the report and recommendations in section 2. The recommendation is not related to a procurement activity but to the allocation of a grant and policy.

No procurement decision is required by this report.

7.4 Equalities

7.4.1 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 those protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not.

7.4.2 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 apply to the first part of the duty. Although it is not enforced in legislation as a protected characteristic, Haringey treats socioeconomic status as a locally protected characteristic.

7.4.3 The proposed decision is to approve the Household Support Fund Scheme Policy (attached in Appendix 1), which sets out the Council's arrangement for administering the remaining funding provided by the government.

7.4.4 The objective of this decision is to support residents facing increased costs due to pressures on household finances, including inflation, rising energy prices, and changes to Universal Credit. This decision will affect households with children who are claiming Free School Meals. Therefore, this decision is likely to have a positive equalities impact on families on low incomes, amongst whom there are a disproportionate number of residents with other protected characteristics.

7.4.5 It is noted that by delivering this portion of the support fund as free school meal vouchers, vulnerable resident's eligible for free school meal support will automatically receive this with no additional application necessary. This delivery mechanism will help ensure that everyone entitled to this support will receive it, and no one will miss out due to challenges accessing it.

7.4.6 It is noted that this decision is on the disbursement of the remainder of the Haringey Council allocation from the Household Support Fund. This decision includes details

about how the Council intends to support other groups facing financial pressures. These other groups vulnerable to the cost-of-living crisis also represent a disproportionate number of residents with protected characteristics, and as such future decisions about the remainder of the fund are likely to have a positive equalities outcome.

7.4.7 It is also noted that the support is subject to the availability of government funding and criteria. There are no expected negative equalities consequences arising from this decision.

Use of appendices

Appendix 1: Household Support Fund Policy – Phase 2 November 2023

8 Local Government (Access to Information) Act 1985

Not Applicable

Haringey Council

Household Support Fund Scheme Policy: Phase 2, November 2023

APPENDIX 1

1. Introduction

- 1.1 This document sets out Haringey Council's ('the Council's') approach to supporting people through use of the additional funding from the Department for Work and Pension's Household Support April 2023 to March 2024.
- 1.2 The government has made funding available to enable local authorities to support households, particularly those including children, pensioners, unpaid carers, care leavers and disabled who would otherwise struggle with energy, food and water bills. The fund can also be used to support households with other essential costs. In administering the scheme local authorities are encouraged to use their discretion on how to identify and support those most in need.
- 1.3 Authorities can deliver the support through a variety of routes including providing vouchers to household, making direct provision of food or goods or through the issue of grants.
- 1.4 This document sets out the second phase of the Council's plan to administer the Fund by describing how the Council will provide support to households in line with agreed spending, up to the total allocation of £4,813,343.44 to cover the period to 31st March 2024.

2. Objectives of this Policy

- 2.1 To provide support to vulnerable households recognising the profile and specific needs of residents in Haringey, in particular those who have been most adversely impacted by the significant rises in living costs and its economic consequences.
- 2.2 To support households and prevent households from escalating into crisis.
- 2.3 To support households with dignity and without stigma enabling residents to be as independent as possible and treated with dignity at all times

3. Household Support Fund Spend

- 3.1. The maximum spend from the extension of the Household Support Fund for the period 1st April 2023 – 31st March 2024 is £4,813,343.44. All funds must be spent by 31st March 2024.
- 3.2. Previous rounds covered six months; this round is a year and reflects that with double the grant.
- 3.3. Despite this round being one year Haringey has administered the fund by allocating the money in half-yearly phases to reflect changes in households in financial stress.
- 3.4. Funds can now be used to provide advisory services that complement the fund's primary purpose, being to provide crisis support to households. Although, this policy does not include any allocation to this.

3.5. All support will be available to households with No Recourse to Public Funds (NRPF) in line with government guidance.

3.6. Several direct one-off payments [from Central Government] have been considered when deciding how to distribute the current round of the household support fund.

3.7. These payments include:

- £900 for those on mean tested benefits paid in three instalments over 23/24 (those only in receipt of housing benefit are not eligible for this payment but we can identify them through LIFT)
- £150 for disabled people
- £300 for pensioners on top of their winter fuel grant.

3.8. Additionally there is also a:

- £200 payment for households not connected to mains gas supply and who use alternative fuels for heating. Payments made from February 2023.
- £400 payment to support those who do not have a domestic electricity meter (i.e. living in a care home or houseboat)

3.9. Previous rounds costing of options assumed 85% uptake of the direct cost of living payments. This round assumes a 90% take-up based on the achievements in the last round. This may vary again due to uptake rates as well as data accuracy.

3.10. All support will be available to households with No Recourse to Public Funds (NRPF) in line with government guidance.

3.11. In Haringey, the Household Support Fund Scheme Policy - November 2023 Phase 2 will allow for:

- Additional holiday support for households in receipt of Free School Meals up to the end of March 2024
- A £100 payment to:
 - Families in financial stress with children ineligible for Free School Meals
 - Families in financial stress with a disabled child
 - Low-income households with children under 5
 - Pensioner households in financial stress
 - Care leavers
 - Households with No Recourse to Public Funds in line with relevant guidance
 - Households who did not qualify for the Cost-of-Living Payments who are in financial stress
 - All other households identified as being in financial stress
- A £200 payment to:
 - Households in financial stress with a disabled claimant or partner

3.12. A total of £60,000 (plus administrative costs) will be allocated to Voluntary and Community Sector (VCS) organisations to support households most in need of extra support from minority and marginalised communities and/or those identified as living in 'hidden households', including:

- Households living with people with a disability

- Households from minority and marginalised communities
- Homeless people or people at risk of homelessness
- No recourse to public funds with a community care need (as per guidance)
- Households with large families to support
- Survivors of domestic abuse
- Individuals living in households of multiple occupancy
- Family carers

This list is not exhaustive and organisations will determine eligibility in accordance with the guidance. An allocation of any remaining funds, after the scheme administration costs, will be made to support individuals in financial hardship who make an application through the Haringey Support Fund for one-off support. Eligibility will be determined in accordance with the Haringey Support Fund scheme.

3.13. Households may be eligible for more than one payment.

3.14. The table below sets out the proposed allocations. This includes an upper limit, which will allow officers a small amount of discretion, in consultation with the Lead Member, to move funding between different projects, or to identify new projects. This is designed to ensure the council can remain agile and respond to emerging needs as this fund is delivered over the next few months.

Project	Description	Proposed allocation (limit) £000
Holiday free school meal vouchers	Free School Meal vouchers for school-aged children during holidays	£610k
<p>Direct cash payments of £100 without an application process targeted to those identified through our data</p> <p>An additional £100 awarded to households in financial stress with a disabled family member (including a disabled child)</p>	<ul style="list-style-type: none"> • Families in financial stress with children ineligible for Free School Meals • Pensioner households in financial stress • Households in financial stress with a disabled family member (including a disabled child) • Households who did not qualify for Cost of Living Payments who are in financial stress 	Up to £976k

	<ul style="list-style-type: none"> • Low-income households with children under 5 • Payments to care leavers • Households with No Recourse to Public Funds in line with relevant guidance • Other households identified in financial stress 	
Allocation to Voluntary and Community Sector Organisations	Households most in need of extra support from minority and marginalised communities and/or those identified as living in 'hidden households'	Up to £60k (plus admin costs)
Funding Administered by the Council via the Haringey Support fund - application based process.	Households most in need of extra support in line with eligibility criteria for the scheme	Up to £260k
Administration	The costs of administering all of the above projects including, officers time, systems and supplies and services costs.	Up to £200k

4. Policy implementation and review

4.1. This Policy will be applied 1st April 2023 – 31st March 2024.

4.2. Despite this round being one year we have treat it as a six-month split, spending £2,707,390 in the first half of the year and a further £2,105,953 from October 2023. This is to reflect any changes in households who are in financial stress, and this approach will ensure the funds are allocated to those most in need at that time.

4.3. In applying the Policy, the Council will have regard to relevant implementation guidance as issued.

Report for: Cabinet Member for Tackling Inequality and Resident Services

Title: Proposed speed reduction measures on Ferme Park Road N4/N8

Report authorised by: Barry Francis, Director of Environment and Resident Experience

Lead Officers: Danny Gayle, Traffic Engineering Manager
Danny.Gayle@haringey.gov.uk

Michael Demosthenous, Principal Engineer
Michael.Demosthenous@haringey.gov.uk

Ward(s) affected: Crouch End, Hornsey and Stroud Green

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

1 Describe the issue under consideration

- 1.1 To report on the feedback received during the public consultation carried out from 11 April to 5 May 2023, on proposals to introduce speed reducing measures on Ferme Park Road.
- 1.2 To request approval to proceed to statutory consultation, 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

- 3.1 Gives approval to proceed to statutory consultation on proposed speed reducing features along Ferme Park Road as detailed in Appendix A, having taken the feedback from the public consultation into consideration.

4 Reasons for decision

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

5 Proposed Option

- Provision of new speed and junction tables along Ferme Park Road
- Replacement of the existing refuge island outside 130/132 with a raised table and a larger pedestrian island
- Replacement of the existing refuge island with a raised zebra crossing outside 69/71

- Replacement of the existing zebra crossing on Ferme Park Road by Mount View Road with a raised zebra crossing and larger island, 10m to the west of its current location
- Replacement of the existing refuge island outside 40/42 with a raised table and a larger pedestrian island
- Replacement of the existing zebra crossing outside the Londis supermarket with a raised zebra crossing
- Relocation of some pavement parking bays (known as “2-wheels up”) back on to the road

6 Alternative options considered

6.1 None.

7 Background Information

- 7.1 Haringey Council 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 The Council has investigated the latest 36 months’ collision data (01/01/2020 - 31/12/2022) along Ferme Park Road and can confirm that there have been 9 recorded Personal Injury Accidents (PIA), 8 slight and 1 serious. Two of the PIAs involved pedal cyclists and two involved motor cyclists.
- 7.4 Following concerns from the local community, including ward councillors, about perceived high speeds of traffic and dangerous driving on Ferme Park Road, Project Centre, a traffic engineering consultancy, was commissioned to explore traffic calming options for the Ferme Park Road corridor, between Tottenham Lane and Stapleton Hall Road.
- 7.5 An evening workshop was held on 10th March 2022 at the ‘Union Church & Community Centre’ on Western Park, to discuss residents’ concerns/suggestions to improve road safety by the Ferme Park Road/Tottenham Lane Roundabout and along the Ferme Park Road corridor. Based on residents’ feedback and the traffic data for the road, Project Centre has produced a viable design, which will improve road safety and pedestrian accessibility.
- 7.6 As part of this year’s Road Danger Reduction Investment Plan, the Council carried out a public consultation on the proposal to introduce speed reducing measures on Ferme Park Road, as set out on the plan in Appendix A and detailed in section 5 of this report.
- 7.7 The total cost of the scheme is £375k, and funding is assigned through the agreed capital programme.

8 Consultation

- 8.1 Ward Councillors were informed about proposals on 29 March 2023. Councillor Luke Cawley-Harrison, Councillor Cressida Johnson and Councillor Lester Buxton welcomed the proposals.
- 8.2 Notification documents were distributed to properties in the vicinity of the proposals on 11 April 2023. A copy of the public consultation plan is shown in Appendix A and a copy of the consultation boundary can be found in Appendix B.
- 8.3 The public consultation letter was uploaded on the Council’s website via the link: [Road safety consultations | Haringey Council](#)

9 Responses to Consultation

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

Table 1 – Public Consultation Analysis

		Count	%
Support / object	Support	45	64%
	Object	17	24%
	Other view	8	11%
	Total	70	100%

- 9.2 The Council received 70 responses during the public consultation period, 45 (64%) in support, 17 (24%) who objected and 8 (11%) who had other views on the proposal. Objections have been summarised below, together with the Council response.

9.2.1 Objection – Raised tables will cause Pollution, Vibration and Noise issues

The Council received objections to the proposed raised tables and junction table, stating that they will cause noise, vibration and structural issues to their properties.

Several residents have stated that most of the buildings along Ferme Park Road were constructed around the 1880s, and therefore the proposed traffic calming measures may have an adverse effect on the building’s structures and their foundations.

Some residents are also reporting that, due to the poor construction of the carriageway along the road, their properties already suffer from noise and vibrations issues, caused by heavy lorries, the W3 bus and even cars, which has resulted in walls to crack/shake, furniture and picture frames to rattle. It is believed that the introduction of the raised tables will exacerbate this issue. A resident has stated that, should the raised tables be constructed, it will worsen their living experience, including their sleep, devalue and cause damage to their properties and overall will negatively impact residents’ mental health and quality of life.

Other objectors are of the view that the proposed raised tables will cause vehicles to brake excessively in order to transverse the raised tables, which will generate noise as well as unsafe brake dust, to such an extent as to make life intolerable for residents.

Council Response

Vertical deflections in the carriageway such as speed tables 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’.

When considering the use raised tables/junction tables, 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 speed tables proposed for this scheme adhere to the recommendations from this study.

The proposed raised tables will also be spaced to comply with the Highways (Road Humps) Regulations 1999 and Traffic Advisory Leaflet (TAL 2/96). The scheme design includes introducing more regular and lower traffic calming features to achieve uniformity of speed, thus reducing disturbance caused by braking and accelerating, which will also reduce noise and air pollution.

Moreover, the type of raised table proposed, will have a sinusoidal profile which has a gentler than usual incline, which assists in reducing noise and vibrations whilst effectively reducing traffic speeds.

9.2.2 **Objection – Loss of Parking**

Concerns have been raised that parking is already limited and where there are existing refuge islands, residents are already unable to park in front or near their properties and extending the parking restrictions further, would result in more frustrated residents not being able to park outside or in close proximity to their properties. The proposed parking restrictions will also encourage large delivery vehicles and mini cabs to park obstructively, as there will be inadequate space for them to load/unload.

Some residents are of the view that the parking reduction proposals are exacerbated by Ferme Park Road being situated on the borderline of two Controlled Parking Zones (CPZ). As a result, at 12 o'clock each day, there is a surge in occupancy from the neighbouring zone, from residents who do not have permits and tradesmen working in the local area. Already this means that it is often difficult to find a parking space conveniently located close to one's own home. Removing further parking will have a knock-on effect adversely affecting parking for all residents on and in the vicinity of Ferme Park Road.

Council Response

The reduction of parking along Ferme Park Road is required to accommodate the proposed improved crossing points along the road by removing obstructive parking. This will provide adequate intervisibility between all road users, which will assist in tackling road danger and helping us on the journey to achieve Vision Zero, which is to eliminate all deaths and serious injuries on our roads by 2041.

