

NOTICE OF MEETING

AGENDA FOR THE CABINET MEMBER SIGNING

**Thursday, 23rd July, 2026, 9.00 am - Alexandra House 10 Station
Road Wood Green N22 7TR.**

[Watch the meeting live](#)

Members of the public are welcome to attend this meeting. If you wish to speak at the meeting please register by emailing the Democratic Services Officer. Contact details can be found at the end of the agenda front sheet.

Elected Members: Gio Iozzi

1. FILMING AT MEETINGS

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

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

2. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

3. DECLARATIONS OF INTEREST

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

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

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

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

4. URGENT BUSINESS

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

5. DEPUTATIONS / PETITIONS / QUESTIONS

6. HEARTLANDS BUS PROPOSALS FOR ROUTES 91, N91 AND 232 (PAGES 1 - 120)

Report of the Corporate Director of Environment and Resident Experience

Democratic Services Contact: Richard Plummer Committees Manager
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Fiona Alderman
Director of Legal & Governance (Monitoring Officer)
George Meehan House, 294 High Road, Wood Green, N22 8JZ

Wednesday, 15 July 2026

Public Questions

Any resident, council tax payer or national non domestic rate payer of the Borough may ask the Chair of any Committee or its sub bodies any question on anything for which the Committee is responsible at any ordinary meeting. Notice of questions must be given in writing to the Democratic Services Manager by 10 a.m. on such day as shall leave three clear days before the meeting (e.g. Tuesday for a meeting on the following Monday). The notice must give the name and address of the sender. Should a question be rejected, the questioner will receive a written response advising of this, including the reasons for the rejection.

Deputations

A deputation may only be received by a Committee or its sub bodies if a requisition signed by not less than ten residents of the Borough, stating the object of the deputation, is received by the Democratic Services Manager not later than 10am to leave three clear days prior to the Committee meeting.

Accessibility Requirements

If you would like to attend and you have any special requirements, please email Richard Plummer Committees Manager at richard.plummer@haringey.gov.uk. Please note that public seating is limited and will be allocated on a first come first served basis.

Advice To Members On Declaring Interests

Information on declaring an interest is set out in the Council's Constitution in Part 5 Section A. However, you may need to obtain specific advice on whether you have an interest in a particular matter.

If you need advice, you can contact:

- Monitoring Officer
- the Legal Adviser to the Committee; or
- Democratic Services.

If at all possible, you should try to identify any potential interest you may have before the meeting so that you and the person you ask for advice can fully consider all the circumstances before reaching a conclusion on what action you should take.

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Report for: Cabinet Member for Climate Action and Transport

Title: Heartlands bus proposals for routes 91, N91, and 232

Date: 23 July 2026

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

Report Author: Edward Quartey, Principal Engineer, Streetspace
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Ward(s) affected: Noel Park

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

1 Describe the issue under consideration

- 1.1 To determine whether the proposed changes to the highway to facilitate the extension of bus routes 91, N91 and 232 to the Heartlands area in Wood Green should be implemented. The proposed changes will enable bus routes 91, N91 and 232 to be extended in accordance with the decision taken by Transport for London on 14 March 2024. The new bus routes will serve Haringey Heartlands, a major development on the former Gas Works site, which will provide approximately 2,000 new homes once completed.
- 1.2 The new bus routes will operate along Mayes Road, Coburg Road, Western Road, Mary Neuner Road and Clarendon Road.
- 1.3 Following the January 2024 consultation, the Council considered all responses received and decided to implement all the proposals consulted on, including the proposed changes to the highway to facilitate the extension of bus routes 91, N91 and 232, which were implemented except for the changes to extend and facilitate the bus routes. You can view the decision report and appendices at the link provided here: <https://www.minutes.haringey.gov.uk/mgAi.aspx?ID=79520>
- 1.4 The parking bays, waiting / loading restrictions, bus stop and bus stand measures to facilitate the extension of bus routes 91, N91 and 232 were not implemented, because a suitable location for bus driver welfare units had not been identified. The location of these units has now been resolved.
- 1.5 The Council has therefore undertaken a further statutory consultation regarding the proposed changes to facilitate the extension of bus routes 91, N91 and 232 outlined in Appendix A, which was carried out between 17 June and 8 July 2026, as these changes were not implemented or made in the previous traffic order.
- 1.6 The proposed changes consulted upon, including their effect on parking, are detailed in paragraph 5.7 below and shown in the plans in Appendix A. It is worth noting that the proposals for new bus stops along Mary Neuner Road do not form

part of this consultation as these were previously approved and the traffic order made. Proposals consulted upon as part of this final stage are summarised below:

- Provision of 1 new bus stop on Mayes Road.
- Provision of 1 new bus stand on Coburg Road.
- Provide double yellow lines – loading permitted.
- Provide double yellow lines (no waiting and no loading)
- Removal of 5 shared (paid for or permit holder) spaces.
- Removal of 22 resident permit holder parking spaces
- Removal of 4 business permit holder spaces
- Removal of single yellow line parking

2 Recommendations

It is recommended that the Cabinet Member for Climate Action and Transport:

- 2.1 Considers all feedback, including objections received to the proposed traffic management orders, as set out in Appendix D, on the proposals outlined in Appendix A and summarised in Table 2 of this report together with officer's recommended response set out in Section 5 of this report.
- 2.2 Agrees that the Council shall exercise its discretion to not cause a public inquiry to be held (see paragraph **Error! Reference source not found.**.2).
- 2.3 Approves the implementation of the proposals outlined in Appendix A, except the proposals to implement the bus stand on Coburg Road, as explained in paragraph 2.4 below.
- 2.4 Approves the implementation of the revised proposals for the bus stand on Coburg Road, as detailed in Appendix B (change includes extending the proposed bus stand from 12m to 23m following a request from Transport for London (TfL), as two buses will use the stand simultaneously).
- 2.5 Approves the making of all necessary traffic management orders (TMOs) to give effect to the proposed changes set out in Appendix A and Appendix B for parking, waiting and loading changes required to implement a bus stand in Coburg Road and bus stop in Mayes Road.
- 2.6 Authorises the Head of Highways and Traffic to make all necessary traffic management orders (TMOs) and publish notice of/notify objectors of the TMO/place a copy of the TMO with the documents available for public inspection at the Council's offices and to install / undertake the highway infrastructure necessary to give effect to the design set out in Appendix A and Appendix B.

3 Reasons for decision

- 3.1 Following a review of bus operations and future bus service needs for Wood Green, TfL consulted between October and December 2023 on changes to 4 bus routes that serve Wood Green High Road and Turnpike Lane (Routes 91, N91, 123 and 232).

- 3.2 Following this consultation exercise, TfL took the decision in March 2024 to implement its proposals, which will mean two new bus routes, Route 91/N91 and 232, will in the future serve the new Heartlands development (route 232 will have a temporary route in place until 2028, with changes to the permanent route after this date). The new routes will run along via Mayes Road, Coburg Road, Western Road, Mary Neuner Road and Clarendon Road. TfL plans to remove route 123 from Wood Green High Road.
- 3.3 To facilitate the new bus routes, the Council will need to make changes to the roads identified in paragraph 3.2 above, as recommended in paragraphs 2.3 to 2.5 above.

4 Alternative options considered

- 4.1 Do nothing
- 4.2 This option was rejected as it would conflict with the Council's duty described in paragraph **Error! Reference source not found.**4 and the need to carry out a review of the impacts of new housing developments, providing accessible transport infrastructure.
- 4.3 The proposals will help facilitate the new bus routes to benefit local residents and businesses including those occupying the new development, as the bus routes will provide access to public transport in close proximity to the premises.
- 4.4 The proposals align with the Council's Transport Strategy (2018), which seeks to connect communities, workplaces and high streets in managing growth impacts, carbon emissions by prioritising sustainable transport choices. The aim of this is to result in safer and less congested highways.

5 Background Information

- 5.1 The introduction of the new bus routes is part of the master planning of the Clarendon Square planning application and always formed a part of the scheme, as secured by the section 106 legal agreement forming part of the condition under which the development was approved for implementation.
- 5.2 In October 2023, Transport for London (TfL) commenced consultation ([Haringey Heartlands and Wood Green - proposed changes to bus routes](#)) with regards to changes to 4 bus routes that serve Wood Green High Road and Turnpike Lane (91, N91, 123 and 232). The TfL proposals are a result of a review of bus operations and future bus service needs for Wood Green, which includes having a local bus network to serve the Haringey Heartlands development on the site of the former Clarendon gas works.
- 5.3 The Heartlands development is "car free/ car capped" based on the planning policy definition. The Council will prohibit the issuing of parking permits to future occupiers of the residential element of the development, Disabled parking allocation is provided and agreed with the Council with each development. This equates to 0.25 parking spaces per unit, which will allow for approximately 7% wheelchair accessible parking spaces. Also, the Public Transport Accessibility Level (PTAL) across the original site is a value between 4 and 6; therefore, the

introduction of bus services into the area shall go some way to improving connectivity for the newly increased numbers of residents.

- 5.4 On 14 March 2024, TfL published its decision to proceed with the changes as consulted upon. For this area, it would mean that bus routes 91 and N91 would serve Western Road, Mary Neuner Road, and Clarendon Road. Whilst the 232 route would serve part of Mayes Road, Coburg Road and part of Western Road (temporary route until possibly 2028).
- 5.5 For the new bus routes to serve this area, Haringey Council will need to make changes to the roads to facilitate this. Following the decision in March 2024, most of the approved works to facilitate the bus routes were completed. However, a number of parking, bus stop and bus stand issues remained outstanding. These elements were delayed while a suitable location for the bus driver welfare facilities were identified. This issue has now been resolved and some of these changes, whilst approved previously but the traffic order not made meant that a further consultation was necessary for these changes as detailed in Table 1 below; these changes are needed to ensure buses can move / manoeuvre safely within the area.
- 5.6 The decision does not result in a contract being awarded or expenditure in excess of £500,000 being incurred nor any virements, so it is not a key decision for that reason. The decision also relates to only one ward and so it is not a key decision for that reason, as the effects of the decision will not have a significant impact on communities living or working in an area comprising two or more wards or electoral divisions in the area of the local authority.

Proposals

5.7 Table 1 provides a summary of the proposed changes.

Table 1 – Summary of Proposed Changes

Reference Drawing (TMO)	Location	Description	Reason for Proposal and operational hours	Changes to waiting/ loading restriction required? Y/N
INSET 1	<u>MAYES ROAD</u>			
	a) On north-east side of Mayes Road N22 outside No.108 to No.114	To remove resident permit holders parking bays to provide a new bus stand	Bus passenger amenity.	Y
	b) On north-east side of Mayes Road N22 outside No.108 to No.110, a length of 12 metres.	To introduce a bus stop.	Bus passenger amenity.	Y
	c) On north-east side of Mayes Road N22 outside No.110 to No.114, a length of 14.2 metres.	To introduce double yellow lines/double kerb blips	Provide the bus with clear access into and exit from the bus stop	Y
	d) On north-east side of Mayes Road N22 outside No.108 to No.100, a length of 26.9 metres.	To convert the existing single yellow line to double yellow line		
	<u>COBURG ROAD</u>			
INSET 1	a) On the north-west side of Coburg Road N22 adjacent to No.83 Mayes Road, a length of 9.1 metres.	To convert resident permit holders parking bays to double yellow lines	To prevent any parking to keep the junction clear for buses.	Y
	b) On the south-east side of Coburg Road N22 adjacent to No.81 Mayes Road, a length of 20.7 metres.	To convert resident permit holder bays to double yellow lines		

Reference Drawing (TMO)	Location	Description	Reason for Proposal and operational hours	Changes to waiting/loading restriction required? Y/N
INSET 3	c) On north-west side of Coburg Road N22 outside the dropped kerb vehicle access to No.83 Mayes Road, a length of 7.1 metres.	To convert the existing single yellow line to double yellow line	To improve carriageway width and road safety.	
	On south-east side of Coburg Road N22 adjacent to No.81 Mayes Road, a length of 8 metres.	To convert the existing single yellow line to double yellow line		
	<u>WESTERN ROAD</u>			
	a) On the west side of Western Road, outside No.22 The Decorium, a length of 16.6 metres.	To convert the shared use permit holders / pay-to-park bays to double yellow lines	Bus passenger amenity.	Y

Reference Drawing (TMO)	Location	Description	Reason for Proposal and operational hours	Changes to waiting/ loading restriction required? Y/N
INSET 4	<u>COBURG ROAD</u>			
	a) On the south-east side of Coburg Road N22 outside No.63 to No.77, a length of 19.6 metres.	To remove business permit holders' bay.	Provide safer facilities for pedestrians and vehicle speed reduction measure.	Y
	b) On the south-east side of Coburg Road N22 outside No.59 to No.63, a length of 4 metres.	To change single yellow and introduce a bus stand (23m in total).		
	c) On the south-east side of Coburg Road N22 outside No.63 to No.69, a length of 19 metres.	To introduce a bus stand (23m in total).		
	d) On the south-east side of Coburg Road N22 outside No.75 to No.77, a length of 1.2 metres.	To introduce new double yellow lines.		
INSET 5	<u>CLARENDON ROAD</u>			
	a) on the west side of Clarendon Road N22 outside No.33 Civica Election Services (2x car lengths, 10 metres in length).	To convert the shared use permit holder parking/pay to park bays to double yellow lines	To improve carriageway width and road safety.	Y
	b) On the west side of Clarendon Road N22 outside No.25 (1x car lengths, 5 metres in length).	To convert the resident permit holders parking bay to double yellow lines		
	c) On the north side of Clarendon Road N22 from its junction with Hornsey Park Road to lamp	To convert all permit holders parking bays to double yellow		

Reference Drawing (TMO)	Location	Description	Reason for Proposal and operational hours	Changes to waiting/ loading restriction required? Y/N
	column CD60 opposite Jessica Buttons Factory, No.30.	with double kerb blips		
	d) On the south side of Clarendon Road N22 located at the rear of Destiny Haven Nursery & Pre-school	To convert resident permit holder bays to double yellow line with double kerb blips.		

Statutory (TMO) Consultation

- 5.8 In accordance with The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996, referred to as LATOR, the authority must carry out certain procedures before making a traffic management order. This includes consultation of specified consultees, publishing a notice of proposal and any other steps it considers appropriate.
- 5.9 The statutory TMO consultation on the proposed highway changes began on 17 June 2026. The process consisted of a Notice of Proposal being published in the London Gazette, the Enfield and Haringey Independent and the notice being erected on site in the affected parts of the Heartlands area. The relevant documents were deposited at the Council's offices as required under the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996. The closing date for objections and representations was 8 July 2026. Appendix C shows the statutory TMO notice and associated plans.
- 5.10 It is not a legal requirement to provide statutory notification letters. However, a letter to residents and business, informing of the proposals and process, was also posted to affected frontages located within the Heartlands Area. (See Appendix A for letter and accompanying plans showing the proposed changes to the highway).
- 5.11 A total of 1000 properties were notified of the statutory consultation via the letter and plans shown in Appendix A with a letter detailing how they could object should they wish to do so. The letter and site notices (Appendix C) explained that anyone wishing to raise an objection or representation to the proposed traffic orders must formally send this to the Council by 8 July 2026 via the online portal at <https://consultation.appyway.com/haringey>, doing so either by emailing traffic.orders@haringey.gov.uk or in writing to the Council.
- 5.12 A further letter and plan shown in Appendix E was issued to this same number of properties on 25 June 2026, as an error was noted on one of the plans incorrectly labelled a building as 'BEELEY HOUSE' when it should have stated

‘GOLDCREST HOUSE’. The bus stop shown at this location is for information only, as it has been approved as part of a previous consultation. It was not deemed necessary to extend the date of the statutory consultation as no changes are proposed at this location as part of this consultation.

5.13 As part of the statutory process, the following statutory consultees, some required under LATOP were also notified and other organisations that the Council thinks it appropriate to consult:

- 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

Responses to Consultation

5.14 81 responses were received to the 21-day statutory consultation; these are detailed in Appendix D. Officers have considered all feedback received and grouped the responses into themes and provided a summary of these in Table 2 below together with an officer's response to any objections. No response has been received from the Metropolitan Police Service (MPS) to the statutory consultation.

5.15 Table 2: Summary of objections / feedback and officer comments

Headline objections	Detailed objections	Officer comments
Parking spaces	Increase in the price of parking permits and reduction in the number of parking spaces will make it difficult for key workers and residents attending work in the area.	Unfortunately, the removal of these parking spaces is required for the smooth operation of the buses to enable the route to go live. However, there will still be sufficient car parking spaces within the various roads in the area. It is also to be noted that the proposal will not result in removal of any marked disabled parking spaces which can be used by any Blue Badge holder. The loss of car parking spaces and resulting impact on residents is regrettable and we have taken great steps to try and minimise this by only removing the

		spaces absolutely necessary to facilitate the new bus routes. The introduction of the new bus routes, and the associated loss of these parking spaces, is supported by the Council's adopted Local Plan and Transport Strategy, which seek to: <i>"Use transport infrastructure as a catalyst for growth such as allowing higher density development near stations and in town centres."</i> 1) The removal of these car parking spaces will provide the catalyst for the introduction of 2 new bus connections to facilitate some additional trips per day in an area which is experiencing high density growth and requires the complimentary transport infrastructure to ensure that this growth is sustainable and is in line with the Council's Local Plan. 2) Capacity and Connectivity - Providing additional east/ west connectivity which is currently not served by public transport and will reduce the need for car use resulting in a better less congested highway network. 3) Parking Pressures – The reliance on car use to access employment or services, and the growth of households with multiple cars, is having a significant impact on urban and residential amenity. The introduction of the two new bus routes' alignment will provide additional connectivity and capacity to reduce the reliance on car trips. All disabled parking bays will remain in place and will not be affected by the proposal if they proceed.
Bus stop location	The location of the bus stop on Mary Neuner Road is outside Goldcrest House and not Beeley House. Review the location of the bus stop outside Braeburn mansions with the	This was an error which was made and rectified by sending a subsequent letter to all residents on 25 June 2026 with the correct name on the plan (refer to Appendix E). The bus stop at this location is for information only and not part of this statutory consultation, as it was approved in March

	view of minimising proximity to residential windows	2024, but waiting to be implemented when the bus route is about to go live.
Traffic increase and congestion.	The amount of traffic in the area has increased with speeding cars. What measures will be put in place to calm or reduce traffic on the road.	The proposals help to ensure that the local bus network provides an attractive alternative to private car use; helping reduce private motor traffic by encouraging travel on public transport. We do not anticipate significant additional congestion in the area, as the proposed removal of parking bays at key locations will ensure clear/safe traffic flow and bus accessibility within the area. Most of the roads in the area have traffic calming measure to deter speeding and raised zebra crossings to enable pedestrians to cross the road safely. If a decision is made to proceed with the proposals and the bus routes becomes operational, TfL will prepare a route timetable from bus stop to bus stop. The timings will be monitored to understand if there are delays on the route and whether possible mitigation measure will be made to reduce congestion.
Noise disturbance	The proposed bus stop will be located outside residential properties, and they will be affected by the noise of buses idling, stopping and pulling away.	The Council's Transport Strategy (2018) seeks to connect communities, workplaces and high streets in managing growth impacts, carbon emissions by prioritising sustainable transport choices. The aim of this is to result in safer and less congested highways. The east-west bus route reduces need for car travel to Wood Green from Islington and the west of Haringey. TfL has made progress in greening its bus fleet with either low or zero emission (at tailpipe) meeting the latest Euro VI standards. These buses contribute to improving air quality and minimise overall vehicle sound, with lower vibration levels for a more comfortable experience. As most of these roads are traffic calmed, drivers will travel at low constant speeds, thereby reducing any noise levels within the area.
Air quality and congestion.	Buses stopping at this location will affect air quality and congestion.	TfL has made progress in greening its bus fleet with either low or zero emission (at tailpipe) meeting the latest Euro VI standards. These buses contribute to improving air quality and minimise overall vehicle sound / emissions

		with lower vibration levels for a more comfortable experience. In areas where congestion will occur, parking restrictions in the form of double yellow lines will be introduced to ensure congestion is kept to a minimum.
Anti-social behaviour	Increase in crowds outside bus stop creating anti-social behaviour.	The proposed bus routes will predominantly run through residential and small business areas. As it is not on a main road or a busy high street, it is not expected to attract anti-social behaviour
Discrepancy with original consultation during January - February 2024	Described the bus stop as being outside Avalon Mansions, not Braeburn Mansions. The location now confirmed is different from what was originally communicated, which limited residents' opportunity to respond to the proposal as it now stands.	The bus stop at this location is for information only and not part of this statutory consultation, as it was approved in March 2024, but waiting to be implemented when the bus route is about to go live.
Safety	There are lots of children and a bus route in this area will be too dangerous for them.	There are traffic-speed reduction features on roads within the area that will help reduce driver speeds. In addition, the removal of some parking bays on roads within the area will improve sightlines for all road users The roads within the area have been designed to accommodate buses and based on the various bus route tests completed there is nothing to suggest that the introduction of the new bus route will impact on the safety of children crossing the road. The scheme will promote the connectivity of the regenerated local area with the rest of Haringey and beyond. It improves the accessibility by public transport of new residents who may not have direct access to a private vehicle. The Council supports travel to school by sustainable modes of transport and the introduction of buses within the area may encourage sustainable transport which in turn may result in less private car use, thus promoting road safety. TfL drivers operating buses have undergone training to ensure they drive buses safely and responsibly, therefore disabled people crossing the road should not face greater risk. To ensure vehicle speeds are reduced, the proposals include two raised tables on

		Western Road and a zebra crossing to help all users cross safely.
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- 5.16 An objection was received concerning the proposed location of a bus stop outside Goldcrest House. The resident explained that its position could negatively affect the safe and timely transfer of a disabled person from a vehicle into their apartment. The implementation of the bus stop outside Goldcrest House on Mary Neuner Road was approved in April 2024 so approval is not being sought for this bus stop in the proposals outlined in Appendix A and B. Officers have considered the concerns raised and have contacted the resident directly to discuss alternative options available to support the resident's access needs.
- 5.17 After considering the statutory consultation responses and discussions with TfL buses, officers recommended that the proposed changes as set out in Appendix A (except bus stand proposals for Coburg Road) and Appendix B be implemented (revised proposals for Bus Stand on Coburg Road).
- 5.18 Officers consider the proposed amendments to the bus stand on Coburg Road do not require a separate statutory consultation, as the works are not a substantial change to the proposed changes set out in Appendix A for the response explained below.
- 5.19 The proposal increases the bus cage length from 12 metres to 23 metres (an additional 11 metres). The extension does not result in any loss of parking provision. Instead, it replaces the original proposal 6.4 metres of double yellow lines with double kerb blips and 4 metres of single yellow line, meaning there is no net reduction in parking bays.
- 5.20 Officers also do not consider that extending the bus cage will lead to increased noise disturbance. Transport for London continues to green its fleet, with buses now operating to Euro VI standard, delivering low or zero tailpipe emissions and reduced overall noise. The route will be served by hybrid buses, which operate on electric power at low speeds. When sufficient battery charge is available, the electric power motor propels the bus up to approximately 10mph from a standing start, significantly reducing the engine noise during arrival and departure from stands.

6 Traffic Order Making Process

- 6.1 It is noted that Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996 (LATOR) provides that local authorities must hold a public inquiry before making a TMO if a TMO prohibits loading or unloading or prohibits

or restricts the passage of public service vehicles and an objection has been made and not withdrawn other than an objection which does not relate to the loading/unloading prohibitions or the prohibition/restriction on the passage of public service vehicles. The TMOs will prohibit loading and unloading, but none of the objections relate to the prohibition on loading and unloading and so there is no obligation to hold a public inquiry.

- 6.2 Local authorities also have a discretion whether to hold a public inquiry or not prior to the making of a TMO. This report does not include the recommendation to hold a public inquiry as the project will contribute towards achieving numerous policy objectives including facilitating travel by sustainable modes/reducing motor traffic in the area and holding a public inquiry would lead to expense and delay while being unlikely to alter the ultimate decision.
- 6.3 The Council has a duty under section 122 of the Road Traffic Regulation Act (RTA) 1984 to (in summary) “secure the expeditious, convenient and safe movement of vehicular and other traffic (including pedestrians) and the provision of suitable and adequate parking facilities on and off the highway having regard to securing and maintaining access to premises, preserving or improving the amenities of the areas through which school street runs, national air quality, facilitating the passage of public service vehicles and safety and convenience of people using such vehicles as far as practicable.” Officers consider that the following are of particular relevance, given the objectives of this project:
- The proposal will reduce road danger by reducing the risk of collisions, thus securing the safe movement of traffic and, in particular, vulnerable road users;
 - The proposal will improve the passage of public service vehicles (buses) and secure the expeditious / convenient movement of those vehicles; including those using such vehicles;
 - The proposal promotes the use of sustainable transport modes (over the private car) which, in turn, brings improvements to local air quality. Therefore, the proposal has due regard to the national air quality strategy, prepared under section 80 of the Environment Act 1995;
 - The proposal supports the new Heartlands regeneration area which is in the process of occupation.
- 6.4 In assessing the proposal, officers have carefully considered the Council's network management duty, including the need of safe and efficient movement of all traffic while also balancing the competing demands placed on the network. The proposals involve the provision of two bus routes with bus stops within the area. This will be achieved by removing some parking bays at keys locations along the route to allow the smooth travel of buses within the area. The removal of these parking bays will improve sightlines, thus improve road safety and allow access to the newly proposed bus stop and stand. The provision of these facilities will not make major changes to the existing road network by banning any traffic movement and not restrict the flow of any public service vehicles or pedestrians within these roads
- 6.5 Introducing revised parking, waiting and loading controls, alongside installing a new bus stop and bus stand on the public highway, does not engage or infringe any individual's **human rights**. These measures regulate how the highway is used rather than restricting a person's ability to access their home, move freely,

or enjoy their property. It aims to improve network efficiency, bus reliability, and public safety, and cater to the public who do not have access to a car and rely on public transport.