As part of our Vision Zero programme, one of the Council's actions is to keep junctions clear of parking to improve sightlines, with the provision of 10m (minimum) of no waiting and loading restrictions, in line with Rule 243 of the Highway Code. The Council has therefore taken the opportunity to review parking by the side roads along Ferme Park Road and, where viable, have extended the existing waiting and loading restrictions.

The concerns raised about permit parking in the Ferme Park Road area have been forwarded to our Parking Schemes Team, which is the team responsible for introducing/amending all CPZs in the borough, for its information/consideration. Moreover, if local residents feel that the existing CPZ operational hours are inadequate

on and in the vicinity of Ferme Park Road, the Council recommends the submission of a petition form, from the local community. The Council supports this with the use of e-petitions which can be found on the Council web page:

<https://www.haringey.gov.uk/local-democracy/meetings/petitions>.

With regards to motorists parking obstructively, the Council welcomes calls directly from members of the public to report illegal parking on 020 8489 2102 so that we can deploy our officers at the earliest opportunity. For further information on parking enforcement please visit: <https://www.haringey.gov.uk/parking-roads-and-travel/parking/parking-and-traffic-enforcement/dangerous-and-obstructive-parking#contact>

9.2.3 **Objection - Relocation of some pavement parking bays back on to the road is an unnecessary obstruction**

As Ferme Park Road forms part of a frequent bus route, concerns have been raised that the proposal to relocate some of the pavement parking bays back on to the road will create a bottleneck issue, resulting in insufficient space for buses to pass each other.

A resident is also of the view that the proposal to relocate the parking bays back on to the carriageway, between Weston Park and Tottenham Lane, will create a swept path issue for the W3 bus leaving from bus stop X (located outside 149 Ferme Park Road), forcing the bus to enter the oncoming traffic lane, in order to avoid conflicting with the vehicles which will be parking in the carriageway fronting this bus stop.

Concerns have also been raised that the Ferme Park Road/Tottenham Lane roundabout junction already creates tail backs along Ferme Park Road. With the additional proposed parking amendments, it is believed that this measure will congest the road to a stalemate.

Council Response

Footway parking restricts pedestrian access, particularly for wheelchair users, people with limited mobility, people with visual impairments and families with young children.

The relocation of some pavement parking bays back on to the road, will assist in reducing vehicular speeds. This will also increase the footway width available to pedestrians, thus improving pedestrian accessibility. The changes are consistent with Haringey's newly adopted Footway Parking Policy, which is available on the Council website - [Briefing for: \(haringey.gov.uk\)](https://www.haringey.gov.uk).

Adequate carriageway width is available to accommodate the proposal to relocate some of the parking bays back into the carriageway and for buses to pass each other safely.

With regards to the concern about buses emerging from bus stop X conflicting with cars parked within the designated carriageway parking bays, a swept-path analysis and site observations have been undertaken to ensure that the proposal is viable.

It should be noted that a Road Safety Audit (RSA) will be undertaken, should the scheme be approved for implementation. An RSA is a systematic process for checking the road safety implications of highway improvements and new road schemes, which is a specialist process that was carried out independently of design and construction work. RSAs are intended to ensure that operational road safety experience is applied during the design and construction process in order that the number and severity of collisions are kept to a minimum.

Finally, the Council will be consulting with the local community on additional proposals to improve road safety and the operation of the Ferme Park Road/Tottenham Lane roundabout in due course.

9.2.4 Objection - Enlarging existing traffic islands will cause noise/vibration issues to neighbouring properties

Concerns have been raised that enlarging the existing traffic islands will force buses and other heavy vehicles to drive closer to residential properties, which may lead to additional noise, vibration and structural issues.

The proposal to increase the width of the traffic islands, will also result in pinch points/ swept path issues for buses.

Council Response

Pedestrian islands assist in slowing vehicular traffic by narrowing the available carriageway width. They also remind drivers that there may be pedestrians crossing the road. Moreover, as the larger pedestrian islands will be introduced on raised tables, they will further encourage motorists to transverse the vertical and horizontal traffic calming measure at lower speeds, which is likely to reduce the level of noise, vibrations already being experienced.

As part of the design process, a swept-path analysis was conducted to ensure that the proposed larger islands will not impede buses and HGV's from travelling along the road.

9.2.5 Objection – Haringey Cycling Campaign (HCC)

The HCC comments are then followed by a Council response.

9.2.5.1 'The present level of collisions involving pedestrians and cyclists is fairly low. We must be careful that the proposed work doesn't lead to an increase in the low level of pedestrian and cycle casualties'.

The proposed speed reduction measures on Ferme Park Road were initiated as a result of concerns raised by the local community about speeding and the high level of accidents occurring along the road, which was then investigated and included as part of the Road Danger Reduction Investment Plan. The Council has a statutory duty under section 39 of the 1988 Road Traffic Act to "take steps both to reduce and prevent accidents". Prior to introducing the proposed scheme, we will arrange for a stage 1 and 2 safety audit to be conducted.

9.2.5.2 'The carriageway widths at new traffic islands should be shown. They should be 3.2m, or alternatively 3.9m or greater (see LTN1/20 table 7.2 p76)'.

LTN1/20 states that 'widths between 3.2m and 3.9m may encourage close overtaking by motor traffic at pinch points and should not be used. Therefore, the traffic islands have been designed to satisfy these criteria.

The proposal will be amended to include cycle symbol road markings on the approach to all traffic islands along Ferme Park Road, to help guide cycle positioning/direction and to warn motorist that cyclists will be traveling in the centre of the carriageway (primary position) through the traffic islands (pinch points).

9.2.5.3 'We suggest existing guardrails should be removed at the new work. "Bell" bollards or similar may be needed for footway protection'.

The guardrail by the proposed relocated zebra on Ferme Park Road by Mount View Road will be removed, subject to the outcome of a safety audit. Footway protection measures will be installed if deemed necessary.

9.2.5.4 *'We urge the relocation of the pedestrian crossing be minimised, to maintain the pedestrian desire line'.*

Chapter 6 of the traffic signs manual states that 'Where a crossing is to be placed near a side-road junction on a major road, the desire line may conflict with visibility requirements for drivers exiting the side road. Crossings may need to be moved off the desire line in order to give drivers enough time to see a crossing and brake safely, but deviations from the desire line should be minimised as far as possible. The exact location of the proposed crossing will be determined at the detailed design stage and will depend on the geometry of the junction and type of side road'.

9.2.5.5 *'We suggest build-outs and "tree gates" (suitably distanced), at all the approaches to the Weston Road Junction, could improve junction safety and reduce the all user casualty level at this location. Collision data shows this is the most dangerous junction on Ferme Park Rd, so investment here would support the Council's Vision Zero policy'.*

The introduction of speed tables along the road will slow vehicles down to speeds at or below the speed limit, and in this way the 20mph limit will become 'self-enforcing'. It is therefore anticipated that vehicles will approach the Ferme Park Road/Weston Park junction at lower speeds, thus improving road safety at this junction.

9.2.5.6 *'It seems inconsistent to remove some, but not all, pavement parking. HCC members living locally suggest parking needs can be met without it, albeit with some increase in residents parking in side roads. We suggest all pavement parking be removed'.*

The proposed layout takes into consideration the current demand for parking in the area. However, if parking demand is reduced then further parking removal can be considered in future works programmes.

9.2.5.7 *'There seems to be some inconsistency between the plan and section for the speed table. The ramp appears to be 1850 width in section but minimum 900 width in the plan, which would make it too steep for buses.'*

The entry and exit ramp gradients will be 1 in 20 (maximum).

9.2.5.8 Traffic levels are too high for the design approach intended

'Looking at LTN1/20 as a whole, we suggest the scheme will not comply, as the traffic levels are too high for the design approach intended. Data from the Liveable Crouch End project suggests in 2019 there were around 10,000 vehicles a day using the road. As fig. 4.1 within LTN1/20 states, levels in excess of 6,000 per day, on a mixed traffic road, will make cycling "suitable for few people and will exclude most potential users and/or have safety concerns. This would not accord with the Council's Walking and Cycling Action Plan, or with Vision Zero'.

The Council's 'Adopted Walking and Cycling Action Plan' does not show Ferme Park Road as a current or future cycle route, due to its geometry, high volumes of traffic and the challenges these present. In this instance, Inderwick Road which is close to Ferme Park Road offers cyclists an alternative route, as it has much lower traffic volumes and has a modal filter at the Tottenham Lane end. Inderwick Road forms part of the older LCN Link 78, as a cycle route from Green Lanes N13 to A503 Seven Sister Road. This route was identified following a cycle route inspections meeting which historically took place with officers, TfL and the HCC, who decided/agreed that Inderwick Road, Denton Road and Oakfield Road was the more appropriate route for the area, as apposed to Ferme Park Road, which was then included in the Councils 'Adopted Walking and Cycling Action Plan'.

However, the Council has an ethos that all roads in Haringey should be safe and convenient for cyclists to use. LTN/120 (7.6.1) states that the 20mph speed limit is being more widely adopted as an appropriate speed limit for access roads and many through streets in built-up areas, however, 'changes to the speed limit will have a limited impact unless there is enforcement or physical measures that make it difficult to drive above the speed limit.' The introduction of speed tables, coupled with the upgraded traffic islands and parking amendments will slow vehicles down to speeds at or below the speed limit, and in this way the 20mph limit will become 'self-enforcing', which will improve road safety for cyclists.

Whilst it is acknowledged that this proposal does not comply with all of the LTN1/20 guidelines, this road has been subjected to complaints from residents and councillors for a number of years now. It is also subjected to road traffic collisions and it is therefore imperative that we address this issue now and make the road safer for all road users.

9.2.5.9 We urge the Council not to adopt a "one size fits all" approach to road safety

'The HCC recognises physical speed reduction measures can be useful in reducing road danger, however we urge the Council not to adopt a "one size fits all" approach to road safety and to look at the specific conditions for each scheme'.

'The collision data for Ferme Park Road shows the highest concentration of collisions at the junction with Weston Park Road, which already has a full raised table. Unfortunately, traffic calming cannot be relied upon to enforce good driver behaviour and a wider range of measures is needed'.

The Council does not adopt a 'one size fits all' approach to improving road safety. The Council uses different engineering measures depending on the nature of collisions/complaints, available data, type of road, the users of the road and the road space available.

Officers have investigated the latest 36 months' collision data (01/01/2020 - 31/12/2022) along Ferme Park Road and can confirm that there have been 9 recorded personal injury accidents (PIA's). Two of the PIAs occurred by the Ferme Park Road/Weston Park junction.

According to LTN1/20 (4.4.1) – 'motor traffic is the main deterrent to cycling for many people with 62% of UK adults feeling that the roads are too unsafe for them to cycle on. Providing protected space has resulted in huge increases of cyclists on routes in London, Manchester and other major cities. The need to provide protected space for cycling on highways generally depends on the speed and volume of motor traffic'. It is therefore, acknowledged that introducing a protected space (cycle lanes) for cyclists on Ferme Park Road is the ideal solution to enable most people to cycle, regardless of the volume of motor traffic, in order to improve cycle accessibility/safety and to encourage the take up of this sustainable mode of transport. However, due the narrow carriageway width along Ferme Park Road, this is not a viable solution.

The carriageway width on Ferme Park Road is approximately 9.0m, therefore introducing 2.0m cycle lanes (which is now the minimum recommended width within LTN1/20), would result in the carriageway being reduced to approximately 5m, which would result in some traffic not being able to pass each other safely. Moreover, all resident parking would need to be omitted from both sides of the road, which would be challenging given the parking pressures in the area. Nevertheless, a scheme which further improves cyclists safety on Ferme Park Road, can be explored and considered for inclusion in future works programmes.

As per 4.4.1 on page 33 of LTN1/20 - reducing the speed of motor traffic can create acceptable conditions for on-carriageway cycling in mixed traffic and should always be considered as it delivers other safety and environmental benefits to streets. This is often the only feasible approach on narrow roads lined by buildings. The introduction of speed tables, coupled with the upgraded traffic islands and parking amendments will slow vehicles down to speeds at or below the speed limit, and in this way the 20mph limit will become 'self-enforcing', which will improve road safety for all road users, including cyclists.

However, in order to further improve cyclists' safety, the proposal will be amended to include cycle symbol road markings on the approach to all traffic islands along Ferme Park Road, to help guide cycle positioning/direction and to warn motorists that cyclists will be traveling in the centre of the carriageway (primary position) through the traffic islands.

9.2.6 **Objection – Proposed zebra crossing outside 82 Ferme Park Road will cause pollution and antisocial behaviour issues**

'There are temporary lights located in the same place you propose the new crossing, which have been a great eye opener in terms of impact that queuing traffic will have outside my house at no. XX. Currently, the traffic queuing outside with idling engines is producing far more pollution which can be smelt through my front windows. The accompanying revving of engines, music being blared from car stereos etc is a significant noise pollution also. It's even woken me up in the mornings, even with double glazing. The significant position, on the steep area going towards the top of the hill means cars and buses are pulling away from the lights with great noise, far more than from a flat position. Surely it would make more sense to avoid this extra and inevitable noise by placing the crossing at the top of the hill, on the flat area. I would urge you to consider the relocation of this crossing to a more suitable place.'

Council response

An evening workshop was held on 10th March 2022 at the 'Union Church & Community Centre' on Western Park, to discuss residents/stakeholders concerns and listen to suggestions on how to improve road safety. Project Centre, a traffic consultancy, was tasked to prepare preliminary designs based on the outcomes of the engagement and analysis of data from the road. It was identified that additional formal crossing points are required along Ferme Park Road, in order to improve pedestrian accessibility and road safety. It was identified that this location would benefit from a zebra crossing, as it is in close proximity to St Gildas' Catholic Junior School, St Peter's and St Gildas' Infant & Junior Schools and also to bus stop F.

This scheme has been designed to reduce road danger, making vulnerable road users' journeys safer, particularly for pedestrians and cyclists, which will encourage more people to choose active travel options leading to:

- improved health,
- better air quality and
- meeting the Walking and Cycling Action Plan vision to make "walking and cycling the natural choice" by 2031.

With regards to the various antisocial behaviour issues, residents can report dangerous, illegal, or antisocial road user behaviour directly to the police via their online reporting tool, RoadSafe London. Every report helps the police and TfL to understand where and when bad road user behaviour takes place. The information and intelligence gathered via this tool is used to inform the activity of the police and partners. The tool is available online at <https://www.met.police.uk/ro/report/rti/rti-a/report-a-road-traffic-incident/>

9.2.7 Other view – the proposals do not go far enough to reduce speeding on the road

Some residents are supportive of the measures but feel that they do not go far enough to reduce vehicular speeds. They would like additional measures to be introduced in addition to the proposals, such as speed cameras.