7 Contribution to the Corporate Delivery Plan 2022-2024 high-level strategic outcomes

7.1 The recommendations in this report support the following high-level strategic priority outcomes contained within the Corporate Delivery Plan:

Theme 1: Resident experience, participation and collaboration

- Positive Resident Experience
- Inclusive Public Participation

Theme 2: Responding to the Climate Emergency

- A Greener and Climate Resilient Haringey
- A Just Transition
- A Low Carbon Place

Theme 8: Placemaking and Economy

- Placemaking

8 Carbon and Climate Change

8.1 The recommendations support the Responding to the Climate Emergency theme within the Corporate Delivery Plan. The proposals will improve bus journey flow along the new corridor by prioritising the use of kerb space and promoting bus travel as a sustainable transport mode

9 Transport policy objectives

9.1 Improvements to bus services and associated infrastructure help deliver policies and targets set within the Mayor of London's Transport Strategy (MTS). These policies and targets have since been adopted by Haringey through the Haringey's Transport Strategy, Local Implementation Plan and Walking and Cycling Action Plan (2022):

- The MTS uses the Healthy Streets Approach to improve air quality, reduce congestion and help make London's diverse communities greener, healthier and more attractive places to live, work, play and do business.
- Mode share – 88 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041 (77% in 2019)
- Physical activity – all Londoners to do at least the 20 minutes of active travel they need to stay healthy each day by 2041 (currently 32%)

9.2 The proposed changes to parking places and waiting and loading restrictions align with the Council's CPZ policy and Transport Strategy (section 4.4) which include:

- An improved air quality and a reduction in carbon emissions from transport; and

A well-maintained road network that is less congested and safer

- 9.3 Delivery of the proposed changes will help the Council to provide safer travel by improving sightlines, visibility and traffic flow for pedestrians, cyclists and other road users.

10 Statutory Officer comments

Finance

- 10.1 This report seeks the approval for the implementation after completing statutory consultation of changes to the Heartlands area at a cost of £30,000. The cost of this proposal will be fully met from the Housing Department budget cost code 20006606.

Legal

- 10.2 The Council also has power under section 115A of the Highways Act 1980 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 to install markings on a highway to delineate a bus stop clearway under the Traffic Signs Regulations and General Directions 2016 and to vary no parking restrictions/introduce no waiting and loading restrictions under Sections 6 and 124 of the Road Traffic Regulation Act 1984.
- 10.3 Before implementing any parking restrictions/introducing no waiting and loading restrictions, the Council must consult with the parties described in paragraph 5.12 of this report and place/publish notice of the proposal(s) and make the draft order/notice available for inspection at its offices at Alexandra House, Station Rd, London N22 7TY.
- 10.4 When a consultation has been undertaken, the Council must take into account the representations received in response to that consultation when taking a decision. The consultation responses received are set out in Appendix D to this report, and officers' consideration of the same are set out in Table 2 of this report which must be taken into account before the decision whether to make the necessary TMOs is taken. A judgment is to be exercised as to how much weight each representation should carry and whether or not to approve any of the measures in the proposals in light of those representations.
- 10.5 The Courts have held that a decision maker must consider consultation responses with 'a receptive mind' and be prepared to change course if persuaded by a response but is not under a duty to adopt the views of consultees.
- 10.6 Officers have considered the Council's statutory duties in section 122 of the RTRA 1984 and section 16 of the Traffic Management Act 2004 as set out in paragraphs 6.3 and 6.5 when recommending that the proposed changes be

implemented in section 3 of this report and concluded that they will not impact on peoples' human rights as set out in paragraph 6.5.

- 10.7 The Council may modify a traffic order whether in consequence of any objections received or otherwise, without informing persons of the modifications before it is made, if such modifications do not make a substantial change to a traffic order. Increasing the length of the bus stand on Coburg Road it is set out in paragraph 5.18 is not a substantial change, so the Council was not under an obligation to inform persons of that modification.
- 10.8 The decision to approve the variation of no parking restrictions/introduce no waiting and loading restrictions and install a bus stop and bus stand is an executive decision that can be exercised by the Cabinet Member for Climate Action and Transport in accordance with the Council's Constitution/the Leader's allocation of the taking of such decision to that Member by the Leader of the Council in the notice of the intention to make a key decision dated 23 June 2026.

Equality

- 10.9 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.
- 10.10 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.
- 10.11 Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.
- 10.12 The proposal to recommend proceeding with the proposed changes listed in Table 1 at various locations in the Heartlands area is a necessary step that recognises and takes account of the health and safety and parking needs of Haringey's existing and new residents, visitors, shoppers and businesses and public transport providers.
- 10.13 The consultation notice was provided to all relevant residents and businesses. Objections were received from individuals holding disability protected characteristics. Table 2 and paragraph 5.16 sets out officers' responses to those objections.
- 10.14 It is considered that the proposals will overall have a positive impact on individuals with protected characteristics in the local area including:

- Consideration of disabled parking facility on Mary Nuener Road for the resident in Goldcrest House. (paragraph 5.16). A location has been discussed with the resident and consulted upon, with further discussions to take with the resident to seek addition arrangements that would help the resident meet their needs. If approved, the dedicated parking space would be provided for the sole use of the resident.
- Low emission-public transport (TfL buses will use Euro VI emission vehicles or electric buses), which will have a positive impact upon those groups most vulnerable to poor air quality (young, old and those with pre-existing health conditions)
- Improved accessibility for disabled users who may not have access to private vehicles, children, the elderly, pregnant women, those with young children and residents from lower socio-economic backgrounds, as public transport will support connections to other parts of the borough.

10.15 No negative impacts on individuals with protected characteristics are anticipated from the decision at this time. Paragraph 5.15 Table 2 sets out officers' responses to representations and objections to the TMO consultation and it is considered that the proposals will overall have a positive impact on individuals with protected characteristics in the local area including the opportunity of disabled people to travel by bus.

10.16 In summary, the creation of new bus stops and bus stands will be of benefit to all sections of the community and those operating the bus service.

Strategic Procurement

10.17 Strategic Procurement has been consulted in the preparation of this report and the recommendations.

10.18 Strategic Procurement notes that the recommendation does not include a procurement decision.

11 Use of Appendices

- Appendix A – Residents letter including plan showing Haringey's proposed changes.
- Appendix B – Revised design for bus stand on Coburg Road
- Appendix C - Statutory TMO notices and plans
- Appendix D –Public responses to the statutory consultation
- Appendix E – Additional Statutory TMO letter

12 Background Papers

- [Haringey's Corporate Delivery Plan](#)
- [Haringey's Walking and Cycling Action Plan](#)
- [Haringey's Climate Change Action Plan](#)

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17th June 2026

STATUTORY CONSULTATION

Proposed Parking and Highway changes -Haringey Heartlands– N8 and N22

Dear Resident or Business,

You may recall that the Council consulted you in January 2024 on proposed parking and highway changes in the Haringey Heartlands area. These changes were required to support Transport for London's consultation in December 2023 on extending bus routes **91**, **N91** and **232**. The new bus routes will serve **Haringey Heartlands**, a major development on the former Clarendon Gas Works site, which will provide approximately 2,000 new homes once completed.

The new bus routes will operate via **Mayes Road, Coburg Road, Western Road, Mary Neuner Road and Clarendon Road**.

Following the January 2024 consultation, the Council considered all responses and made a decision to implement the proposals in full. You can view the decision report and appendices here:

<https://www.minutes.haringey.gov.uk/mgAi.aspx?ID=79520>

Most of the approved works have now been delivered. However, a number of parking, bus stop and bus stand measures remain outstanding. These elements were delayed while a suitable location for the bus driver welfare units was identified. This issue has now been resolved.

As this part of the scheme took longer than anticipated, the Council is now re-carrying out the statutory consultation on the highway elements that were not implemented as part of the January 2024 consultation and subsequent decision.

These proposals include:

Mayes Road - serving bus 232

- A new bus stop to be implemented outside no.108-114 Mayes Road with a small section of double yellow lines with double kerb blips (no parking or loading at any time). This will require the removal of 5 permit holders parking spaces (zone WG).
- Convert the single yellow line outside no.100-106 Mayes Road to double yellow line.

Coburg Road – serving bus 232

- Provide new bus stand outside no. 63-73 Coburg Road with a small section of double yellow lines with double kerb blips (no parking or loading at any time). This will require removal of 4 business permit holder only parking spaces (zone WG). The bus stand will be required on a temporary basis until possibly 2028; a separate consultation will be undertaken on its removal when it is no longer required.
- At and near junction with Mayes Road, the following changes are proposed on Coburg Road to allow buses to enter and exit Coburg Road safely:
 - i. Convert a section of the footway/cycle lane into carriageway on the west side outside the side of District 22 Lounge.
 - ii. Convert single yellow line to double yellow line and removal of 2 permit holders parking spaces (zone WG), outside the side of District 22 Lounge.

- iii. Convert single yellow line to double yellow line and removal of 4 permit holders parking spaces (zone WG), north of John Aldis House.

Clarendon Road – serving buses 91 and N91

To allow buses to safely manoeuvre through the narrow section of Clarendon Road, the following changes are proposed:

- Implement a section of double yellow lines with double kerb blips outside no. 25-27 Clarendon Road (no parking or loading at any time). This will require the removal of 1 permit holder parking space (zone WG).
- Implement a section of double yellow lines outside no. 33 Clarendon Road. This will require the removal of 2 shared permit holders/pay for parking spaces (zone WG).
- Implement a section of double yellow lines with double kerb blips by the bend on the road within the vicinity of nos. 30-36 Clarendon Road. This will require the removal of a total of 10 permit holders parking spaces (zone WG).

Western Road – serving buses 91, N91 (both directions) and 232 (northbound only)

- Implement a section of double yellow lines outside no. 22 Western Road. This will require the removal of a total of 3 shared permit holders/pay for parking spaces (zone WG).

Statutory consultation period

To introduce the proposals and legally enforce their use, we are required to enter into a period of consultation known as 'statutory consultation'.

The statutory consultation on these changes will begin on **17th June 2026**. This provides a 21-day period for anyone wishing to object or submit representations to these proposals. To view these proposals in detail, please see the attached plans or visit our online portal here: <https://consultation.appyway.com/haringey> and click on the 'Active Consultations' tab and search for reference 2026-T14–Proposed Parking and Highway changes -Haringey Heartlands

Alternatively, an appointment can be made by emailing traffic.orders@haringey.gov.uk to inspect these documents at the council office during normal office hours.

Any person wishing to object to the proposed Orders or make other representation should send grounds for their objection, quoting reference 2026-T14–Proposed Parking and Highway changes -Haringey Heartlands via.:

- online: consultation.appyway.com/haringey
- email: traffic.orders@haringey.gov.uk
- post: Parking Team, Alexandra House, 4th floor, 10 Station Road, Wood Green, N22 7TR

Alternatively, you can also use the QR code below, to access the online portal where you can comment on the proposals:



The closing date for objections and submissions to be received by the Council via the portal or email by **8th July 2026**.

What happens next?

At the end of the statutory consultation period, all objections and representations will be considered by the Council before a decision is made on whether to introduce the changes proposed. I will write to you again to inform you of this decision and timescales for implementation (expected to be end of July 2026), should the proposed changes be approved.