Other residents have also stated that the proposed speed tables need to be significantly higher than the existing raised junction table on Ferme Park Road by Weston Park, as cars speed over it.

A resident has suggested introducing a 'priority to oncoming traffic' single lane passage just after Weston Park leading up to Landrock Road, which would reduce speed and impel the bus drivers to approach the ascent of the hill in a more considered manner.

Council Response

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.

The existing raised junction table on Ferme Park Road by Weston Park has a standard height of 75mm, but due to it being on a bus route, the approach ramps have a shallower gradient as they are required to be built to a bus-friendly specification. For further information, please refer to 'Bus Priority Team technical advice note BP2/05'. The traffic calming measures proposed for this scheme will be constructed in accordance with BP2/05, the Highways (Road Humps) Regulations 1999 and Traffic Advisory Leaflet (TAL 2/96).

With regards to the suggestion to introduce 'priority to oncoming traffic'/ chicane, this option was explored, but dismissed. Single lane chicanes require one direction of traffic to give way to oncoming vehicles. The disadvantage of this measure is that motor vehicles with priority are not required to reduce their speed, whilst motor vehicles without priority may race to get to the chicane before an oncoming vehicle approaches or swerve dangerously around the chicane. Moreover, a large number of parking spaces will be removed, which will be unpopular with the local community.

9.2.8 Other view – Attention required for scooter/moped riders and cyclists

'I believe you need to give some attention to how you deal with scooter/moped riders and cyclists who more often than not present the biggest danger to pedestrians. The likelihood is that many will ride up on pavements to avoid traffic slowing down if you put in traffic calming measures. This increased danger could potentially be designed out with a little bit of thought'.

Council Response

Riding scooter/moped and cycles without due care or attention or consideration for others is an offence dealt with by the police. It is important that incidents are reported to the police <https://www.met.police.uk/ro/report/ocr/af/how-to-report-a-crime/> or by phone via 101, in an emergency you should dial 999. Reports can also be made anonymously to CrimeStoppers at

<https://crimestoppers-uk.org/give-information/forms/pre-form> or by phone on 0800 555 111.

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, by reducing vehicular speed and 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.
- 10.2 The work also supports the **Responding to the Climate Emergency** Theme in the Corporate Delivery Plan, particularly the high-level outcome of '**A Just Transition**'. The provision of the new zebra crossing forms part of the actions needed to achieve '*reduced casualties and safer road network in Haringey.*'

11 Carbon and Climate Change

- 11.1 The scheme will help contribute positively to carbon emission reduction and mitigate climate change in the following ways:
- 11.1.1 Improving road safety: Improving road safety through reduction in motor vehicle speeds and provision of safer crossing points, will encourage more people to seek active transportation modes such as walking. This not only reduces greenhouse gas emissions but also promotes a healthier lifestyle, which, in the long run, can reduce healthcare-related emissions linked to sedentary lifestyles.
- 11.1.2 Reducing motor vehicle speeds: This may encourage switch to other active modes as the journeys undertaken by motor vehicle might increase for those not adhering to the speed limit.

Statutory Officers' comments

12 Finance

- 12.1 This report seeks the approval for the implementation of the proposed speed reducing measures on Ferme Park Road for a total cost of circa £375k. The cost of this proposal will be fully met from the Council's capital programme.

13 Legal

- 13.1 The Council must in accordance with section 39 of the Road Traffic Act 1988 prepare and carry out a programme of measures designed to promote road safety. It must also carry out studies into accidents arising out of the use of vehicles and must, in the light of those studies, take such measures as appear to the Council to be appropriate to prevent such accidents, including the construction, improvement, maintenance or repair of roads for the maintenance of which it is responsible and other measures taken in the exercise of their powers for controlling, protecting or assisting the movement of traffic on roads.
- 13.2 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.

- 13.2 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.
- 13.3 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.
- 13.4 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.
- 13.5 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. An initial public consultation has been carried out as set out in this report which the decision maker must consider first before deciding whether or not to approve the recommendation in this report. This is for authority to carry out the statutory consultation (as set out in the Highways (Road Humps) Regulations 1999)..
- 13.6 What is being proposed and recommended within this report is in accordance with the law, as set out in this section.

14 Equality

- 14.1 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

- 14.2 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.
- 14.3 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.

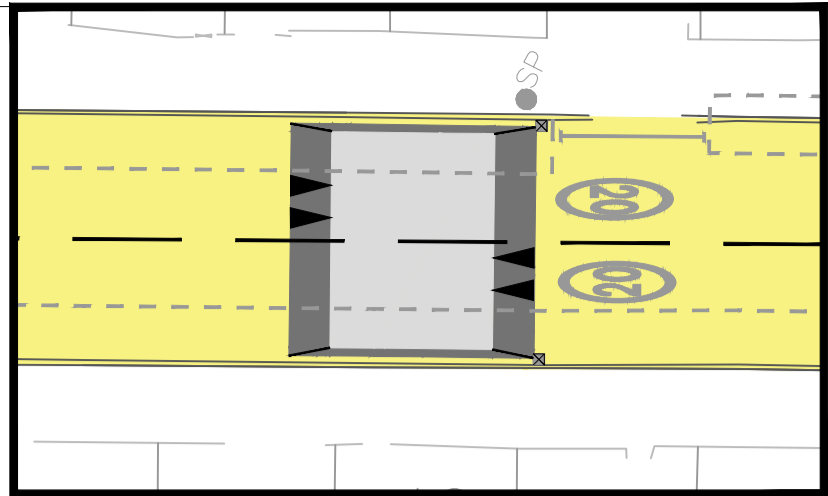
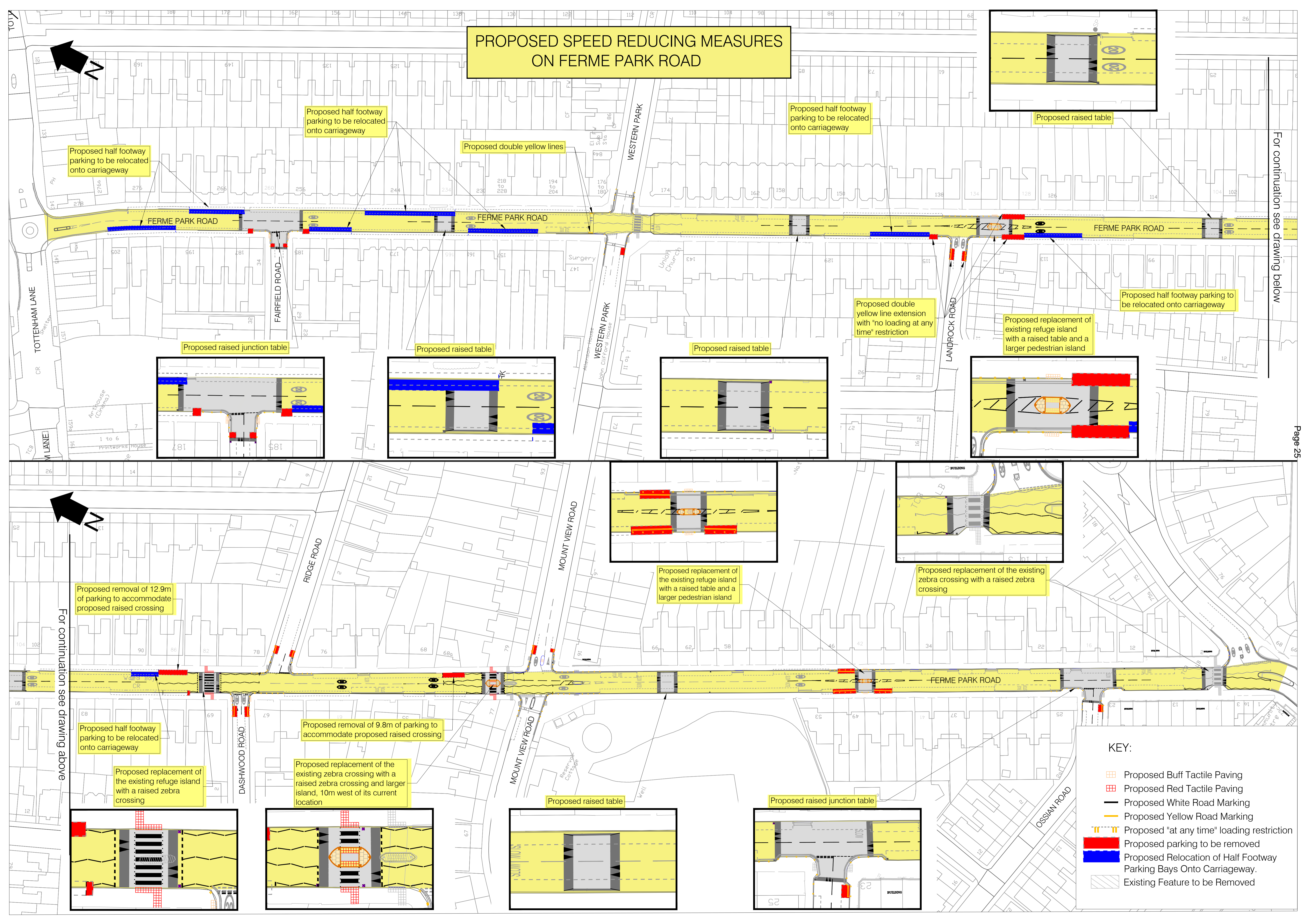
15 Use of Appendices

- Appendix A – Public consultation letter and plan

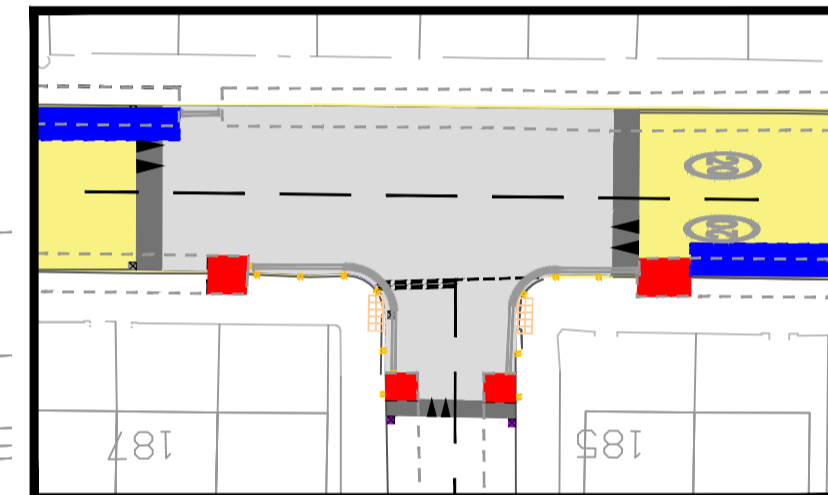
- Appendix B – Consultation boundary
- Appendix C – Full consultation report

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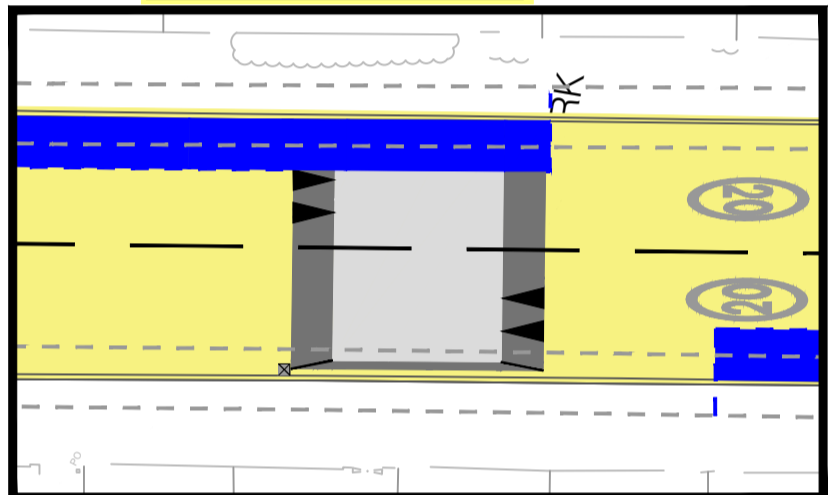
PROPOSED SPEED REDUCING MEASURES ON FERME PARK ROAD