Yours faithfully,

Simi Shah

Head of Highways & Traffic Service

Highways and Traffic Service

Level 4, Alexandra House

10 Station Road

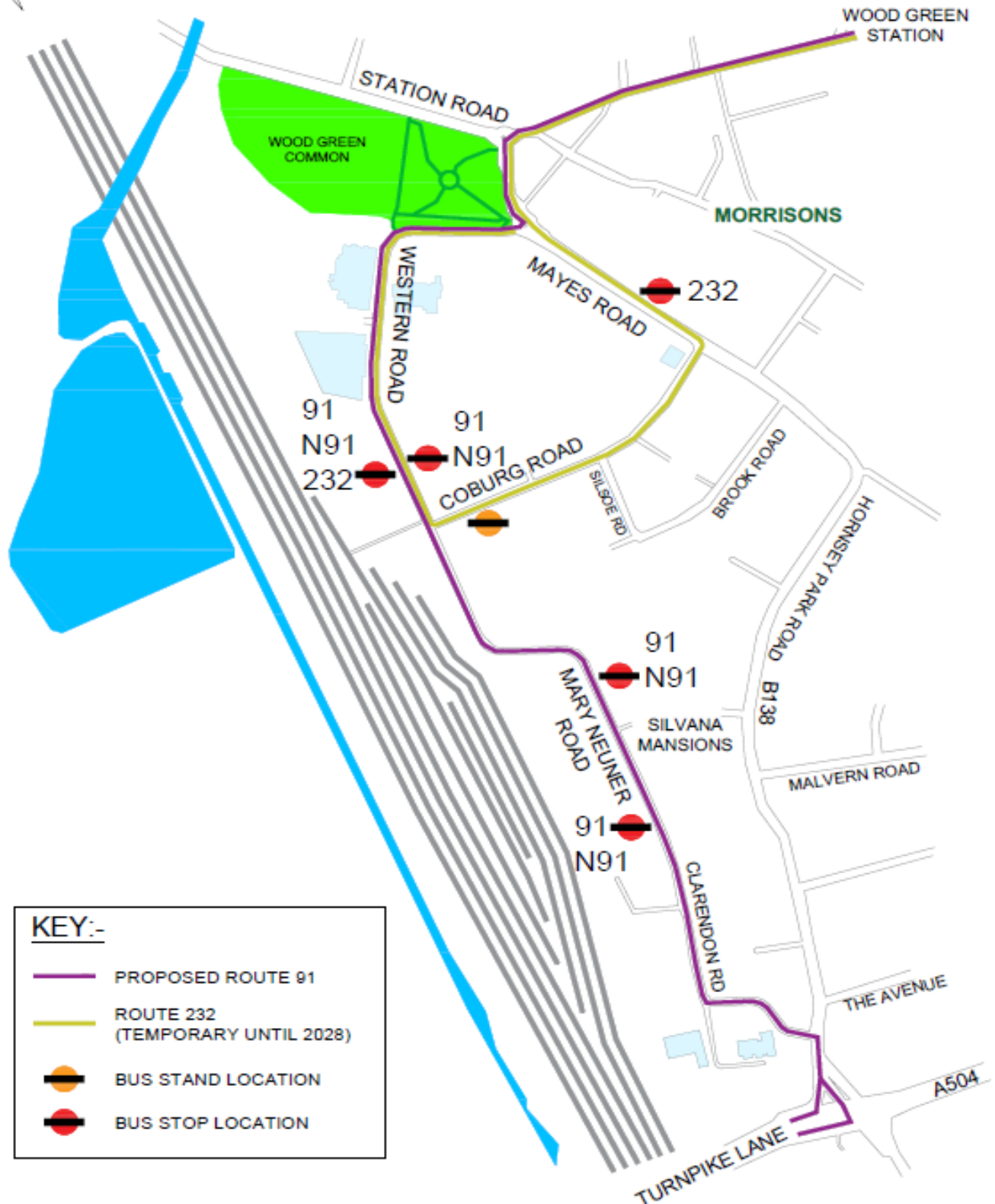
Wood Green

London, N22 7TR

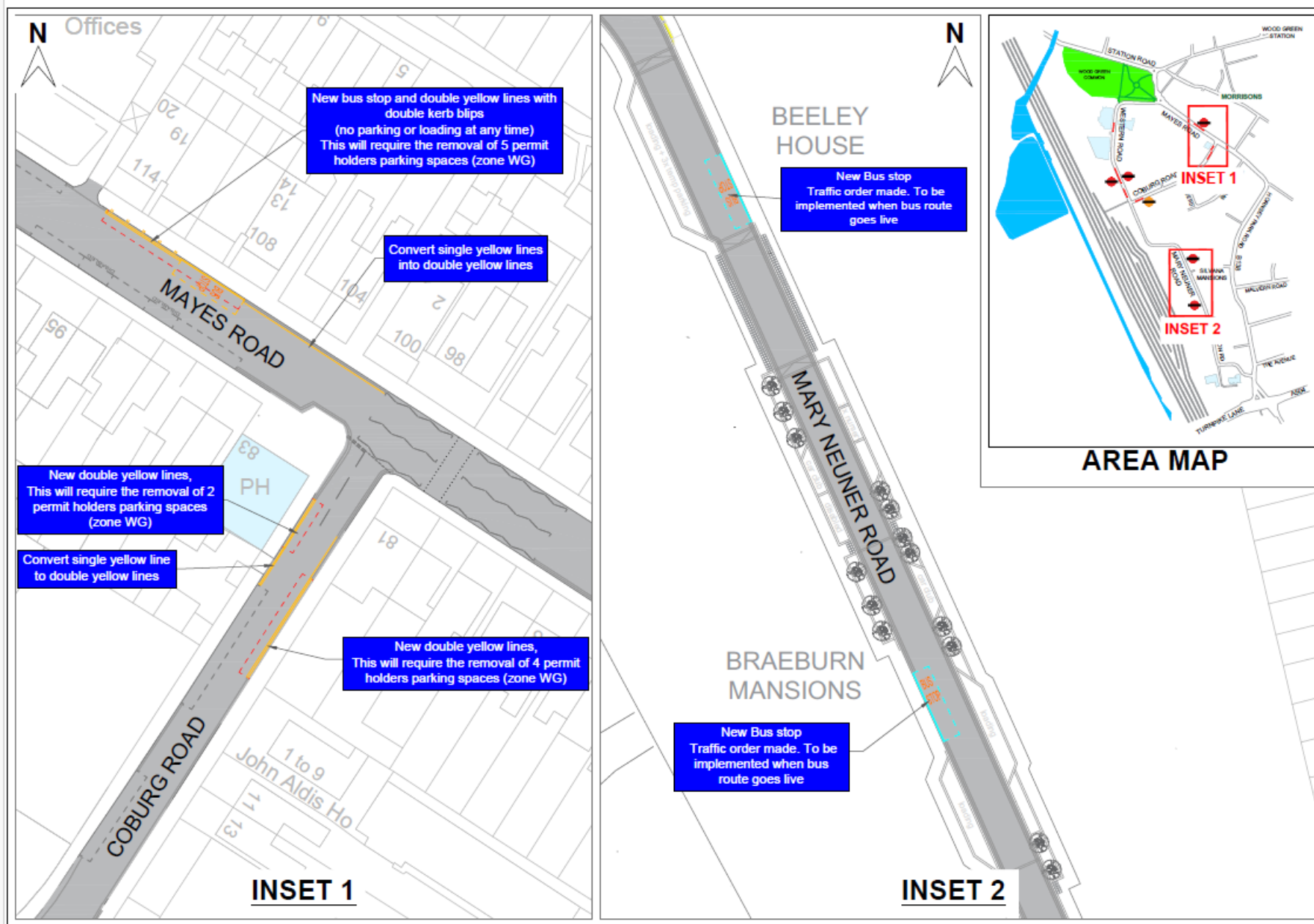
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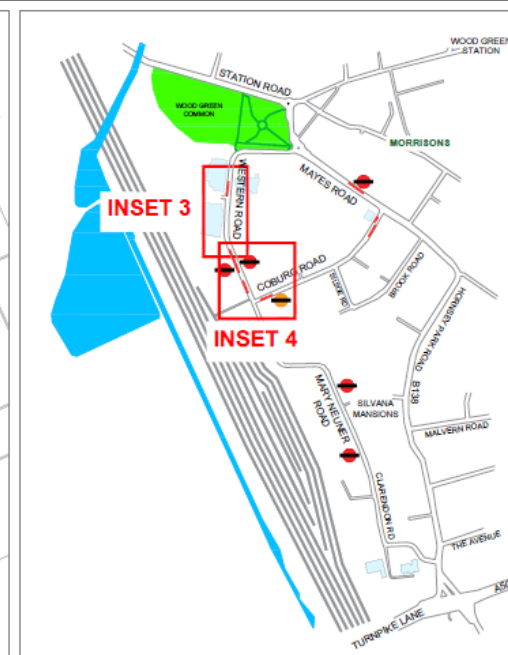
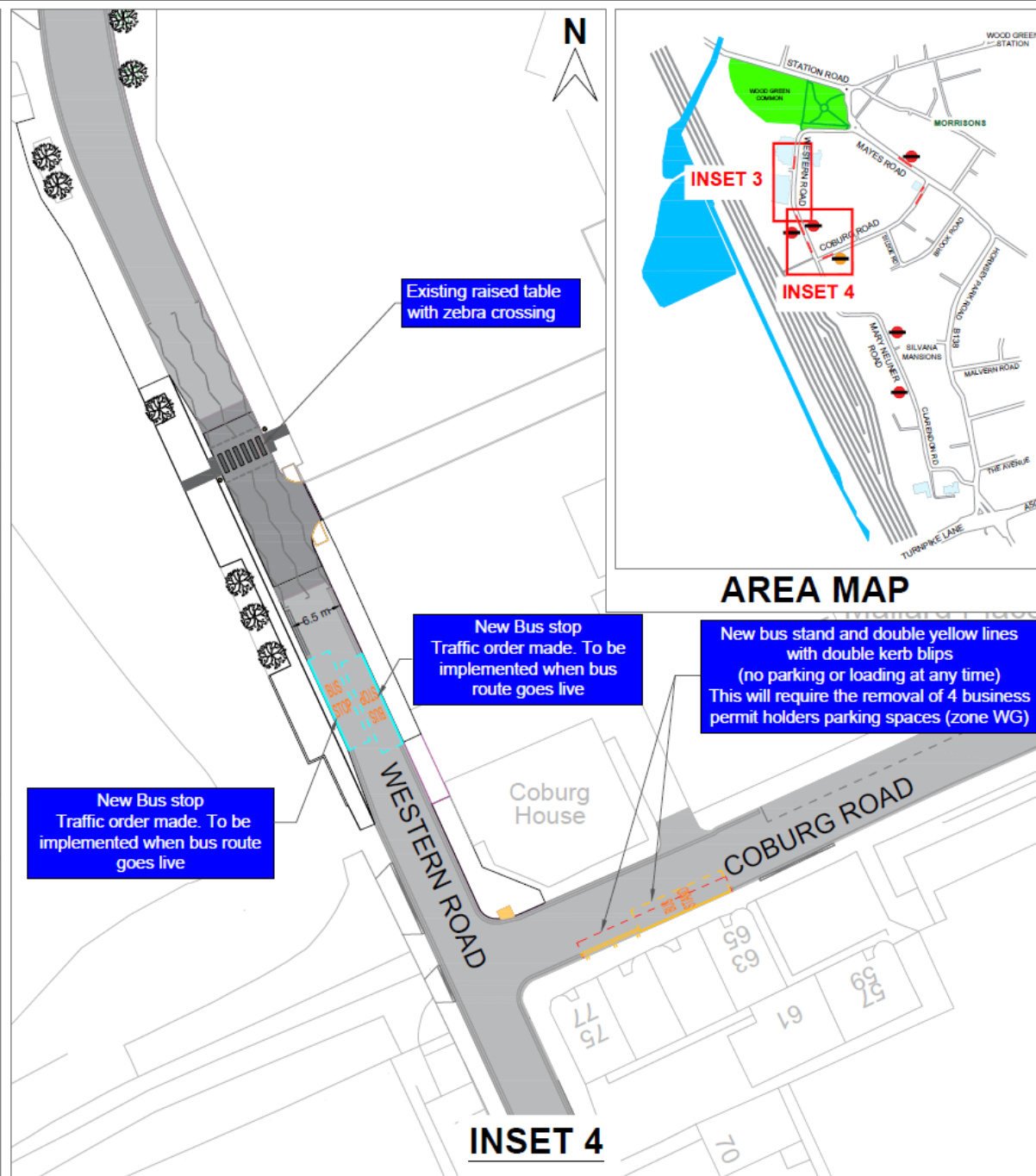
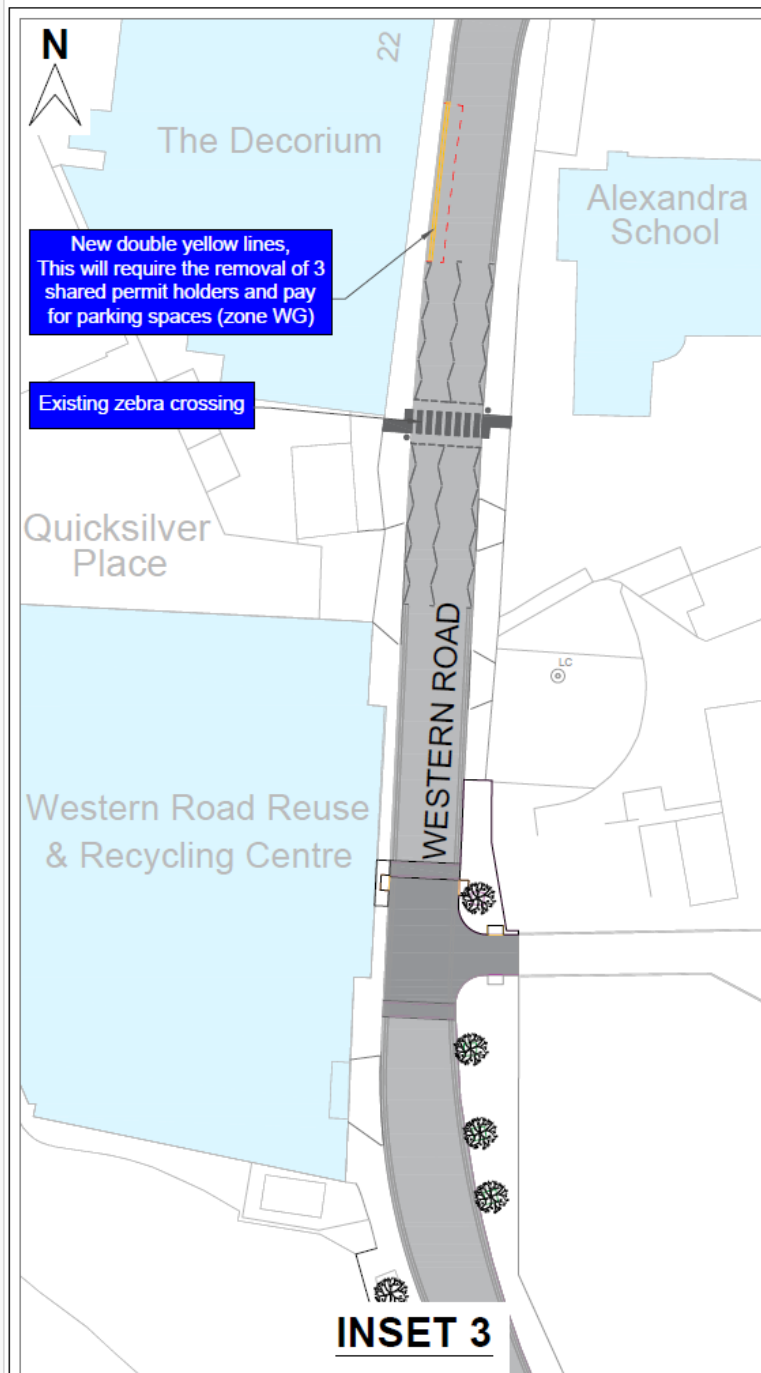
www.haringey.gov.uk

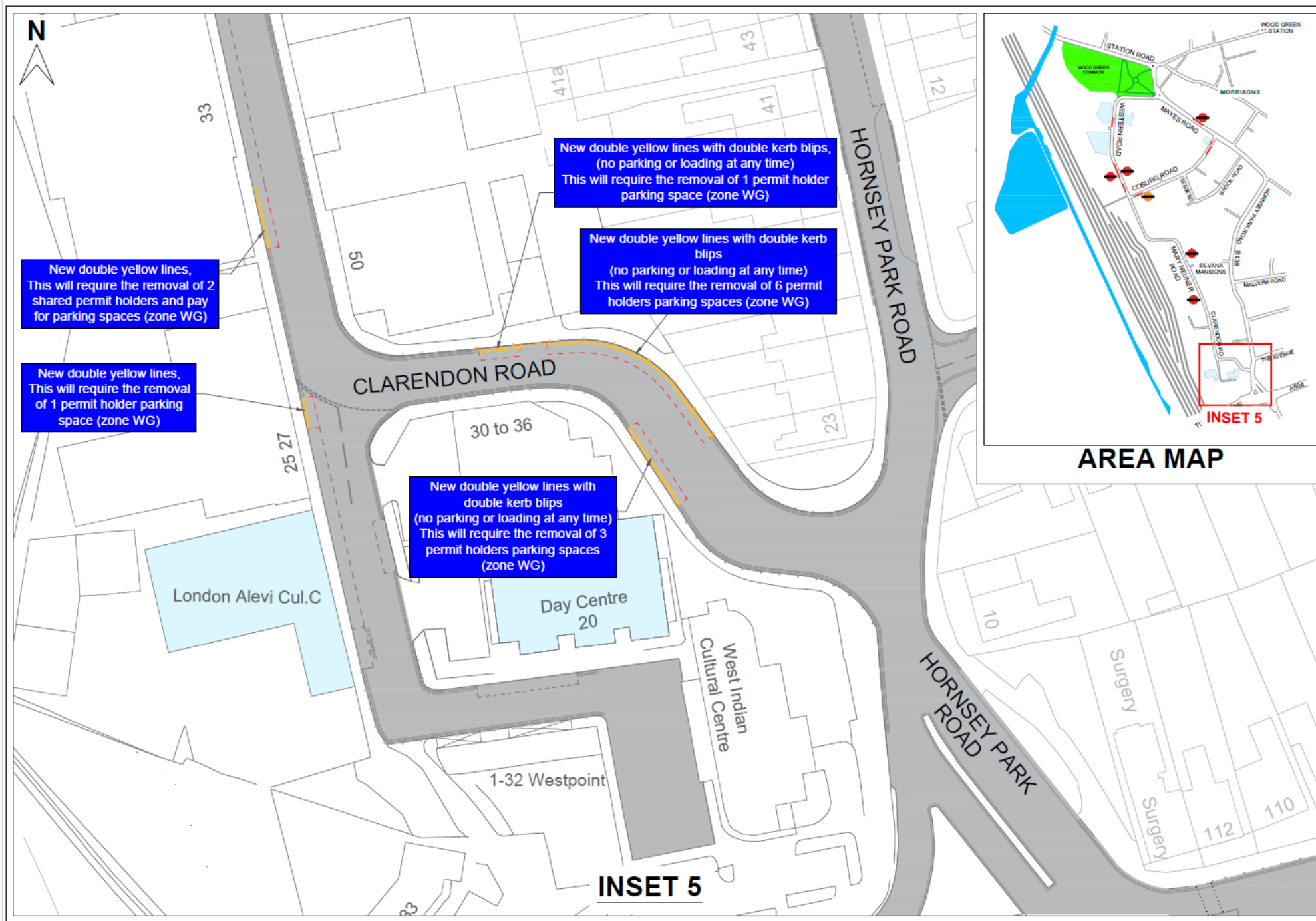
HEARTLANDS / WOOD GREEN BUS CONSULTATION



TFL'S BUS ROUTE PROPOSALS







AREA MAP

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Rev	Description	Checked	Date
Project:			
HEARTLAND BUS PROPOSALS			
Title:			
REVISED DESIGN FOR BUS STAND ON COBURG ROAD			
Path:			
Designed:	Drawn:	Checked:	
YK	YK	GH	
Scale:	Date Drawing Created:		
NTS	MAR 24		
Dwg. No:		Rev:	
23-24/HBP/002 REV D		Rev D	

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Public Notice



Proposed Parking and Highway changes - Haringey Heartlands, N8 and N22

The Haringey (Charged-For Parking Places) (Amendment No. ***) Order 202*

The Haringey (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment No. ***) Order 202*

T14

Notice is hereby given that the Council of the London Borough of Haringey proposes to make the above mentioned Order under sections 6, 45, 46 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.

The general effect of the orders:

- a) To remove resident permit holders parking bays on north east side of Mayes Road N22 outside No.108 to No.114
- b) To introduce a bus stop on north east side of Mayes Road N22 outside No.108 to No.110, a length of 12 metres.
- c) To introduce double yellow lines/double kerb blips on north east side of Mayes Road N22 outside No.110 to No.114, a length of 14.2 metres.
- d) To convert the existing single yellow line to double yellow line on north east side of Mayes Road N22 outside No.108 to No.100, a length of 26.9 metres.
- e) To convert resident permit holders parking bays to double yellow lines on north west side of Coburg Road N22 adjacent to No.83 Mayes Road, a length of 9.1 metres.
- f) To convert the existing single yellow line to double yellow line on north west side of Coburg Road N22 outside the dropped kerb vehicle access to No.83 Mayes Road, a length of 7.1 metres.
- g) To convert the existing single yellow line to double yellow line on south east side of Coburg Road N22 adjacent to No.81 Mayes Road, a length of 8 metres.
- h) To convert resident permit holders parking bays to double yellow lines on south east side of Coburg Road N22 adjacent to No.81 Mayes Road, a length of 20.7 metres.
- i) To remove business permit holders bay on the south east side of Coburg Road N22 outside No.63 to No.77, a length of 19.6 metres.
- j) To introduce a bus stand on the south east side of Coburg Road N22 outside No.63 to No.69, a length of 12 metres.
- k) To introduce double yellow lines on the south east side of Coburg Road N22 outside No.71 to No.73, a length of 7.6 metres.
- l) To convert the shared use permit holders parking/pay to park bays to double yellow lines on the west side of Western Road N22 outside No.22 The Decorium, a length of 16.6 metres.
- m) To convert the shared use permit holder parking/pay to park bays to double yellow lines on the west side of Clarendon Road N22 outside No.33 Civic Election Services (2x car lengths, 10 metres in length).
- n) To convert the resident permit holders parking bay to double yellow lines on the west side of Clarendon Road N22 outside No.25 (1x car lengths, 5 metres in length).
- o) To convert all permit holders parking bays to double yellow lines/double kerb blips on the north side of Clarendon Road N22 from its junction with Hornsey Park Road to lamp column CD60 opposite Jessica Buttons Factory, No.30.
- p) To convert the resident permit holder parking bays to double yellow lines/double kerb blips on the south side of Clarendon Road N22 located at the rear of Destiny Haven Nursery & Pre-school.

The above proposals were previously consulted on in January 2024, while some elements of the scheme have since been delivered, however further consultation is required to implement the remaining changes.

A copy of the proposed Orders, a copy of this notice, a copy of the Council's statement of reasons for making the proposed Orders and plan(s) showing the locations and effects of the Orders can be viewed via the online consultation portal <https://consultation.appyway.com/haringey>. Alternatively, an appointment can be made, by emailing traffic.orders@haringey.gov.uk to inspect these documents during normal office hours at the reception desk of Alexandra House, 10 Station Road, Wood Green, N22 7TR. Appointments to inspect the documents will be available until the end of a period of 6 weeks from the date on which the Orders are made or the Council decides not to make the Orders.

Any person wishing to object to the proposed Orders or make other representation should send grounds for their objection via the online portal <https://consultation.appyway.com/haringey> or alternatively email traffic.orders@haringey.gov.uk or write to Traffic Orders, Parking Projects Team, Alexandra House, 4th floor, 225, 10 Station Road, Wood Green, N22 7TR quoting reference **2026-T14**, by **8th July 2026**.

Dated: 17th June 2026

Simi Shah
Head of Highways & Traffic Service

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Appendix D - Public Responses to the Statutory Consultation

Data Protection: Personal and sensitive health data has been redacted to comply with UK GDPR.