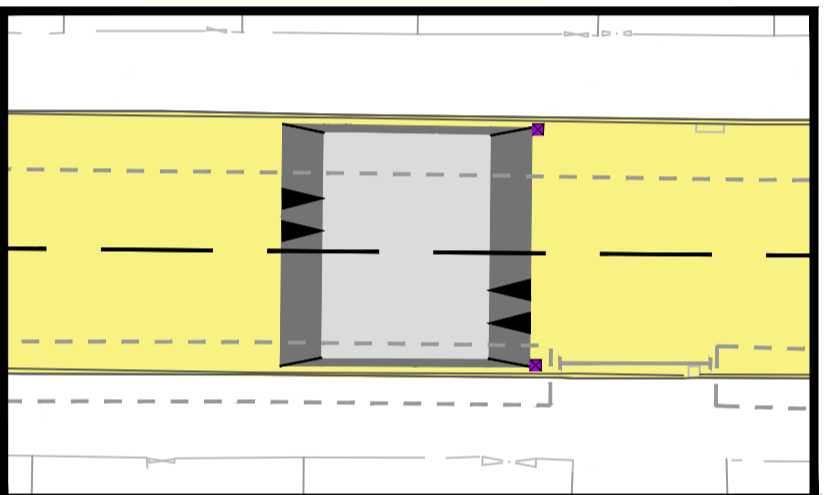
Proposed raised table



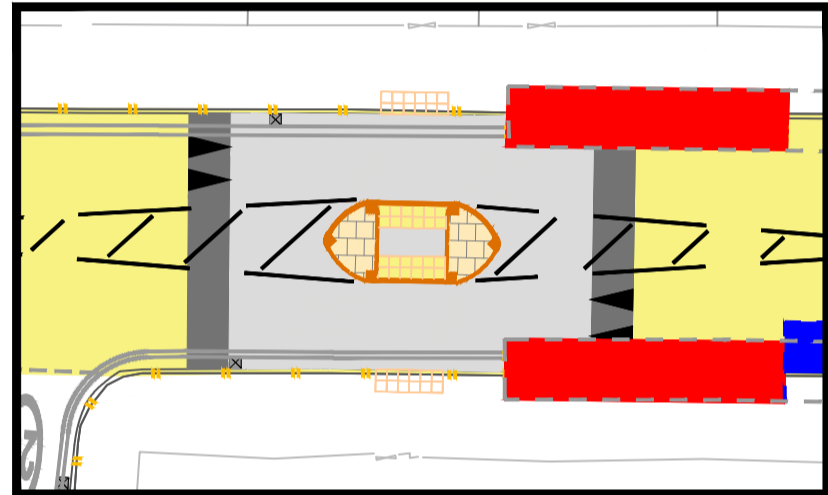
Proposed raised junction table



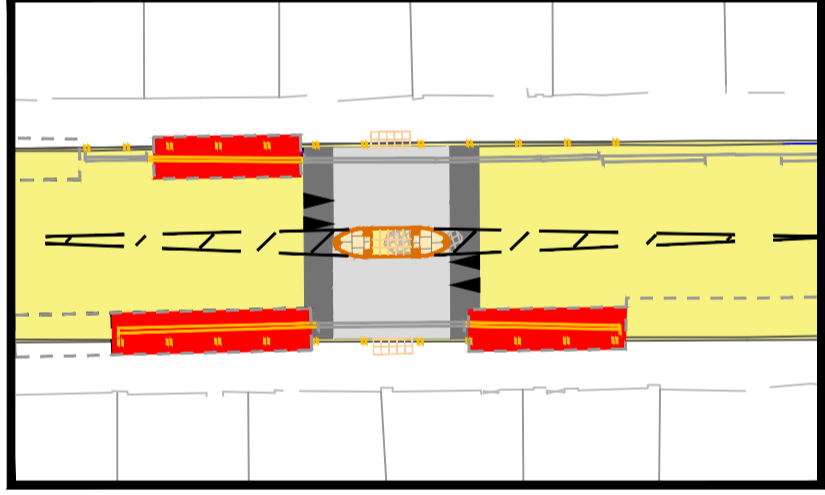
Proposed raised table



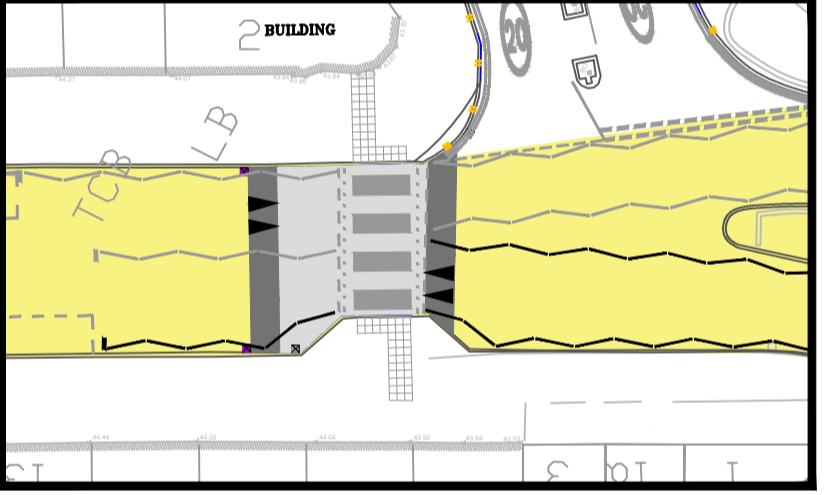
Proposed raised table



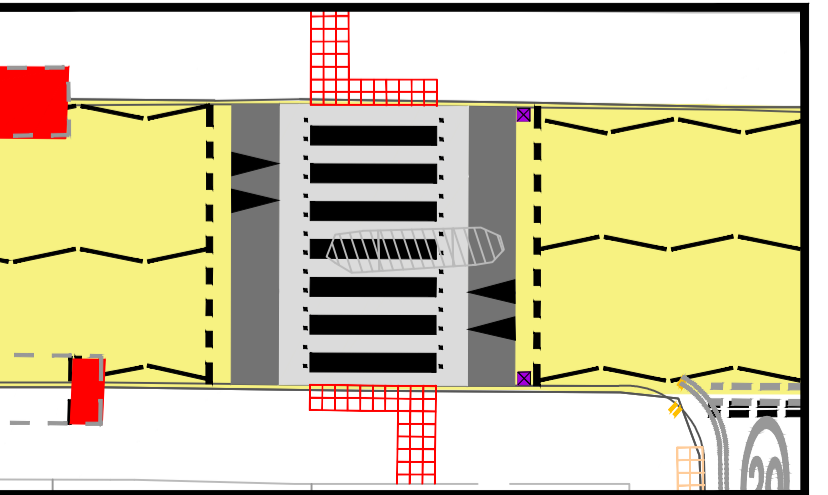
Proposed replacement of existing refuge island with a raised table and a larger pedestrian island



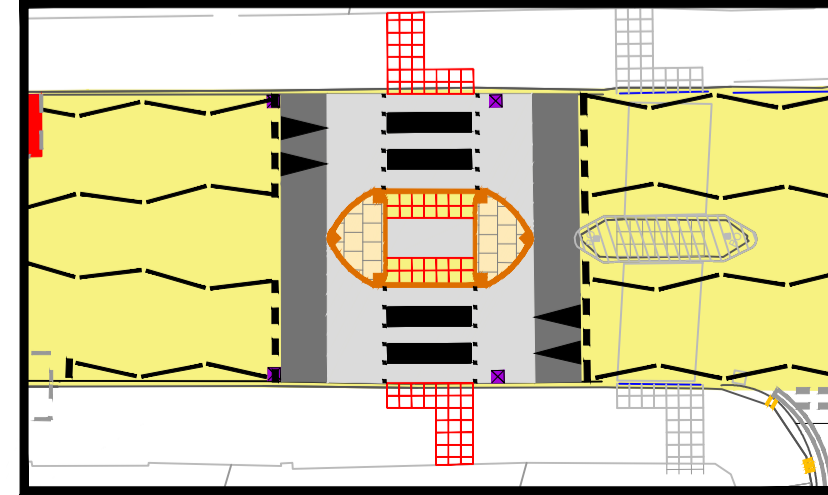
Proposed replacement of the existing refuge island with a raised table and a larger pedestrian island



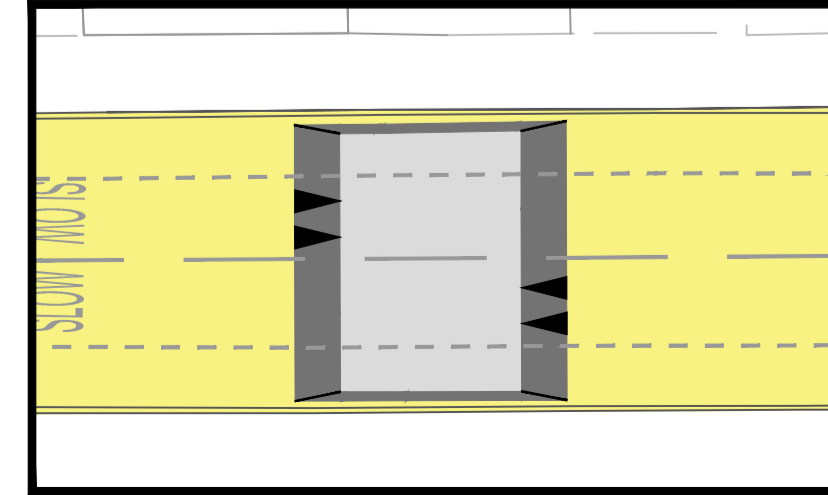
Proposed replacement of the existing zebra crossing with a raised zebra crossing



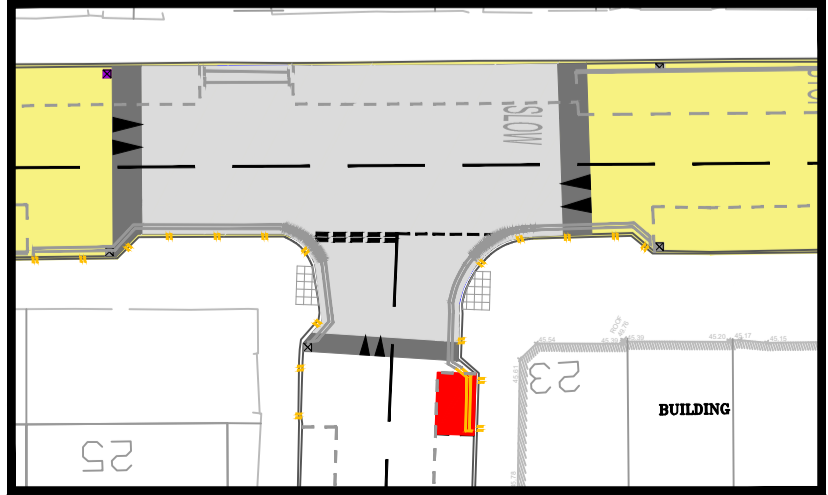
Proposed replacement of the existing refuge island with a raised zebra crossing



Proposed replacement of the existing zebra crossing with a raised zebra crossing and larger island, 10m west of its current location



Proposed raised table



Proposed raised junction table

- KEY:**
- Proposed Buff Tactile Paving
 - Proposed Red Tactile Paving
 - Proposed White Road Marking
 - Proposed Yellow Road Marking
 - Proposed "at any time" loading restriction
 - Proposed parking to be removed
 - Proposed Relocation of Half Footway Parking Bays Onto Carriageway.
 - Existing Feature to be Removed

For continuation see drawing below

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11 April 2023

Public Consultation

Proposed speed reduction measures on Ferme Park Road

Dear Resident or Business,

Following concerns from the local community about speeding traffic, I am pleased to inform you that as part of our Road Danger Reduction Investment Plan, we are proposing to introduce speed reducing measures on Ferme Park Road. The proposed measures will help to improve road safety and pedestrian accessibility. The key interventions are listed below and illustrated on the plan overleaf.

- Provision of new speed and junction tables along Ferme Park Road
- Replacement of the existing refuge island outside 130/132 with a raised table and a larger pedestrian island
- Replacement of the existing refuge island with a raised zebra crossing outside 69/71
- Replacement of the existing zebra crossing on Ferme Park Road by Mount View Road with a raised zebra crossing and larger island, 10m to the west of its current location
- Replacement of the existing refuge island outside 40/42 with a raised table and a larger pedestrian island
- Replacement of the existing zebra crossing outside the Londis supermarket with a raised zebra crossing
- Relocation of some pavement parking bays (known as “2-wheels up”) back on to the road.

The measures will result in the loss of some parking, but are needed to improve visibility, which is often restricted by obstructive parking. We will also be installing double yellow lines (no waiting or loading) on Ferme Park Road at junctions with side roads. Where appropriate the double yellow lines will extend for at least 10 metres.

A larger plan of our proposals can be seen on the current road safety consultations page of our website: www.haringey.gov.uk/road-safety-consultations

This letter marks the start of a public consultation, during which we welcome your views on the proposed measures. Please provide these using the enclosed Freepost feedback card or email your views to us at frontline.consultation@haringey.gov.uk. If you have objections; please also give reasons for these so that we can fully understand any issues and concerns.

Please ensure that your response including any objections reaches us as soon as possible and no later than **05 May 2023**.

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

Yours faithfully,



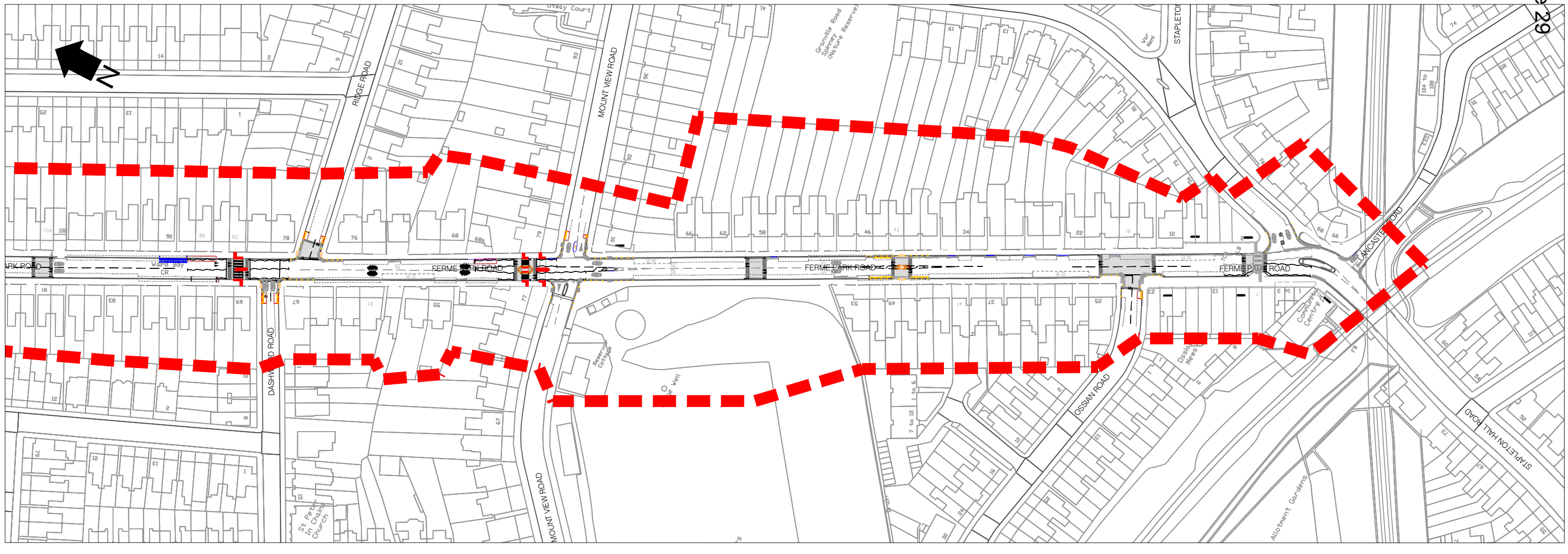
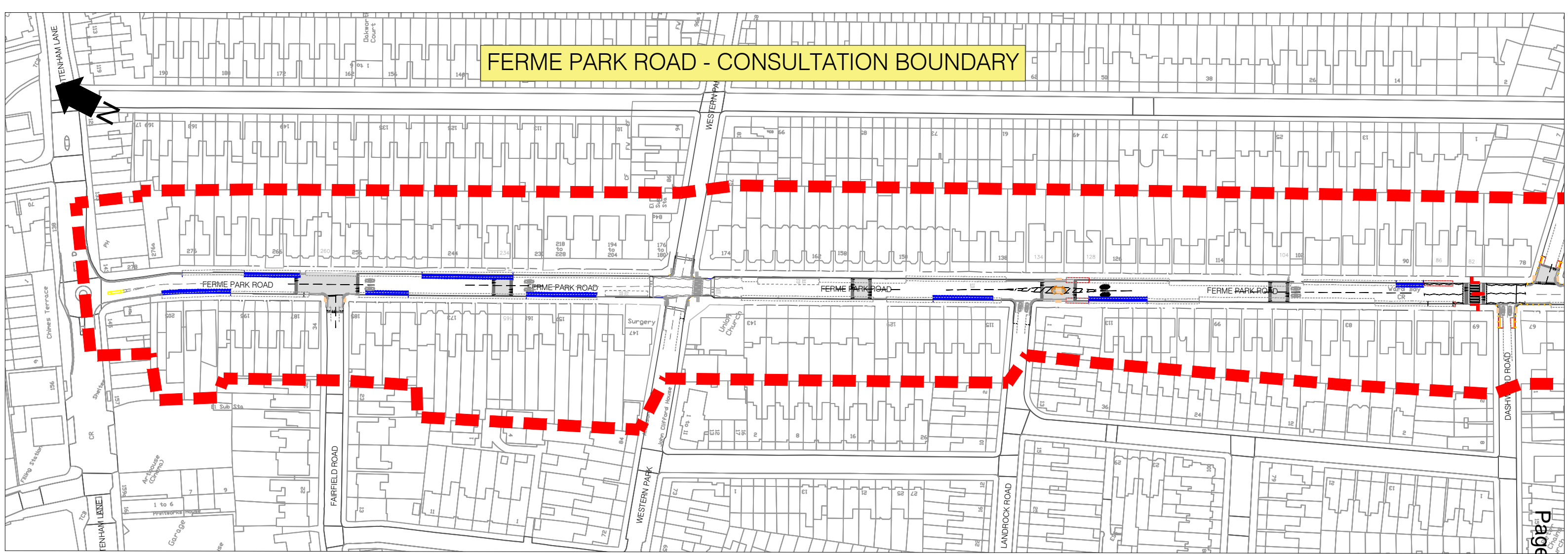
Ann Cunningham
Head of Highways and Parking