Original Feedback Date	Type	Post Code	Country	Feedback Categories	Order Support	Feedback Text
07/08/2026 23:17:46 +01:00	Resident	N22	United Kingdom	Parking,Traffic,Safety,Access	Object	While I recognise the value of improved public transport connectivity, I have serious concerns that this particular road is unsuitable for additional bus traffic given the density and nature of the existing land uses along it. Within a short stretch of this road there are a primary school, a secondary school, a household waste and recycling centre that regularly generates queues of 20 or more vehicles, and a police station. Each of these on its own creates significant pedestrian and vehicular activity; together, they create a uniquely hazardous environment that additional bus movements would make considerably worse. Specific Safety Concerns 1. School gate congestion and child pedestrian risk At school opening and closing times, the road already experiences heavy footfall from young children, many unaccompanied or only partially supervised, crossing at informal points rather than designated crossings. Introducing two additional bus routes increases the frequency of large vehicles passing directly through this window, raising the risk of a collision with a child stepping into the road from between parked cars, from behind a stationary vehicle, or while distracted. Large vehicles have well-documented blind spots, particularly at the nearside and front, which are precisely where small children are most likely to be standing or moving. 2. Recycling centre queuing creates blocked sightlines and forced overtaking The recycling centre is known to generate queues of 20+ vehicles at peak times, frequently backing up along the carriageway itself rather than being

						contained within the site. This queuing: - Reduces the effective width of the road available to buses, forcing them to navigate around stationary or slow-moving traffic. - Creates a situation where buses may need to cross into the opposing lane or mount the kerb line to pass queuing vehicles, directly in the vicinity of pedestrian crossing points used by schoolchildren. - Obscures sightlines for both drivers and pedestrians, as queuing vehicles block the view of anyone trying to cross between or around them. - Increases the likelihood of frustrated drivers in the queue making sudden or risky manoeuvres (mounting kerbs, pulling out unexpectedly) just as a bus is passing. 3. Police station vehicle movements Police stations generate their own pattern of unpredictable vehicle activity: marked and unmarked vehicles entering and exiting at speed, often with little warning, sometimes under blue lights. Introducing scheduled bus services with fixed stops nearby increases the number of potential conflict points between emergency vehicle movements and buses that may be stationary, pulling in, or pulling out at the same time. 4. Compounding effect of simultaneous peak demands The core issue is not any one of these features in isolation, but their coincidence in a single stretch of road. School run times, recycling centre peak usage (commonly weekends and evenings), and police station activity do not necessarily occur at different times of day — they can and do overlap. Two additional bus routes materially increase the number of large-vehicle movements during exactly these overlapping peak-risk windows, adding to congestion, reducing driver reaction time, and increasing the exposure of pedestrians, particularly children, to moving buses. 5. Bus stop placement risk If new bus stops are proposed near the school gates or recycling centre entrance, this creates further risk: children crossing in front of or behind a
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						stopped bus (a well-known cause of pedestrian collisions nationally), and buses pulling in and out directly into or across the recycling centre queue. 6. Air quality and idling With vehicles already idling in long queues for the recycling centre, additional buses idling at stops or stationary in traffic would further concentrate vehicle emissions directly outside two schools, an issue of particular concern given children's increased vulnerability to poor air quality.
07/08/2026 09:48:54 +01:00	Resident	N8	United Kingdom	Parking,Traffic,Safety,Access,Disturbance,Financial,Environmental	Object	I am responding to the consultation letter issued on 25 June to object to this proposal. This road is already heavily congested for much of the day. Vehicles regularly stop or park along sections of the road, further restricting traffic flow. Introducing a bus route through an already congested residential road is likely to make traffic significantly worse. I am also concerned about the impact on residents whose homes face directly onto the road. Traffic noise is already substantial, and additional bus movements will make it even more difficult for people to enjoy their homes or open their windows. The proposal will also increase safety concerns in an area where many families and children live. In my view, the negative impact on residents has not been justified, and I urge the Council to reconsider this proposal.
07/08/2026 09:33:50 +01:00	Resident	N8	United Kingdom	Parking,Traffic,Safety,Access,Disturbance,Environmental	Object	I object to this proposal. This is already a heavily congested residential road, particularly during peak hours. Introducing a bus route will add further pressure to a road that frequently experiences slow-moving traffic and delays. Vehicles are also regularly parked along sections of the road, including on double yellow lines under authorised exemptions, which already restrict traffic flow. Adding buses

						to this environment is likely to make congestion significantly worse. The proposal also raises concerns about road safety. Many families with young children live in the area, and increased movements by large vehicles on an already busy road will increase risks for pedestrians, cyclists and other road users. Residents already experience substantial traffic-related noise and disturbance. Additional bus movements will further reduce the quality of life for those living along the road. I do not believe the consultation demonstrates that the benefits of this proposal outweigh its impact on residents, and I urge the Council to reconsider the scheme and assess less disruptive alternatives.
07/05/2026 20:25:58 +01:00	Resident	N8	London	Safety	Neutral	I am not neutral to the proposed plans and changes but there was no option to click 'support'. I am hugely in support of the proposed changes which will enable the bus route 91 to be extended up Mary Neuner and Western Road. The bus route being extended will make a massive difference to my quality of life as a resident of Goldcrest House. Primarily it will make me feel much safer when coming home alone after dark. That is my primary concern and reason for being in support of the bus route including the removal of parking spaces and addition of the bus stops to facilitate it. At the moment walking from the nearest bus stops or tube stations (in any direction) requires a dark walk past industrial units which are quiet at night and very creepy. I do not feel safe coming home alone and will arrange my life so that I am not coming home after dark. In winter this is very early in the day but I would not feel safe after 8:30/9pm when footfall is much reduced especially in winter. This curtails my freedom hugely. I cannot afford to get taxis frequently and they often do not feel safer anyway as a lone woman late at night. Furthermore, the building, and the development generally, are not well connected at present and this

						makes it difficult to go anywhere with luggage. heavy items, or indeed if someone had children or a disability. Having a bus route directly outside will change that hugely and increase the accessibility of the development for its residents. This is very important for the wellbeing and quality of life of residents. Knowing that there was a bus route planned influenced my decision to buy my flat and I am very disappointed that some people are opposed to it for selfish reasons instead of thinking about the safety and accessibility of the flats for all the residents. Accessible public transport is also important environmentally to stop people relying on cars. I really wanted to be able to have my car here but had to get rid of it but the primary reason I liked having a car was to feel safe coming home at night. A bus route right outside my door means I do not need a car in order to feel like I can go home safely. Thank you, [Personal Data Redacted]
07/04/2026 11:52:19 +01:00	Resident	N22	United Kingdom	Parking,Traffic,Access	Object	wish to formally object to the proposed parking and highway changes outlined in the Haringey Heartlands consultation (Reference 2026-T14). I have serious concerns regarding the significant reduction in resident permit parking spaces proposed across Mayes Road, Coburg Road, Western Road and Clarendon Road. The area already experiences severe parking pressure. Resident permit bays are regularly occupied throughout the day and evening, leaving residents with limited opportunities to park near their homes. Removing additional parking spaces will inevitably worsen this situation and have several negative consequences. My objections are as follows: Existing parking demand has not been adequately addressed Resident parking in this neighbourhood is already oversubscribed. The proposal removes multiple permit bays without identifying where displaced vehicles will be accommodated. This simply shifts parking demand onto neighbouring streets, increasing congestion and inconvenience for existing residents.

						Disproportionate impact on residents Residents pay for parking permits with the reasonable expectation that adequate parking provision will be maintained. The cumulative removal of permit bays significantly reduces the value of these permits while making it increasingly difficult for residents to park within a reasonable walking distance of their homes. Insufficient evidence that the extent of parking removal is necessary. While I appreciate the need to improve road safety, bus accessibility and visibility at junctions, the consultation does not demonstrate why the proposed lengths of double yellow lines are required in every location. A more balanced approach could achieve the same safety objectives whilst retaining more resident parking. Potential increase in congestion elsewhere Removing parking does not reduce the number of resident vehicles. Instead, drivers will spend longer searching for available spaces, increasing unnecessary traffic, vehicle emissions and congestion within surrounding residential roads. Lack of consideration of cumulative impacts The notice acknowledges that elements of the wider scheme have already been delivered. However, the cumulative effect of previous parking losses combined with these additional proposals has not been clearly assessed from the perspective of residents who rely on on-street parking. Impact on vulnerable residents and families Many residents, including older people, disabled residents who are not Blue Badge holders, families with young children and carers, depend on being able to park close to their homes. Increasing walking distances from available parking places creates unnecessary hardship. I respectfully request that the Council reconsider the scale of the proposed removal of resident permit bays and explore alternatives that balance highway safety with the genuine parking needs of local residents. This could include:
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						Reducing the length of proposed double yellow lines where safety would not be compromised. Retaining resident permit bays wherever possible - Introducing new residents permit bays to replace the ones lost by the proposal. Undertaking a current parking occupancy survey to demonstrate the necessity of each proposed removal. Publishing the evidence supporting the loss of each individual parking bay rather than assessing the scheme as a whole. I believe the current proposal places an unreasonable burden on residents without adequately demonstrating that the benefits outweigh the significant loss of already scarce parking provision. I therefore object to the proposed Traffic Order and ask the Council to revise the scheme to minimise the loss of resident parking.
07/03/2026 15:54:46 +01:00	Resident	N8	N8	Disturbance	Object	I am objecting to the proposed routing of the 91 and N91 buses along Mary Neuner Road and Western Road. These services would cause significant noise and disturbance in a predominantly residential area that has, until now, been largely free from frequent bus traffic. One of the main reasons I moved here was to avoid living directly next to a road with continuous bus movements. When the W3 bus was recently diverted along this route, it created considerable noise between its operating hours of 04:40 and approximately 01:35 each day. During peak periods, buses operated every 5–8 minutes, leaving residents with only around three hours of respite each day. If both the 91 and N91 are routed along this proposed alignment, the result will be continuous bus operations throughout the day and night, which is unacceptable for residents trying to sleep. This concern is compounded by the proposal to introduce two bus stops on Mary Neuner Road, which will create additional noise as buses stop, set down passengers and pull away. During peak periods, the 91 operates every 8–11 minutes in each direction

						and the N91 every 30 minutes. Under this proposal, residents will rarely experience even an hour without bus movements. I also do not understand why this route has been chosen instead of more established main roads that are better suited to frequent bus services. I am a regular bus user myself and fully support public transport, but Wood Green High Road and Turnpike Lane are only a short walk away and are far more appropriate locations for frequent bus traffic, with existing bus infrastructure and greater commercial activity. Furthermore, anyone who has driven along Western Road, particularly at weekends, will know that it already suffers from severe congestion during the opening hours of the Western Road Refuse and Recycling Centre. Traffic backs up regularly, and adding the 91 to this mix will increase frustration for everyone involved, including residents, bus passengers and motorists. I urge all parties to reconsider this proposal and carefully assess the environmental and health impacts of introducing 24-hour bus operations, seven days a week, into this residential area.
07/02/2026 22:42:27 +01:00	Commuter	N16	Greater London	Parking	Object	Dear Parking Projects Team, I am writing to formally log my objection to the proposed parking and highway changes under Traffic Order reference 2026-T14, specifically concerning the reduction of parking spaces and introduction of double yellow lines on Coburg Road and Clarendon Road. I regularly commute to this area for work, and the proposed removal of single yellow lines, permit-holder parking bays and shared-use bays, and the introduction of double yellow lines, will severely impact my ability to find reasonable parking for my place of work. The proposals on Coburg Road (such as converting single yellow lines and permit bays to double yellow lines) combined with the extensive removal of

						shared-use and permit spaces on Clarendon Road, will lead to a cumulative loss of available daytime parking. For commuters who rely on these bays to access local workplaces, this severely restricts necessary infrastructure. Furthermore, by removing a significant volume of parking spaces from Coburg Road and Clarendon Road, the Council will inevitably trigger a "domino effect." The drivers who currently use these spaces will not cease travelling; instead, they will be forced to park in neighbouring streets. This will heavily inflate parking distress, creating severe competition and congestion in the remaining unrestricted or permit zones nearby. As someone commuting into the borough for work, a predictable parking environment is vital. Forcing workers to park significantly further away impacts personal productivity and safety when arriving or leaving work outside standard hours. I feel unsafe parking further away as it means having to walk alone in the dark to my car due to my role as a shift worker. Before finalising Order 2026-T14, I urge you to reconsider these drastic cuts to parking capacity, or to provide adequate, alternative long-stay solutions for local workers who are being displaced by these schemes. Yours sincerely,
07/02/2026 13:28:00 +01:00	Resident	N22	United Kingdom	Parking	Object	We already have 3 designated disabled bays and have lost another space to a bike rack and three further spaces for electric vehicle charging. It's already difficult enough to find a space on my road so another space removed will be unfair.
07/01/2026 20:07:44 +01:00	Resident	N8	United Kingdom	Parking, Traffic, Disturbance, Environmental	Object	Subject: Objection: Bus stop outside Braeburn Mansions, Mary Neuner Road N8 Dear Highways and Parking team,

						Re: Mary Neuner Road N22 bus stop, outside No.5 Braeburn Mansions I am a resident of Braeburn Mansions, Mary Neuner Road N8, and I am writing to object to the bus stop proposed directly outside our building (west side, 14.3 metres, outside No.5 Braeburn Mansions) as part of the route 91/N91 extension. My concerns are: 1. Existing traffic volume: Mary Neuner Road already carries significant traffic. The Turkish centre at the end of the road generates significant additional traffic, and the road is also used as a cut-through by police and ambulance vehicles, as well as by general traffic during high traffic hours. As it stands, the road is already near impossible for regular cars to pass through at busy times, let alone large buses travelling in each direction. 2. Noise disturbance: a stop here would add regular bus movements, including stopping, idling and pulling away, directly outside the building, including in the evening and at night given the N91 night service. 3. Air quality and congestion: buses stopping and queuing in an already congested road are likely to significantly worsen local air quality, as vehicles are held stationary for longer periods in the space. 4. Discrepancy with the original consultation: the residents' letter circulated before the January-February 2024 statutory consultation described the stop as being outside Avalon Mansions, not Braeburn Mansions. The location now confirmed is different from what was originally communicated, which limited residents' opportunity to respond to the proposal as it now stands.
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						I would ask the Council to: - Review the exact stop position within the 14.3 metre length, with a view to minimising proximity to residential windows. - Confirm whether the existing traffic and congestion levels on this stretch of road, including its use as a cut-through and by emergency vehicles, were factored into the decision to site a bus stop here. - Confirm whether alternative siting further along Mary Neuner Road was considered. - Respond to the discrepancy between the originally communicated location and the one in the made Order. I would welcome a written response. Yours faithfully,
07/01/2026 15:29:39 +01:00	Resident	N8	N8	Parking,Traffic,Disturbance	Object	I am writing to object to the bus stop proposed on my street (west side, 14.3 metres, outside No.5 Braeburn Mansions) as part of the route 91/N91 extension. My concerns are: Existing traffic volume: Mary Neuner Road already carries significant traffic. The Turkish centre at the end of the road generates significant additional traffic, and the road is also used as a cut-through by police and ambulance vehicles, as well as by general traffic during high traffic hours. As it stands, the road is already near impossible for regular cars to pass through at busy times, let alone large buses travelling in each direction. Removal of parking spaces [Personal/Health Context Redacted] I rely heavily on having a car space nearby so I'm able to confidently access the support I need. Removing parking spaces — when parking is already a challenge — would cause a significant disadvantage I could not have foreseen when I

						purchased my property. Noise disturbance and safety: a stop here would add regular bus movements, including stopping, idling and pulling away on the road where a high number of people reside, including in the evening and at night given the N91 night service. In addition, it would encourage more individuals who do not live on the street to frequent the immediate area, creating more chance of anti-social behaviour. Air quality and congestion: buses stopping and queuing in an already congested road are likely to significantly worsen local air quality, as vehicles are held stationary for longer periods in the space. Discrepancy with the original consultation: the residents' letter circulated before the January-February 2024 statutory consultation described the stop as being outside Avalon Mansions, not Braeburn Mansions. The location now confirmed is different from what was originally communicated, which limited residents' opportunity to respond to the proposal as it now stands. I would ask the Council to: Review the need for a bus stop on a road that is a highly populated residential street that is prone to congestion, has heavy footfall, and already feels compact. Review the need for removing car spaces when they are a lifeline for a lot of residents (those part of the Shared Ownership scheme especially). Lower income individuals who didn't have access to a car parking space in the apartment underground car parks need those spaces — or the council should consider Disability parking for those that qualify beyond physical disadvantages. Confirm whether the existing traffic and congestion levels on this stretch of
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						road, including its use as a cut-through and by emergency vehicles, were factored into the decision to site a bus stop here. Confirm whether alternative site outside of Mary Neuner Road was considered, or whether the bus could stop along Clarendon road instead. Respond to the discrepancy between the originally communicated location and the one in the made Order. I would welcome a written response. Yours faithfully,
07/01/2026 15:00:57 +01:00	Resident	N8	London	Parking,Traffic	Object	Dear Highways and Parking team, Re: Proposed bus stop on Mary Neuner Road — outside No. 5 Braeburn Mansions I am a resident of Braeburn Mansions, Mary Neuner Road, N8, and I wish to object to the proposed bus stop directly outside our building, on the west side outside No. 5 Braeburn Mansions, as part of the route 91/N91 extension. Mary Neuner Road is already heavily used, including by traffic visiting the Turkish centre, emergency vehicles, and general traffic using the road as a cut-through during busy periods. The road is already difficult for ordinary cars to pass through at peak times, and the introduction of regular buses would likely worsen congestion and obstruction. A stop directly outside our building would also create additional noise from buses stopping, idling and pulling away, including during the evening and night due to the N91 service. It may also worsen local air quality, as vehicles would be held stationary for longer in an already congested residential street. I am also concerned that the original consultation information referred to a stop outside Avalon Mansions, whereas the confirmed location is outside

						Braeburn Mansions. This limited residents' opportunity to respond properly to the proposal now being implemented. I ask the Council to review the exact stop location, consider whether an alternative site further along Mary Neuner Road would be more suitable, and explain whether current traffic conditions and the discrepancy in the consultation information were properly considered. Yours faithfully,
07/01/2026 14:54:42 +01:00	Resident	N8	United Kingdom	Other	Neutral	I am actually in favour of the proposed changes and wanted to ensure, along with other residents in my building, this was highlighted alongside constructive feedback. Whilst I understand concerns from others about road noise from busses, this route makes the development much more accessible for people with physical disabilities, prams, and safer for women in particular- at night- not having to walk home from the tube, or pay for a cab coming from central London. It also provides additional travel routes for those working outside 'normal' office hours, for whom the tube is unavailable late at night or very early morning , during the week. The route will seek to serve the community as a whole, and I hope it goes ahead as planned, and have been looking forward to its implementation for the last couple of years.
06/30/2026 16:07:54 +01:00	Resident	N8	United Kingdom	Parking,Traffic,Safety,Access,Disturbance	Object	Hello, We've recently received a statutory consultation letter informing us a bus stop will be placed in front of Goldcrest House. This gives us major concerns as parents [Personal/Health Context Redacted] and we rely on parking kerbside outside of our apartment to ensure we can transfer [Personal/Health Context Redacted] out of the car as safely and quickly as possible. [Personal/Health Context Redacted]

						Having a bus stop in front of Goldcrest House would mean we no longer have access to parking kerbside as we would not be permitted to park in a bus stop bay even temporarily. [Personal/Health Context Redacted] By blocking our only safe boarding area, this bus stop becomes a hindrance to our [Personal/Health Context Redacted] accessibility needs. We urge the Highways department to reconsider this specific layout and relocate the proposed bus stop away from the front of Goldcrest House. We formally request that the design be amended to protect our kerbside access, or that a dedicated, enforceable Disabled Parking Bay be assigned directly adjacent to our building entry. Kind regards,
06/30/2026 00:11:53 +01:00	Visitor	PO11	Hampshire	Parking,Traffic	Object	The proposed route of the bus will reduce the already limited available parking along Mary Neuner Road and the adjacent roads. I visit my daughter often and have great difficulty in parking. I am not able to walk a great distance and struggle to get on and off public transport so driving is my only option. If the parking was reduced even further this would make the situation extremely difficult. The road is already extremely hard to navigate to dangerous levels and a bus along this road would be a nightmare.
06/29/2026 19:20:57 +01:00	Resident	N8	United Kingdom	Parking,Traffic,Safety,Access,Disturbance,Financial,Environmental	Object	I am writing to formally object to the proposed bus route and the planned location of the bus stop near the entrance of our residential block at Goldcrest House and Breaburn Mansions N80FR London I understand the importance of improving public transport and providing better connections for the community. However, I believe this proposal does not adequately consider the impact on existing residents who live directly

						next to the proposed route and bus stop. The location is unsuitable for a residential area that is already experiencing high levels of noise and disruption. This is a residential area where residents already experience significant noise pollution. Current noise levels are already above 60 dB, which is a concern for the health and wellbeing of people living here. Introducing a regular bus service will increase noise levels further through engine sounds, braking, acceleration, stopping and starting, doors opening and closing, passenger conversations, and increased activity throughout the day. A home should provide residents with a reasonable level of peace, privacy, and comfort. Continuous exposure to increased noise can negatively affect quality of life, including sleep, relaxation, concentration, and general wellbeing. The additional noise from buses and passengers would create a permanent disturbance for residents who already live in an area with existing noise problems. My main concern is the proposed placement of the bus stop directly near the entrance of our residential block. A bus stop in this location will create additional problems because it will become a gathering point for passengers immediately outside residents' homes. This is likely to result in: * Increased noise from people waiting, talking, and gathering; * Crowding around the entrance to the building; * Reduced privacy for residents; * Possible obstruction for people entering and leaving the block; * Increased litter and maintenance issues; * Greater disturbance during early mornings, evenings, and busy periods. The entrance to our block is an important residential access point and should remain safe, comfortable, and accessible for residents. Turning this area into a busy public waiting area will have a negative effect on the people who live here every day.
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						I am also concerned about the impact on vulnerable residents, including elderly people, families with children, and anyone who may be affected by increased noise and reduced accessibility. The needs of existing residents should be properly considered alongside the benefits of any transport improvements. I am not opposed to public transport improvements. I recognise that bus services are important and benefit the wider community. However, improvements should be planned in a balanced way and should not create an unreasonable impact on a residential community when alternative solutions may be available. I request that alternative locations for the bus stop are fully considered, preferably away from residential entrances while still providing reasonable access for passengers. A small change in location could provide the transport benefits while significantly reducing the impact on residents. Before any final decision is made, I ask that a full assessment is carried out, including: * The existing noise levels and the expected increase caused by bus operations; * The impact on residents' health and quality of life; * The effect of passenger numbers and crowding around the entrance; * Safety and accessibility concerns; * Alternative locations that may be more suitable. Residents deserve to have their concerns properly considered before changes are made that will permanently affect their living environment. Public transport is valuable, but it must be introduced in a way that respects the rights and wellbeing of the people who live in the area. I respectfully request that the proposed bus stop location is reconsidered and that a more suitable option is found. Thank you for considering this objection.
06/29/2026 15:51:46 +01:00	Resident	N22	United Kingdom	Parking	Object	Remove even one parking space will allow a chaos as there is a hunt for spaces. Also we have nursery, schools and Mayes Road is narrow a bus to operate. Don't make our lives more difficult ones lives with children

06/29/20 26 14:35:40 +01:00	Visitor	PO16	United Kingdom	Parking	Object	I would like to formally object to the proposed changes, particularly the loss of a significant number of parking spaces in this area. I am a frequent visitor to the area as I regularly visit a family member who lives nearby. The removal of these parking spaces would have a detrimental impact on our ability to visit them, especially as some members of our family have disabilities and are unable to walk long distances. Parking in the area is already very limited, and it is often difficult to find a suitable space nearby. Reducing the available parking further would make this situation considerably worse and would place an unfair burden on residents, visitors, and those with mobility needs. For these reasons, I strongly object to the proposal and ask that the impact on local parking availability and accessibility be fully reconsidered.
06/29/20 26 13:24:05 +01:00	Resident	N8	Greater London	Parking,Traffic,Disturbance,Environmental	Object	Dear Highways and Parking team, I am a resident of Elan House, Mary Neuner Road N8, and I am writing to object to the bus stop proposed directly outside our building as part of the route 91/N91 extension. My concerns are: 1. Existing traffic volume: Mary Neuner Road already carries significant traffic. The Turkish centre at the end of the road generates significant additional traffic, and the road is also used as a cut-through by police and ambulance vehicles, as well as by general traffic during high traffic hours. As it stands, the road is already near impossible for regular cars to pass through at busy times, let alone large buses travelling in each direction. 2. Noise disturbance: a stop here would add regular bus movements,