Highways & Parking
Level 4, Alexandra House
10 Station Road, Wood Green
London, N22 7TR

www.haringey.gov.uk

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FERME PARK ROAD - CONSULTATION BOUNDARY



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Ferme Park Road

Public Consultation : Speed reduction measures on Ferme Park Road

Main measures proposed consist of: .

- Provision of new speed and junction tables along Ferme Park Road
- Replacement of the existing refuge island outside 130/132 with a raised table and a larger pedestrian island
- Replacement of the existing refuge island with a raised zebra crossing outside 69/71
- Replacement of the existing zebra crossing on Ferme Park Road by Mount View Road with a raised zebra crossing and larger island, 10m to the west of its current location
- Replacement of the existing refuge island outside 40/42 with a raised table and a larger pedestrian island
- Replacement of the existing zebra crossing outside the Londis supermarket with a raised zebra crossing
- Relocation of some pavement parking bays (known as “2-wheels up”) back on to the road.

The measures will result in some loss of parking, but are needed to improve visibility, which is often restricted by obstructive parking. We will also be installing double yellow lines (no waiting or loading) on Ferme Park Road at junctions with side roads. Where appropriate the double yellow lines will extend for at least 10 metres.

Final Analysis 9 May

67% of respondents support the proposed measures.
24% object, while 11% have other or mixed views.

Support in Ferme Parke Road is

Table 1

		Count	%
Support / object	Support	45	64%
	Object	17	24%
	Other view	8	11%
	Total	70	100%

Table 2

		Support / object					
		Support		Object		Other view	
		Count	Row %	Count	Row %	Count	Row %
Road	Ferme Park Rd	40	65%	15	24%	7	11%
	Landrock Rd	1	50%	1	50%	0	0%
	Mount View Rd	4	100%	0	0%	0	0%
	Dashwood Rd	0	0%	1	50%	1	50%
	Total	45	64%	17	24%	8	11%

Table 3 Comment themes. These give a general overview of Residents' views

		Count	%
Comment theme	Damaging vibration and noise (incl buses and HGVs), More noise and pollution from vehicles queuing at the crossing	4	6%
	Road narrowing and raised table creates more traffic congestion, bus delays, & obstructive parking	7	10%
	Speed cameras would be much more effective and much better than traffic queues that will result from your measures	4	6%
	Reduced parking space severely inconveniences residents - and their deliveries	7	10%
	Do need to stop excessive and dangerous speeding - maybe also have speed cameras	39	56%
	Inadequate provision for cyclists	2	3%
	No comments made	7	10%
	Total	70	100%

Full Comments, including reasons for objections, are set out below.

Road	Support / object	Comments
Dashwood Rd	Other view	I believe you need to give some attention to how you deal with scooter/moped riders and cyclists who more often than not present the biggest danger to pedestrians. The likelihood is that many will ride up on pavements to avoid traffic slowing down if you put in traffic calming measures. This increased danger could potentially be designed out with a little bit of thought.

Ferme Park Rd	Other view	<p>Speed reduction measures are long overdue on FPR, so I support in principle the proposals in your letter of 11/04/23. I have some concerns however which I sincerely hope are listened to, as previous history shows Haringey very rarely listen to concerns. Over the years I have logged complaints about the manner in which the buses thud into the road outside my home. These have simply been ignored or batted off to Thames Water, who also do nothing to help an increasingly aggravating, and upsetting situation. You will appreciate this is our home, we have lived here for many years, and categorically I can assure you the situation is worsening, not improving. As a high level Council Tax payer (£330 per month no less), I feel as if my issues simply aren't being addressed. I say all of this in context to the proposals you are considering as I believe there are opportunities to improve matters, though alternatively, they may make matters even worse. My fear is that enlarging the traffic island outside my house is only going to drag the buses and other heavy vehicles even closer to my premises, which, as previously mentioned, literally shudder under the impact of these overly heavy vehicles. As a result of the constant moving of the house, there are numerous plaster cracks, which may be aesthetic on the surface, but signal a far deeper underlying concern. I believe the buses are either too heavy for the road, or the road simply isn't fit for purpose. As the buses accelerate up from the Weston Park stop, they crash into small pothole which is adjacent to the end of the parking bay. If the slot is available, I have taken to parking my car as far to the edge of the bay as possible to push the buses away from the dip in order to prevent the impact, which genuinely, is incredibly disquieting, especially early morning or late at night, though this has cost me money in parking fines on the occasion my wheel might be one inch over the white line (all because I'm not being listened to by the council). My guess is the buses accelerate to a speed well over the 20mph limit in order to gain sufficient traction to get up the hill. As they approach the island at speed, they veer towards my house, which then causes what I can only describe as 'after shocks', and again, everything trembles. Can you imagine what sleeping at the front of the house feels like? Its really upsetting. I think widening the island is therefore going to make matters worse for me and my neighbours, who also feel the same way that I do. I would therefore like you to consider either removing the island altogether or doing something to come up with a measure to make the road a better place for the residents, if as expected, the bus route remains in place. Equally, if speed humps are introduced around the proposed 'traffic island', it will surely just provide further impact obstacles for the buses to crash into. My thought would be to introduce a 'priority to oncoming traffic' single lane passage just after Weston Park leading up to Landrock Road, which would reduce speed and impel the bus drivers to approach the ascent of the hill in a more considered manner. If this can't be done, please consider alternatives, otherwise I would like to formally object to your proposal on the basis of it worsening the living experience, devaluing my property, damaging my property and overall negatively impacting the mental health of me, my family, and neighbours. Please do respectfully consider all of the above. You will hopefully appreciate this is our life, which is genuinely made worse through the impact the W3 has on the road and our property. Finally, I would warmly welcome a visit from someone in the Highways team, or your team, to actually come around and experience this first-hand, or review the photos and videos I have previously uploaded to the Haringey pothole website,</p>
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Ferne Park Rd	Other view	<p>Extending DYL may only encourage delivery vans, supermarket vans, Uber etc. to park obstructively. We need cameras to deter them, or we should provide a dedicated loading / unloading section. It's worth noting that van deliveries may reduce car use in the area.</p>
Ferne Park Rd	Other view	<p>I have reviewed the proposal and though I welcome the introduction of speed reduction measures I am concerned that these are not enough to fix the speeding issue. In particular, the raised crossings will still leave a large stretch of road from the Weston Park jcn to the Mount View Road jcn, without any speed reducing measures and this is the stretch of road at which the cars speed the most. As a resident situated in the middle of this part of the road I can confirm that cars often pass by at all times of day going at high speed/speeding despite the 20mph restriction in place and nearby raised crossing. This is of great concern for people using the small island in the middle of the road to cross into Landrock Road. It also creates a lot of noise. Mainly though, it does not feel safe.</p> <p>My concerns that raised crossings may not be the solution to reduce the speeding issue we're recently validated when a car crashed through the railings and into the Union Church, right next to the raised crossing on the corner with Weston Park. I can only assume the car was speeding and had to swerve to avoid a car at the junction or someone on the zebra crossing. This is exactly the kind of thing we all fear as residents using the pathways, roads and crossings on Ferme Park Road. We have also witnessed multiple other major car accidents, including a 4 car pile-up just outside our house, over the past 18 months. In light of the above I would submit that further measures are required such as a speed camera or some other speed reduction incentive.</p> <p>Thank you for acknowledging this issue and for taking the time to consider how to solve the problem, it is much appreciated.</p>
Ferne Park Rd	Other view	<p>Thank you for arranging the public consultation to address speed reduction measures on Ferme Park Road. We welcome some changes on the street as we have witnessed a number of accidents and have had our car driven into on two occasions outside our home. Whilst raising zebra crossings will be a great help and make pedestrian crossings safer, I am sceptical about moving parking onto the road from the paved bays. There is already a bottleneck issue heading north on Ferme Park Road, where on on-road bays (soon after Dashwood Road) narrow the road. Ferme Park Road is a frequent bus route, and this narrowing is already tight for two cars but absolutely impossible for a bus and car to navigate simultaneously. I would argue that moving bays onto the road is an unhelpful and unnecessary obstruction.</p> <p>Having looked in more detail at the proposal I see that there are plans to remove parking on the junctions at Dashwood and Ridge road. I would argue that there is currently more than adequate visibility on the junction at Ridge Road (the parking there is set back perfectly from the intersection). Opposite on Dashwood, I would argue that only one space needs removing to assist with traffic turning into the junction. I have attached a screen shot of the map to reference these points and ringed unwelcomed changes in pink. As an additional, (and probably not your department), Ferme Park Road and Dashwood Road desperately needs repaving. It is overlooked time and time again (as the side streets get all the TLC!). Your support to get this looked at would be greatly appreciated if you have the means to do so. If you need any other thoughts, please don't hesitate to get in touch.</p>

Ferme Park Rd	Other view	We are very supportive of speed reduction measures on FPR as we have seen several major road accidents and many minor ones at the junction with Weston Park Rd. Speed humps are necessary but not enough. We'd like to have traffic speed cameras on this road, as otherwise, drivers will only slow down then rev up again between the humps. As well as speeding, this results in a lot of noise pollution
Ferme Park Rd	Other view	I broadly support the measures and am grateful that you are doing something, because it is so dangerous living on this road. I worry every time that I get out of the driver's seat that I'll be mown down by a fast car. However, I am not in favour of losing all the parking you are suggesting. It's already difficult enough to find a parking space, and this will only get harder if you change the timing of the CPZ in zone 1 around the lower end of Ferme Park Road. Why aren't you suggesting building sleeping policemen or speed bumps? I find those very effective and surely it would be far simpler and less costly.
Ferme Park Rd	Other view	Good -but doesn't go far enough. Speed bumps / platforms need to be significantly higher than the existing one at FPR-Weston Park; as cars speed over it. That contributes to accidents so a real deterrent is needed e.g. speed cameras.
Ferme Park Rd	Object	This now creates a double pinch point after a bus stop. With a sweep path issue for bus coming down Ferme Park Road. This means that you need over 200m clear road for buses in either direction to clear this area with backup issues already at roundabout this causes additional issues. Jcn with Tottenham Lane: This should be adjusted back, for room to have bus ready to enter roundabout, with provision of pedestrian crossing. This would slow traffic onto and provide safety around this junction. Half footway parking: This now creates a double pinch point after a bus stop. With a sweep path issue for bus coming down Ferme Park Road from proposed refuge island. . The need for the W3 bus to enter the oncoming traffic to avoid the now on street parking creates a pinch point. The same situation currently happens through alternating on street and half street parking. As a general comment it does not appear that consideration for the W3 bus route, the commuting lifeline for residence in the area, has been taken into consideration. The current on-road and half-off-road parking already creates a speed calming effect on the upper parts of Ferme Park Road, but the proposal seems to want to add additional pinch-points along the road at shorter intervals. As the Tottenham Lane roundabout junction already creates tail backs along the road with the additional pinch points it would congest the road to a stalemate. Look forward to the meeting this evening to discuss the Tottenham Land roundabout.
Ferme Park Rd	Object	You seem to forget that people live here. There would be no access / ability to load or unload near the house. The main problem is idiotic drivers speeding and driving on the wrong side of the road. Greater visibility won't influence that. What are needed are cameras / ANPR / Prosecutions
Landrock Rd	Object	Please don't commence this. We have no concerns over speeding on this road. The scheme is a waste of taxpayers' money.

<p>Ferme Park Rd</p>	<p>Object</p>	<p>We are writing to share our views on the proposed measures. Speed reduction measures on Ferme Park Road are long overdue, so we are very grateful this is being addressed. We have reviewed the proposal in detail and would like to share both (a) aspects of the plans that we are supportive of, and (b) some concerns that we have with the current plan. We are supportive of the following: (1) areas where half footway parking will be relocated onto the carriageway. We believe that this measure will not only reduce speeding but also widen the footpath which is currently very narrow for pedestrians and not pleasant to walk along. (2) the proposed replacement of the existing refuge island with a raised zebra crossing outside 69/71. There are currently not enough zebra crossings along the road and it feels dangerous to cross even when a refuge island is present. We have the following concerns/comments: (1) As communicated by our neighbour, Andrew Conway, our property shakes and cracks whenever a bus goes over even a minor bump in the road. This is because our property is, uniquely, a post-war detached property, constructed in a space created by an incendiary bomb. Therefore we wish to oppose the building of a raised table in front of 234/236 Ferme Park Road as it would result in vibrations which could impact the building in the long term. (2) We are not convinced that the measures proposed will fully stop speeding (of both cars, motorbikes and buses) between raised tables on the road. (3) You have not addressed in your plans loud illegal exhaust along FPR and idling when parked. (4) You have not addressed bicycle safety in your plans. My husband cycles to work every day and he does not feel safe cycling along Ferme Park Road. Plans to have bicycle lanes on FPR would make it safer for bicycles.</p>
<p>Ferme Park Rd</p>	<p>Object</p>	<p>Thank you for your letter proposing speed reduction on Ferme Park Road. Whilst I'm grateful for any measures that make our road safer, I think the temporary lights we currently have in (coincidentally?) the same place you propose the new crossing have been a great eye opener in terms of impact that queuing traffic will have outside my house at no. 71. Currently, the traffic queuing outside with idling engines is producing far more pollution which can be smelt through my front windows. The accompanying revving of engines, music being blared from car stereos etc is a significant noise pollution also. It's even woken me up in the mornings, even with double glazing. The significant position, on the steep area going towards the top of the hill means cars and buses are pulling away from the lights with great noise, far more than from a flat position. Surely it would make more sense to avoid this extra and inevitable noise by placing the crossing at the top of the hill, on the flat area. I would urge you to consider the relocation of this crossing to a more suitable place. Please do also come and see the revving, noisy traffic that currently sits waiting for the lights temporarily placed outside no. 71. Its gives a great insight into what it may be like for myself and my neighbours.</p>

<p>Ferme Park Rd</p>	<p>Object</p>	<p>I live right in the centre of the proposed scheme. The entire stretch of Ferme Park Road between Fairfield Road and Tottenham Lane is always busy, and the proposed scheme would only worsen this problem. At present, the area experiences regular traffic jams, with buses finding it hard to move along Tottenham Lane. I assume that concerns were more focused on the hill (Ferme Park Road from Mount View Road down to Weston Park), which is entirely valid, and I support additional restrictive measures there. Also, I received a map in the mailbox, and I noticed that "Weston Park" was wrongly labelled as "Western Park". In addition to the inevitable traffic jams and exhaust fumes that will worsen the air quality, there will be a significant parking issue. By this, I do not refer to long-term and overnight parking, but to deliveries, for instance. Currently, delivery cars often block one of the lanes or stop at the junction with the quieter Fairfield Road because there is no space. With the proposed scheme, they won't be able to stop at all between Weston Park and Tottenham Lane. It might be possible to decrease the number of newly introduced measures between Weston Park and Tottenham Lane in the first phase. For example, we could add less disruptive measures such as carriageway parking opposite houses 216-226 and 275 only. These measures could be adequate, and other measures may not be necessary. Thank you.</p>
<p>Ferme Park Rd</p>	<p>Object</p>	<p>My property in Ferme park rd. is located in the centre of the proposed radical measures. Currently, we experience regular traffic jams, with buses struggling to move forward on Tottenham Lane. In fact, the entire stretch of Ferme Park Road between Fairfield Road and Tottenham Lane is extremely busy. The proposed scheme will only exacerbate this issue. However, I'm not entirely sure that there were many complaints about speeding in this particular area of the street. I assume concerns were more focused on the hill (Ferme Park Road from Mount View Road down to Weston Park) - which is entirely valid, and I support additional restrictive measures there. Aside from the inevitable traffic jams and exhaust fumes that will worsen the air quality, we'll also experience a significant parking issue. I'm not referring to long-term and overnight parking, but rather to deliveries, for instance. Currently, delivery cars often block one of the lanes or stop at the junction with the quieter Fairfield Road because there is no space. With the proposed scheme, they won't be able to stop at all between Weston Park and Tottenham Lane. How are we expected to receive deliveries and services? Furthermore, I don't understand how banning loading will reduce speeds. In the first phase, it could be possible to reduce the number of newly introduced measures between Weston Park and Tottenham Lane. For instance, we could add less disruptive things such as carriageway parking opposite houses 216-226 and 275 only. These measures might be sufficient, and other measures may not be required. Thank you.</p>

<p>Ferme Park Rd</p>	<p>Object</p>	<p>While I agree with measures being introduced to reduce speeding and accidents, such as the double yellow lines at junctions, we have a major concern regarding the introduction of a raised crossing at the top of the hill near Dashwood Road / Ferme Park Road. > The main concern is the backing up/ stopping of vehicles on a hill and the emission of fumes while the vehicles (including buses) are waiting. > Coincidentally there are road works here at the moment and temporary traffic lights exactly where the zebra crossing is proposed - and the traffic that is stopping here is emitting greatly increased noise and fumes and to have large vehicles and buses, as well as cars, stopping at such a hill crossing is a health and noise nightmare!!! My neighbours agree. > While speed signs and other measures are welcome - a line of waiting traffic on the peak of this hill would be awful. > Please do not do this!</p>
<p>Ferme Park Rd</p>	<p>Object</p>	<p>Speed reduction measures on our road are long overdue but our property shakes and cracks whenever a bus goes over even a minor bump in the road. This is because it is, uniquely a post-war detached property, constructed in a space created by an incendiary bomb. Therefore we wish to oppose the building of a raised table near 234 / 236 Ferme Park Road. Sincerely Company Secretary 234 & 236 Ferme Park Road Residents Association Limited.</p>
<p>Dashwood Rd</p>	<p>Object</p>	<p>Thank you for consulting Haringey Cycling Campaign. Although LCN7 runs in a similar direction to Ferme Park Rd, there is considerable cycle traffic on Ferme Park Rd, because it is slightly less hilly and is more direct compared to LCN7.</p> <p>The present level of collisions involving pedestrians and cyclists is fairly low, with only 3 slight pedestrian casualties recorded in the last 5 years, all occurring at the Weston Rd junction, which already has a raised table and for which no new work is proposed. In the same period there were only 4 slight cycle rider casualties, excluding 2 at the Tottenham Lane roundabout, for which no work is proposed in this scheme. The casualty locations were as below, and I have also shown the "all casualties" map for reference. We must be careful that the proposed work doesn't lead to an increase in the low level of pedestrian and cycle casualties. Of course a reduction in the number of motor vehicle user casualties would be welcome, but this should not be achieved at the expense of pedestrians and cyclists. The particular worry is that cyclists negotiating the steepest sections of hill are already moving slowly and rely on the driving skills of drivers (including bus drivers) to pass only when safe. The introduction of speed tables at these sections will slow down riders even more and make it difficult to continue straight ahead, particularly at the "up" side of tables where the actual gradient at the ramps will be as much as 1:6. We anticipate the introduction of speed tables at steep sections of road will lead to an increase of cycle casualties. Any collision involving motor vehicles can also result in injury to pedestrians, passengers and drivers. In aiming towards Vision Zero this is surely not a desired outcome. Adding a traffic island creates a pinch point, further increasing the risk and vulnerability of a rider climbing a steep hill.</p> <p>.....</p> <p>We object to the scheme in its present form and look forward to your response.</p>

Ferme Park Rd	Object	<p>As the owner of a flat at xx Ferme Park Road I object to the proposals immediately outside the property. As it is currently, it is difficult to park because already there are no spaces immediately outside of the property due to the existing island. Removing further spaces will add pressure to the parking supply. Sometimes it was necessary to park on Ossian Road as spaces opposite the reservoir can become full. Removing parking will have a knock on effect adversely affecting parking for all residents along Ferme Park Road.</p> <p>I would also like to object to the proposed raised table. In years past the entire house would vibrate when heavy lorries hit a change in level in the road surface which had developed adjacent to the island. I believe that traffic coming down the hill will cause disruption to the building. No one wants to lie in a bed at night whilst the building shakes. The road is a major route for trucks navigating the local area. The vibrations may affect the structure of the building.</p>
Ferme Park Rd	Object	<p>My family and I have lived on FPR for many years. We frequently use the W3 bus and are very concerned that by narrowing the road, there will be insufficient space for buses to pass each other. This is already a problem, and your scheme will make things even worse by slowing up the buses even more.</p>
Ferme Park Rd	Object	<p>I object to having a raised table outside my home. Braking vehicles will generate noise as well as unsafe brake dust, to such an extent as to make life intolerable for residents - far outweighing any advantages.</p>

Ferne Park Rd	Object	<p>Object to a raised junction table at the junction of Ferme Park Road and Ossian Road</p> <p>Please don't install this raised junction table here. The main reason for my objection to this plan is that my flat vibrates and shakes whenever a car, lorry or bus crosses a bump in the road close to our flats. Even at low speeds the property shakes. These vibrations cause the walls to shake, the furniture to rattle and it has a serious negative impact on my quality of life when at home. We have a busy bus route on Ferme Park Road with buses travelling either way at least every 5 minutes - the sound of the buses is not a problem for me and my family but whenever there is an imperfection in the road which causes a bump or dip in the surface of the road my flat shakes.</p> <p>These vibrations and the sound of furniture and pictures rattling every time a bus or car travels though these bumps severely impacts my sleep. Not only is my sleep affected but the sleep of my children is negatively impacted too. Whilst the aim of this proposed measure is to reduce vehicle speed, this will add to the imperfections in the road outside my house as every bus slows and travels off the raised junction. This will create even more vibrations and shaking of my flat. With the permanent installation of this raised junction table at this point I know that every vehicle - especially lorries and buses - will create my property to shake. I understand and support speed measures on this road but not at this point as I know that every vehicle that travels down my road will result in more vibrations. If the raised junction continued to the zebra crossing outside Londis this would be better. A further issue to consider is that we have had multiple drain and flooding issues outside of my house and at the point where the proposed junction table will be. If you install it here I know that Thames water would have to dig in to the structure frequently causing the structure of the junction table to be compromised further. I notice that you haven't proposed to put raised junction tables at all of the other junctions on this road and ask that you reconsider the installation of this one. Thank you for reading my response to your consultation and ask that you take my concerns seriously. I will also be in touch with my local councillor to raise my concerns about this particular measure.</p>
Ferne Park Rd	Object	<p>Agree with first 6 proposed measures, but OBJECT to relocation of parking bays (final 7th proposal listed).</p>

<p>Ferme Park Rd</p>	<p>Object</p>	<p>The reduction of parking outside 68A Ferme Park Road and along Ferme Park Road elsewhere will mean that there will be inadequate parking. This is exacerbated by Ferme Park Road being situated on the borderline of two Controlled Parking Zones. As a result, when at 12 o'clock each day there is a surge in occupancy from the neighbouring zone from residents who do not have permits and tradesmen working in the local area. Already this means that it is often difficult to find a parking space conveniently located close to one's own home if you are returning during this period of the day. Furthermore, I object to a raised crossing for the following reasons:</p> <ul style="list-style-type: none"> -Along Ferme Park Road the surface is in very poor condition. Dips, holes and bumps already cause drivers to take evasive action so as not to damage their vehicles leading to potential accidents. These fundamental flaws in the road surface should surely be the priority. Existing speed reduction measures are poorly maintained, and it seems highly likely that raised crossings will fall into the same disrepair and neglect. These cause damage to vehicles even at low and below regulation speeds. Examples of which I would hope you would be aware of on the western end of Mount View Road, Tottenham Lane and the entrance to Dashwood Road. I have photographs of examples if you would like to see them. -Riding the W3 bus is already uncomfortable let alone when its suspension is pivoting as is caused by it reaching the top of the hill. This is usually where we will be attempting to go down the stairs of the bus to get off at the nearby stop.
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Ferme Park Rd	Object	<p>We have reviewed the proposed speed reducing measures in detail and although speeding traffic on Ferme Park Road is definitely a concern that needs to be addressed, we oppose some of the proposed measures as detailed below:</p> <ul style="list-style-type: none"> • Provision of new speed and junction tables along Ferme Park Road. Response: Object. We object to the inclusion of a raised table in the proposed map, which would be situated directly outside our post-war detached property. The building's thin walls and shallow foundations cause it to vibrate significantly whenever big vehicles and busses drive over minor bumps on the road. The placement of a junction table in close proximity to our property would intensify this vibration issue leading to a persistent disturbance and the possibility of damage to our property. • Replacement of the existing refuge island outside 130/132 with a raised table and a larger pedestrian island. Response: In favour • Replacement of the existing refuge island with a raised zebra crossing outside 69/71 Response: In favour • Replacement of the existing zebra crossing on Ferme Park Road by Mount View Road with a raised zebra crossing and larger island, 10m to the west of its current location Response: In favour • Replacement of the existing refuge island outside 40/42 with a raised table and a larger pedestrian island Response: In favour • Replacement of the existing zebra crossing outside the Londis supermarket with a raised zebra crossing Response: In favour; suggestion for additional Zebra crossings towards the North side of the road (Tottenham Lane side) • Relocation of some pavement parking bays (known as "2-wheels up") back on to the road. Response: Mixed. While we support the measure to compel drivers in Ferme Park Road to reduce their speed, we have reservations that the loss of parking space may result in increased difficulty in finding a parking spot near our property, particularly as the area encompasses the purpose-built residences of Ferme Park Mansions.
Ferme Park Rd	Support	<p>Thank you for your plans to introduce further traffic calming on Ferme Park Road. Despite what is already here - and the use of 20mph signs a worrying percentage of drivers still see 300m of clear [traffic parked half on pavement] straight road and for some reason go crazy. I have seen people overtaking at 60 mph on a regular basis, with perhaps 20% of drivers obviously ignoring the 20 mph advice. The truth is that without "enforcement" via speed cameras or the presence of police officers, the advisory 20mph signs have been totally useless for the decade or so that they have been in place. So thanks for this new attempt to introduce some sanity to "Crouch End's race track" - let's hope it works this time.</p>
Ferme Park Rd	Support	<p>The proposed measures are very welcome and will hopefully address a serious and longstanding problem with speeding along Ferme Park Road. I have one question: in the letter from Ann Cunningham it stated the zebra crossing at the junction of Ferme Park Road and Mount View Road would be replaced with a raised zebra crossing and a larger island, 10 metres to the west of its current location. Presumably that would be north, rather than west, of the current location.</p>
Ferme Park Rd	Support	
Ferme Park Rd	Support	<p>A pedestrian crossing at 130 / 132 FPR would be a great addition, as crossing the road is a problem - esp for children.</p>

Mount View Rd	Support	This is extremely welcome and much-needed. The eastern side of Mount View Rd also suffers from speeding traffic. Maybe some measures to combat that could also be considered.
Ferme Park Rd	Support	Advise also installing lights on FPR, with speed humps and speed cameras
Ferme Park Rd	Support	Fully support this. People go too quickly down the hill. Speed cameras would be useful too, although I hope this works. Please keep disabled bays. NB Loud exhausts are also a problem here
Ferme Park Rd	Support	About time! I hope this gets the required support. I first emailed Ann Cunningham about this in February 2017. Please ensure this happens. BTW the name is WESTON, not Western Park.
Ferme Park Rd	Support	Need raised pedestrian crossing by Condis, and at brow of hill on FPR. Reduce the noise and pollution by making FPR bus access only at defined times.
Mount View Rd	Support	
Mount View Rd	Support	
Ferme Park Rd	Support	We welcome this, as as speeding traffic on FPR is dangerous. I've seen cars overtake on the wrong side of the refuge island (outside #40 / 42) many times - often at high speed. Can anything be done to improve safety at the junction between FPR and Florence Road? This is a very dangerous road to cross as a pedestrian. Thank you.
Ferme Park Rd	Support	
Ferme Park Rd	Support	This is badly needed as drivers speed down FPR. I agree 100% with the new measures.
Ferme Park Rd	Support	
Ferme Park Rd	Support	Speed bumps!
Landrock Rd	Support	I support the changes at junction at Landrock Rd. In fact I would suggest additional measures there including a zebra crossing. The acceleration of cars and buses northbound (downhill) on FPR is high at that point.
Ferme Park Rd	Support	Cars speed up the N4 part of Ferme Park Rd from zebra crossing near Londis, along to the zebra at Mountview Rd. Therefore, traffic calming is very welcome
Ferme Park Rd	Support	I fully support this move as several elders live there and see cars racing up and down the hill on a daily basis, especially at night but frequently speeding during the day. This is long overdue. This also makes crossing at the zebra very dangerous. I'm sure many will support this.
Ferme Park Rd	Support	I strongly support your proposals for dealing with motorists who flout the speed restrictions on this road. The same should be done on Crouch Hall Road and Coolhurst Road.

Ferme Park Rd	Support	I vigorously support the measures. I have a few questions: How long do you think the measures will take to implement? Where might residents be able to park during the works? Generally what is the timetable for the works? In support: There is so much dangerous speeding on this road and as you have included in your plans, the Mount View Road zebra crossing is too close to the junction, when crossing west to east you get obscured by Vans from Mount View turning left onto FPR waiting for you to pass, obscuring pedestrians about to step out from oncoming traffic. Suggestion: One further obstruction I would add is, there is a growth of small branches on the bottom of the tree at the top of FPR next to the reservoir, in summer this growth is large and covered in leaves, it obscures pedestrians' visibility of oncoming traffic (and vice versa), when crossing using the traffic island near the benches outside the reservoir. It may sound ridiculous, and doesn't look like it in the attached photo, but it is a genuine safety hazard and will eventually get someone seriously injured. (SEE EMAIL #19 WHICH INCLUDES A PICTURE OF THE SECTION OF ROAD)
Ferme Park Rd	Support	
Ferme Park Rd	Support	<p>I was very glad to have received the mail from you and your team on the proposed speed reductions for Ferme Park Rd. I have previously tried to contact the Haringey Council about this but never got through to the correct person. We live in Ferme Park with small children. I am constantly worried about the traffic outside on Ferme Park road. I have spent a lot of time/money ensuring our property is gated and fenced in for example. I have seen daily traffic issues on Ferme Park road and I am certain unless something is done it is a matter of time until there is a serious injury or a death. Cars constantly go at least twice the speed limit, pass buses and/or slower cars and totally disregard any speed restriction.</p> <p>My only two points to raise on proposal: 1. At the intersection of Landrock Road and Ferme park it is noted that a "Proposed replacement of the existing refuge island with a raised table and larger pedestrian island". While this would be great, why can't this be a pedestrian crossing? It is used heavily as a crossing and gives a lot of people access to Crouch End Broadway and Library. People speed up to go up the hill and or are flying down it which makes it dangerous.</p> <p>2. All the markings on the road are faded and need to be repainted so it's "20". It is crazy how fast some people go on this road. Witnessed a very bad car crash just a week or so ago after a car came into the hill too fast. A speed camera would be in constant use. Looking forward to seeing a proposal being implemented ASAP</p>
Ferme Park Rd	Support	I have no objections to this speed reduction measure. In fact this couldn't come any sooner. The constant speeding on this is unacceptable. Thank you for your time.
Ferme Park Rd	Support	This is a great proposal and you have my full support. Thank you so much for taking action. My only objection is to wonder whether the proposed measures will do enough to reduce speed on this road. I'd happily support tougher measures! Thanks again,

<p>Ferme Park Rd</p>	<p>Support</p>	<p>In general, I support the proposals. Note that the raised tables proposed along the road need to be of sufficient height to actually slow traffic. The existing table junction with Weston Park/FPR does little to slow down vehicles (especially HGV's, motorbikes and SUV's) (I live next to this junction). My main comment is that ALL pavement parking along the road should be removed, not just some of it. The proposals represent an opportunity to improve the street, which will not arise again in the immediate future. By removing some of the pavement parking - this will only provide pedestrian accessibility improvements for half of the street, which is a lost opportunity, particularly given the Council's aspirations contained within its Walking and Cycling Action Plan. Priority along the entire length of the street should be for pedestrians, not vehicles. Appropriate adjustments should be made to ensure that there is sufficient space for buses to pass at appropriate points along the road, if necessary. Having lived here for 20 years, I remember the street prior to pavement parking being introduced and buses managed to run along this easily. Therefore, there is no reason why the removal of ALL pavement parking would be detrimental to bus services and by doing this it would also provide a disincentive for HGV's (and other vehicles) to use the street as a rat-run (as they should be using main roads, NOT unclassified residential streets such as FPR). The proposals represent an opportunity to significantly enhance the street for pedestrians, reduce speeding and discourage its use as a rat-run. The street from the top of the hill to Tottenham Lane has a terrible pedestrian environment and hardly any tree planting which is a direct result of the introduction of pavement parking. So, whilst I do support the proposals, it is considered that the Council should take this opportunity to be bolder and remove ALL pavement parking from the street.</p>
<p>Ferme Park Rd</p>	<p>Support</p>	<p>Thank you for the opportunity to respond to this consultation. We are residents of Ferme Park Road. We're enormously supportive of the proposal. The speeds of vehicles on the road outside our house is a constant worry for us. Car drivers view the straight stretch of road between Londis and Mount View Road as a chance to open the throttle and often accelerate speeds of 40 and 50mph or more - much too fast to react to anything unexpected coming onto the road. We fear for the lives of our two cats and we worry about when our young child is old enough to walk the pavement on his own. We support all elements of the proposal, and most of all the raised zebra crossings at Londis and Mount View Road and the three raised sections in between. We are happy to accept the loss of local parking bays for the sake of all of our safety. Thank you very much</p>

Ferme Park Rd	Support	<p>As a resident of Ferme Park Road, I am supportive of measures that aim to reduce speed and improve safety for all road users. However, I do have a concern regarding the proposed raised table(s) outside my house in Ferme Park Road and along the road. While I understand that this measure is intended to slow down traffic, I am uncertain of its effect on the buildings along the road. Currently, when a large vehicle such as a lorry or bus passes through, our top floor flat shakes. We are on the top floor of an old Victorian building, and I worry that further measures to reduce speed may exacerbate this issue. Although, I might be wrong as I don't truly understand the physics behind vehicles causing the flat to shake! I would like to request that any type of speed reduction technique be designed in consideration of its impact on the buildings along the road. I know that this is not just an issue for my flat, as I have friends who also live along Ferme Park Road whose flats also shake. All the buildings along the road are old 1880s Victorian buildings, and I believe that any measure to reduce speed should take into account the potential impact on these structures and their foundations. Thank you for considering my comments. I look forward to hearing more about the proposed speed reduction measures and any further developments in this regard.</p>
Ferme Park Rd	Support	<p>A speed camera is needed from the roundabout to Weston Park, because when cars reach Fairfield Rd they are speeding along at 40 - 50mph. A speed camera is the best way to slow them.</p>
Ferme Park Rd	Support	<p>Regarding the speed reduction proposals on Ferme Park road N4. v Cars along this road sometimes hit 50 - 60 miles per hour as there are no speed limit restrictions; so I am very happy to support all and any reductions to be put in place. I only hope that what is being proposed is enough, as I would like a speed camera and more regular speed bumps put in. There are many families on this road and it's incredibly dangerous as it stands.</p>
Ferme Park Rd	Support	<p>Concerned and shocked to see cars speed UP the hill towards Crouch end. The 20mph signs are ignored. Cars go so fast they don't see the zebra at the top of the hill until it's almost too late to stop.</p>
Ferme Park Rd	Support	<p>Speed camera is necessary. People using FPR to drive in and out of North London tend to speed. I've lived here a few months and have already seen a few accidents</p>
Ferme Park Rd	Support	<p>Speeding on FPR needs to be controlled - especially at approach to pedestrian crossings at junction with Weston Park. Increased pavement parking has restricted the pedestrian use. Also, bikes illegally cycle along the pavement. This road needs a complete revamp.</p>
Ferme Park Rd	Support	<p>As a family with small children, we strongly support the proposal - as many of the crossings in the area are far too dangerous to use, as cars speed too much up and down FPR.</p>
Ferme Park Rd	Support	

Mount View Rd	Support	I agree with all the proposed speed measures for Ferme Park Road. It is really a very dangerous road as drivers see a long straight road in both directions from the bottom of the hill and top off the hill and think they can go very fast (even though there are parked cars on both sides).I see it and hear it! Even though it is shown there is a crossing at the top they approach way too fast. I have seen several very frightening incidents of cars coming down the hill so fast towards Ossian Road and the crossing and bend I don't know how they didn't cause a very serious accident. I live at 18B, Mount View Road near the corner which is also dangerous. Drivers approach the junction where Mt V Rd meets Ferme Road fast and are impatient to get over to the other side! It is good they will have to reduce their speed as they approach the junction. I have seen accidents there. It is essential these proposals go ahead for the safety of both pedestrians and drivers and I am relieved that the situation is now being addressed. I do hope it will result in a good decision and hopefully these measures will be implemented as soon as possible. As a local resident without a car who relies on public transport I hope it will not affect the bus stop close to Mount View Road as that is a very busy stop!
Ferme Park Rd	Support	Speed control is needed for cars and bikes. Few observe the 20mph limit and because it's a long straight hill, it can be like a race track at times. This is dangerous - especially as there are many families here with young children. Speed reduction measures are definitely needed
Ferme Park Rd	Support	FPR has steep gradients on both sides of the ridge (Ridge Road) and therefore needs extra measures to discourage speeding downhill. I'd like to see the island outside #40 / 42 FPR to be as big as the other islands along the road. Please also see that the cement lorries use the A103 and A504, and do not use residential streets like FPR, or school roads like Stapleton Hall.
Ferme Park Rd	Support	I support the proposed measures, and also have some additional comments. I would like to request speed detection cameras (either in the form of fixed or average speed), as I do have concerns that HGV's, LCVs and buses passing over the raised tables create noise if they do so at speed, and therefore cameras would both further reduce the speeding of larger vehicles and also ensure that the road measures put in place did not adversely impact the residents closest to the entrance and exit portions of the tables. The speed and driving style of many vehicles that use Ferme Park Rd is dangerous (we have had two vehicles severely damaged in the past couple of months and many neighbours have had damaged cars from accidents caused by excess speed) and so I welcome measures that will make the road safer for the hundreds of families that live on this residential road.
Ferme Park Rd	Support	Great news that Haringey is finally addressing speeding on FPR. However you are 'robbing Peter to pay Paul' by removing so much parking space. You tackle one problem, but then cause residents another one.
Ferme Park Rd	Support	Given its length, cars regularly speed on FPR. I'd like to see traffic diverted away from FPR, as well as the proposed measures - all of which I support

Ferme Park Rd	Support	I support the proposed measures. Thank you for consulting us about ways to make our road a safer place to live. I do also have some additional comments. I would like to request speed detection cameras (either in the form of fixed or average speed). I do have concerns that HGV's, LCVs and buses passing over the raised tables would create noise if they do so at speed and therefore cameras would both further reduce the speeding of larger vehicles and also ensure that the road measures put in place did not adversely impact the residents closest to the entrance and exit portions of the tables. The speed and driving style of many vehicles that use Ferme Park Rd is dangerous (we have had two vehicles severely damaged in the past couple of months and many neighbours have had damaged cars from accidents caused by excess speed) and so I welcome measures that will make the road safer for the hundreds of families that live on this residential road.
Ferme Park Rd	Support	Just a quick email to express my family's support for the proposed improvements to Speed Reduction on Ferme Park Road. We've seen numerous crashes over the past decade including multiple overturned cars, trapped passengers and collisions with cyclists. Recently a collision with a parked car took place about 20ft away from where we were walking - just north of Weston Park. These measures would have ensured the driver would have to slow down at the junction and would have directly avoided the collision. While these measures will reduce parking slightly, there are ample spaces on the road and these changes are needed. I think the one measure that would make a big difference would be a speed camera.
Ferme Park Rd	Support	I am fully supportive of the measure proposed to reduce the speed of traffic on Ferme Park Road. I live at 33 Ferme Park Road and that the council is embarking on this initiative is very encouraging. I hope it can be achieved quickly and reduce the daily danger pedestrians and other road users face from the ridiculous speeds some use on this road.
Ferme Park Rd	Support	Speed bumps are essential on this road
70	70	70

Report for: Cabinet Member for Tackling Inequality and Resident Services

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

Report authorised by: Barry Francis, Director of Environment and Resident Experience

Lead Officer: Danny Gayle, Traffic Engineering Manager
Yomi Komolafe, Project Engineer

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 Appendices B and C, except that the refuge island shown outside numbers 57 – 59 Shepherds Hill in the original scheme proposals shall not be installed.

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 Council 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 in the letter in Appendix A and on the plans in Appendices B and C, 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 for the 3 years up to 1st December 2022 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 5th 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 15th 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 D.
- 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 E.
- 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 F.

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%
	Total:	81	100%

- 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 Carbon Management 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 338 - Road Casualty Reduction.

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 – Public and Statutory consultation letter
- Appendix B – Public and Statutory consultation plan -Shepherd's Hill
- Appendix C – Public and Statutory consultation plan -Wolseley Road
- Appendix D – Consultation boundary
- Appendix E – Legal notice
- Appendix F – Full consultation report

Highways and Parking

Ann Cunningham: Head of Highways and Parking

14th December 2022

Public and Statutory consultation

Proposed Road Safety Improvements on Shepherds Hill and Wolseley Road

Dear Resident or Business,

Following requests from the local community, I am pleased to inform you that as part of this year's Road Danger Reduction Investment Plan, we are proposing to introduce speed reducing measures on Shepherds Hill and Wolseley Road. The proposed improvements will improve pedestrian accessibility and road safety.

The key interventions are as follows and are detailed on the plan overleaf:

- 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.

This letter marks the start of public consultation, during which we welcome your views on the proposals. Please provide these using the enclosed Freepost feedback card or email your views to us at frontline.consultation@haringey.gov.uk

At the same time, the statutory consultation on the proposed changes (legal process whereby the proposals are advertised in the local newspapers) will begin on 14th December 2022. The statutory consultation process normally runs for three weeks but given the approaching Christmas holiday period, it will run for five weeks until 18th January 2023. The statutory process is designed to ensure that anyone wishing to object to the proposals will have their views considered and responded to. You can object to the scheme by emailing traffic.orders@haringey.gov.uk Please give reasons for your objection.

Please ensure that your response including any objections to the proposals reach us as soon as possible and no later than 18th January 2023.

If you have any specific questions on the scheme, please contact frontline.consultation@haringey.gov.uk

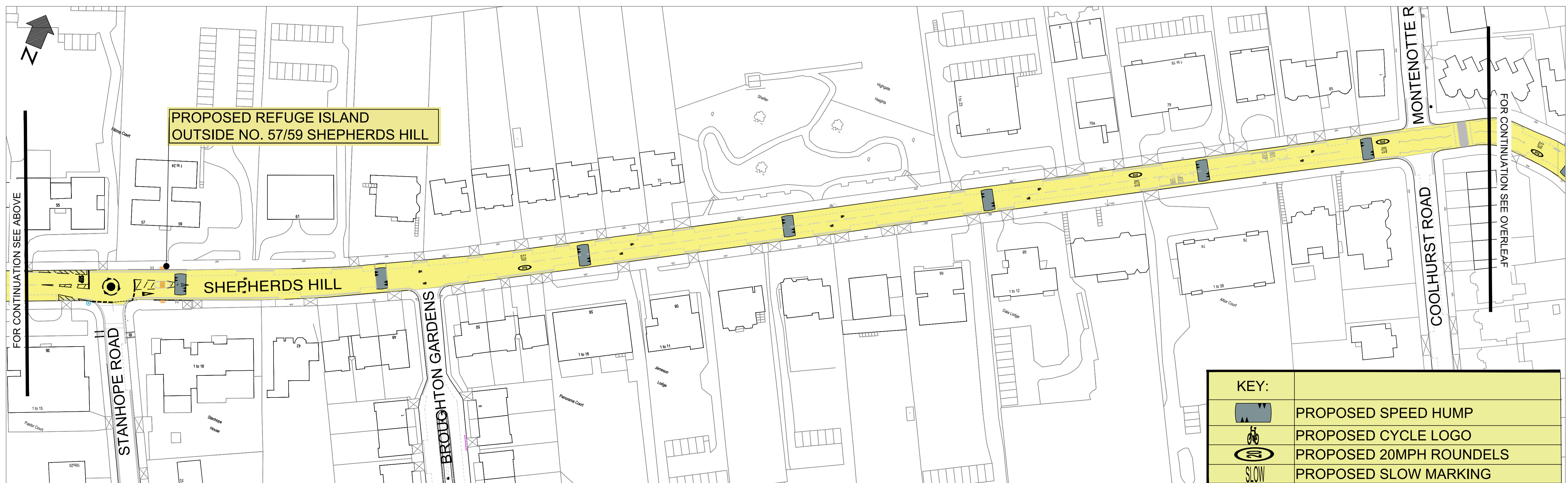
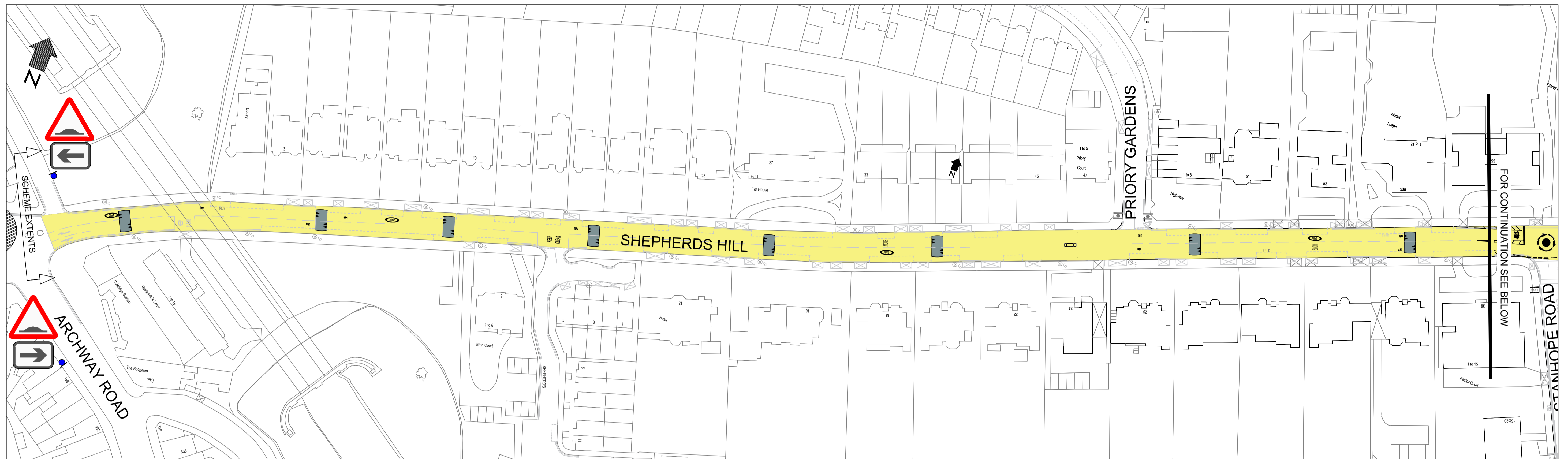
Thank you for your interest and we look forward to hearing from you.

Yours faithfully,

Highways and Parking

Highways and Parking
Level 4
Alexandra House
10 Station Road, Wood Green
N22 7TR
www.haringey.gov.uk

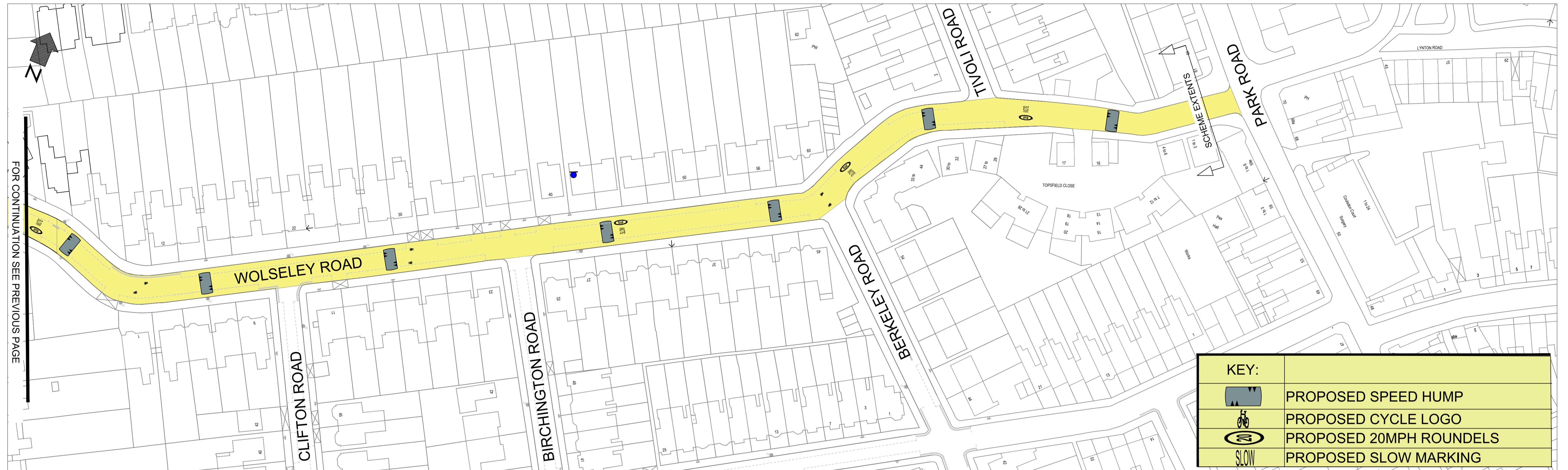
PROPOSED ROAD SAFETY IMPROVEMENTS ON **SHEPHERDS HILL AND WOLSELEY ROAD.**



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

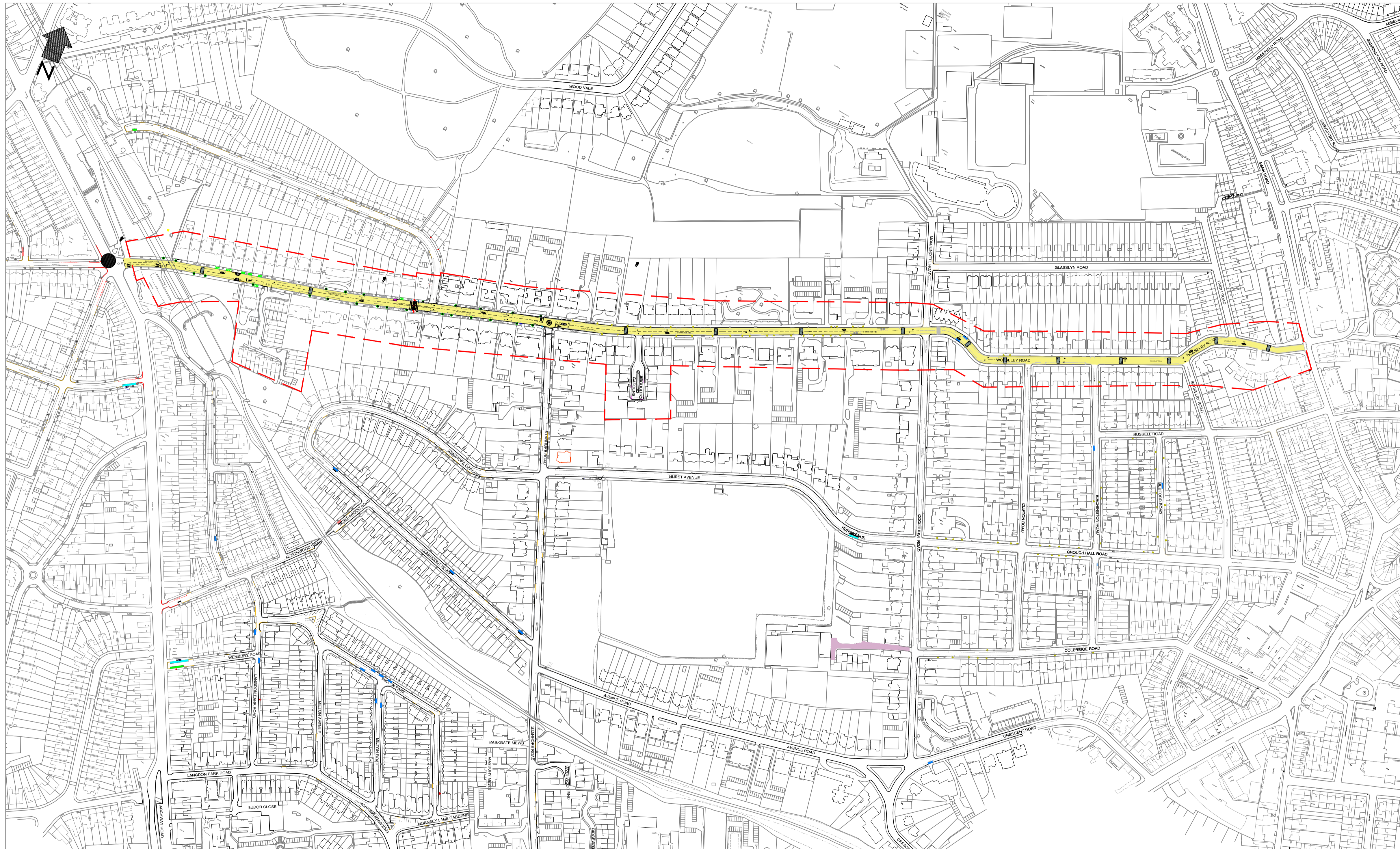
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PROPOSED ROAD SAFETY IMPROVEMENTS ON ***SHEPHERDS HILL AND WOLSELEY ROAD.***



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Rev	Description	Checked	Date

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

Title:

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Path:
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YK	YK	DG

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

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RSIP-SHEPHERDS HILL-100-03	

**PLACE & SUSTAINABILITY
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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 or write to Traffic Management Group, Alexandra House, 4th floor, 10 Station Road, Wood Green, N22 7TR quoting reference **2022-T80**, by 16th January 2023.

Dated: 14th 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	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.
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"> -it will severely impede access to the drive ways of the flats on either side of the road. -it will make accessing the off-street parking very difficult for Fitzroy Court (located 57-59 shepherds hill) -it will make turning into and out of the drive way of Fitzroy court next to impossible -it will mean no delivery vans/ service vehicles can access Fitzroy court at 57-59 Shepherds hill, as the turn will be to tight -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 -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. -the island would make turning into and out of stanhope road very difficult for long vehicles such as coaches/ refuse trucks/ delivery trucks. -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 -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 <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"> •Speed humps are agony for patients in ambulances and taxis going to or from Hospital, before or after serious operations. •Speed humps cause increased vibration and long-term damage to adjoining houses and flats. (see note [1] below) •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. • Slow moving or stationary cars with their engines revving cause increased noise and pollution. •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. •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. •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. •Elderly people might mistakenly think they are safe on the Refuge Island unaware that still could be knocked down by passing motorbikes. •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. <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"> •Speed humps are agony for patients in ambulances and taxis going to or from Hospital, before or after serious operations. •Speed humps cause increased vibration and long-term damage to adjoining houses and flats. (see note [1] below) •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. • Slow moving or stationary cars with their engines revving cause increased noise and pollution. •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. •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. •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. •Elderly people might mistakenly think they are safe on the Refuge Island unaware that still could be knocked down by passing motorbikes. •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. <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"> - 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 - - 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. - That no parking is displaced as part of the measures (a separate TMO would be required) - 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. - That any new speed bumps do not introduce drainage issues with water pooling in front of them, or running on to the pavement - 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: - 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 - That consideration is given for the roundabout junction to be reassessed and potentially changed
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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