						including stopping, idling and pulling away, directly outside the building, including in the evening and at night given the N91 night service. 3. Air quality and congestion: buses stopping and queuing in an already congested road are likely to significantly worsen local air quality, as vehicles are held stationary for longer periods in the space. 4. Discrepancy with the original consultation: the residents' letter circulated before the January-February 2024 statutory consultation described the stop as being outside Avalon Mansions, not Braeburn Mansions. The location now confirmed is different from what was originally communicated, which limited residents' opportunity to respond to the proposal as it now stands. I would ask the Council to: - Review the exact stop position within the 14.3 metre length, with a view to minimising proximity to residential windows. - Confirm whether the existing traffic and congestion levels on this stretch of road, including its use as a cut-through and by emergency vehicles, were factored into the decision to site a bus stop here. - Confirm whether alternative siting further along Mary Neuner Road was considered. - Respond to the discrepancy between the originally communicated location and the one in the made Order. I would welcome a written response. Yours faithfully,
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06/29/2026 12:19:53 +01:00	Resident		United Kingdom	Traffic, Safety, Disturbance	Object	Objection to Proposed Bus Route via Mary Neuner Road – Haringey Heartlands Highway Changes (Reference 2026-T14) Dear Sir/Madam, I wish to formally object to the proposal to route buses through Mary Neuner Road as part of the Haringey Heartlands highway changes. Mary Neuner Road is a relatively narrow residential street that runs through the heart of a community of more than 2,000 homes. One of its greatest strengths is that it currently experiences relatively low levels of traffic, creating a calm and safe environment for the many families who live here. This has made the road and surrounding public spaces particularly valuable for children and residents using the communal areas. Introducing scheduled bus services through this road would fundamentally change its character. It would significantly increase the volume of traffic, the size of vehicles using the road, and the associated noise and pollution. More importantly, it would increase the potential risk of collisions and accidents in an area where many children walk, cycle and play. Residents have already experienced the impact of increased bus traffic during recent temporary bus diversions. During this period, the character of Mary Neuner Road changed noticeably. Many parents felt less confident allowing their children to use the communal outdoor spaces because of the increased traffic and the perception that the environment had become less safe. This concern is particularly important because many of the communal public spaces on the Mary Neuner Road side of the development are open and not gated, unlike those on the Hornsey Park Road side. As a result, children and
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						families have direct access to the street, making the need for a low-traffic environment even more critical. While I recognise the need to improve public transport connections for the Haringey Heartlands development, I do not believe that routing buses through Mary Neuner Road strikes the right balance between improving transport and protecting the safety and quality of life of existing residents. The Council should give greater weight to the residential nature of this street and consider alternative routes that would have a significantly lower impact on families and children. For these reasons, I respectfully request that the proposal to route buses via Mary Neuner Road be withdrawn and that alternative alignments be explored. Yours faithfully,
06/29/2026 12:18:05 +01:00	Visitor	PO11	United Kingdom	Parking	Object	There is not enough parking spaces around my daughters flat as it is , , I visit regularly and am not anywhere near a train line so car is really only option
06/29/2026 10:09:42 +01:00	Resident	N8	United Kingdom	Parking,Traffic,Safety,Access,Disturbance,Environmental	Object	Subject: Objection: Bus stop outside Braeburn Mansions, Mary Neuner Road N8 Dear Highways and Parking team, Re: Mary Neuner Road N22 bus stop, Mayes Road, Coburg Road, Clarendon Road, Western Road, I am a resident of Elan House, Mary Neuner Road N8, and I am writing to object to the bus stops proposed (as listed above) as part of the route 91/N91

					extension. My concerns are: 1. Existing traffic volume: Mary Neuner Road already carries significant traffic. The Turkish centre at the end of the road generates significant additional traffic, and the road is also used as a cut-through by police and ambulance vehicles, as well as by general traffic during high traffic hours. As it stands, the road is already near impossible for regular cars to pass through at busy times, let alone large buses travelling in each direction. There are frequently emergency vehicles stuck without a way through. 2. Noise disturbance: a stop on Mary Neuner road here would add regular bus movements, including stopping, idling and pulling away, directly outside the building, including in the evening and at night given the N91 night service. 3. Air quality and congestion: buses stopping and queuing in an already congested road are likely to significantly worsen local air quality, as vehicles are held stationary for longer periods in the space. 4. Discrepancy with the original consultation: the residents' letter circulated before the January-February 2024 statutory consultation described the stop as being outside Avalon Mansions, not Braeburn Mansions. The location now confirmed is different from what was originally communicated, which limited residents' opportunity to respond to the proposal as it now stands. 5. The removal of a large number of parking spaces, making it even harder for visitors to park and visit us at our homes. I would ask the Council to: - Confirm whether the existing traffic and congestion levels on this stretch of road, including its use as a cut-through and by emergency vehicles, were factored into the decision to site a bus stop here. - Confirm whether alternative siting elsewhere was considered
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						- Respond to the discrepancy between the originally communicated location and the one in the made Order. -Confirm whether more parking spaces will be created in replace of those being taken away I would welcome a written response. Yours faithfully,
06/28/2026 22:17:40 +01:00	Resident	N8	United Kingdom	Traffic,Disturbance,Environmental	Object	I am a resident of Beeley House, Mary Neuner Road N8, and I am writing to object to the bus stop outside Braeburn Mansions as part of the route 91/N91 extension. My concerns are: 1. Existing traffic volume: Mary Neuner Road already carries significant traffic. The Turkish centre at the end of the road generates significant additional traffic, and the road is also used as a cut-through by police and ambulance vehicles, as well as by general traffic during high traffic hours. As it stands, the road is already near impossible for regular cars to pass through at busy times, let alone large buses travelling in each direction. Furthermore, the proposed new developments in the area will increase the traffic even further. This originally quiet street will become a highly trafficked road. 2. Noise disturbance: a stop here would add regular bus movements, including stopping, idling and pulling away, directly outside the building, including in the evening and at night given the N91 night service. 3. Air quality and congestion: buses stopping and queuing in an already congested road are likely to significantly worsen local air quality, as vehicles

						are held stationary for longer periods in the space. 4. Discrepancy with the original consultation: the residents' letter circulated before the January-February 2024 statutory consultation described the stop as being outside Avalon Mansions, not Braeburn Mansions. The location now confirmed is different from what was originally communicated, which limited residents' opportunity to respond to the proposal as it now stands. I would ask the Council to: - Review the stop position outside Braeburn Mansions and move to clarendon road where it will not adversely affect as many residents. There is plenty of space there. This will minimise proximity to residential windows. . - if the bus route and stops are kept, could the Council consider creating a low traffic road scheme in Clarendon and Mary Neuner roads? This would greatly enhance the life quality of current residents, and the future planned developments in the area would benefit from it too. At the moment, this road is used mainly by non residents to avoid other busier roads, and the pollution and noise levels have greatly increased. I would welcome a written response. Yours faithfully, [Your name] [Personal Data Redacted] https://consultation.appyway.com/haringey
06/28/2026 17:40:13 +01:00	Resident	N8	London	Safety, Disturbance, Environmental	Object	I wish to submit a formal objection to the proposed highway changes, specifically the introduction of the proposed bus stop immediately outside Goldcrest House on Mary Neuner Road and the associated parking and highway alterations. At the outset, I wish to make clear that I support

						sustainable transport and recognise the importance of providing good public transport connections for the Haringey Heartlands development. My objection is therefore not to the provision of bus services in principle, but to the location of the proposed bus stop immediately adjacent to an occupied residential building and to the apparent lack of evidence demonstrating that this location represents the least harmful and most appropriate option. 1. Impact on Residential Amenity - Goldcrest House is a residential building whose occupants are entitled to a reasonable level of residential amenity. A bus stop is fundamentally different from buses simply passing along a road. It creates a permanent public waiting area where passengers gather throughout the day and night, particularly given that both Route 91 and the N91 night service are proposed to stop at this location. The proposal is likely to result in: •groups of passengers waiting directly outside residential entrances; •increased conversations and general activity immediately adjacent to homes; •smoking and associated nuisance; •litter; •additional pedestrian movements; •repeated braking, acceleration and idling of buses; •disturbance extending into the night due to the N91 service. Whilst each of these impacts may individually appear modest, together they represent a material change to the residential environment experienced by existing occupiers of Goldcrest House. The consultation documents do not explain how these impacts have been assessed or mitigated. 2. Lack of Justification for the Precise Location - I understand that bus services form part of the wider Haringey Heartlands transport strategy. However, the consultation documents explain why bus services are required but do not adequately explain why this particular location immediately outside Goldcrest House has been selected in preference to nearby alternatives. I respectfully request that the Council publish or make available: •the bus stop siting assessment; •any option appraisal undertaken; •the reasons alternative locations were discounted; •any highway or accessibility
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						assessments supporting this precise location. Without this information it is difficult for residents to understand whether the chosen location represents the least harmful solution. 3. Consultation Fairness - The Council has acknowledged within this consultation that the original plans incorrectly identified Goldcrest House as Beeley House. Although this may appear to be a simple drafting error, Goldcrest House is the principal residential building directly affected by the proposed bus stop. Residents rely upon consultation documents to understand whether proposals affect their homes. Incorrectly identifying the building reduced the clarity of the consultation for those most directly affected. I therefore request confirmation that all representations submitted by residents of Goldcrest House will be fully considered notwithstanding the acknowledged error. 4. Existing Residents Were Not Adequately Represented - It is my understanding that the earlier consultation regarding the bus route took place whilst Goldcrest House was either newly completed or not yet fully occupied. If this is correct, many of the residents who will now experience the direct effects of the proposed bus stop would have had little or no meaningful opportunity to participate in the earlier consultation. Whilst I appreciate that developments are often planned before occupation, I respectfully ask the Council to recognise that current residents are now able to comment on the practical implications of the proposal based upon lived experience of the area. 5. Cumulative Impact - Since moving to Goldcrest House, I have observed a gradual increase in activity associated with the wider regeneration of Haringey Heartlands. This is expected as the area develops. However, planning decisions should consider cumulative impacts rather than assessing each proposal in isolation. The proposed bus stop would introduce a permanent public waiting area immediately outside residential accommodation and should therefore be considered alongside the broader increase in pedestrian
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						activity already taking place throughout the neighbourhood. The consultation documents do not appear to explain how this cumulative impact upon existing residents has been assessed. 6. Environmental and Highway Considerations I would also welcome clarification as to whether the Council has undertaken or considered: •a Road Safety Audit; •a residential noise assessment; •an air quality assessment relating to buses stopping immediately outside occupied residential accommodation; I fully recognise the importance of improving public transport within Haringey Heartlands and I do not object to improved bus connectivity in principle. However, I do not consider that the consultation documents adequately demonstrate that locating a bus stop immediately outside Goldcrest House is the least harmful or most appropriate solution. Given the acknowledged consultation error relating to the identification of Goldcrest House, together with the significant direct impact upon existing residents, I respectfully request that the Council carefully reconsider the siting of this bus stop, provide the supporting evidence upon which the location was selected, and evaluate whether a nearby alternative location could achieve the same transport objectives whilst reducing the impact on residential amenity. I ask that these representations are taken fully into account before any final decision is made.
06/28/2026 17:33:42 +01:00	Resident	N8	United Kingdom	Traffic, Access, Disturbance, Environmental	Object	Dear Highways and Parking team, Re: Mary Neuner Road N22 bus stop, outside Braeburn Mansions & Goldcrest House I am a resident of Stock Dove House, Mary Neuner Road N8, and I am writing to object to the bus stop proposed directly outside Braeburn Mansions and Goldcrest House, as part of the route 91/N91 extension.

						My concerns are: 1. Existing traffic volume: Mary Neuner Road already carries significant traffic. The Turkish centre at the end of the road generates significant additional traffic, and the road is also used as a cut-through by police and ambulance vehicles, as well as by general traffic during high traffic hours. As it stands, the road is already near impossible for regular cars to pass through at busy times, let alone large buses travelling in each direction. 2. Noise disturbance: stops here would add regular bus movements, including stopping, idling and pulling away, directly outside the buildings, including in the evening and at night given the N91 night service. 3. Air quality and congestion: buses stopping and queuing in an already congested road are likely to significantly worsen local air quality, as vehicles are held stationary for longer periods in the space. 4. Discrepancy with the original consultation: the residents' letter circulated before the January-February 2024 statutory consultation described the stop as being outside Avalon Mansions, not Braeburn Mansions. The location now confirmed is different from what was originally communicated, which limited residents' opportunity to respond to the proposal as it now stands. I would ask the Council to: - Confirm whether the existing traffic and congestion levels on this stretch of road, including its use as a cut-through and by emergency vehicles, were factored into the decision to site a bus stop here. - Confirm whether alternative siting further along Mary Neuner Road was
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						considered. - Respond to the discrepancy between the originally communicated location and the one in the made Order. I would welcome a written response. Yours faithfully,
06/28/2026 13:13:10 +01:00	Resident	N8	London	Parking,Traffic,Safety,Access,Disturbance,Environmental,Other	Object	We have now received a new letter showing an image displaying that the bus stop in front of Beeley House has been cancelled (or was erroneously displayed) and replaced a bus stop right in front of Goldcrest House, 2A Mary Neuner Road. This is a huge worry for us [Personal/Health Context Redacted] and we strongly object to this. I therefore write to formally object to the proposed relocation of the bus stop outside of Goldcrest House, Mary Neuner Road, N8 [Personal Data Redacted]. [Personal/Health Context Redacted] On top of all of this, the apartment and proposed bus stop location is situated on a bend where forward visibility for approaching drivers is limited. There is a police depot nearby and police cars often drive at high speeds here. Adding this bus stop there will create an extra highway safety concern, adding further risk to our family while transferring [Personal Data Redacted] to the apartment where forward visibility for approaching drivers is limited. Having kerbside access directly outside our property entrance is a [Personal/Health Context Redacted] necessity, not a preference. At the moment, there is a double yellow line there, which we use to park the car in front and transfer [Personal Data Redacted] into the apartment. [Personal/Health Context Redacted]

						We have been approved a dedicated disabled bay but not sure of the location of this bay - even if part of the loading bay across the road is to be converted for [Personal Data Redacted], the safety implications of crossing the road is still there, if there is a bus stop planned that blocks us from transferring [Personal Data Redacted] out kerbside entirely - it prevents us from safely transferring [Personal Data Redacted] home. [Personal/Health Context Redacted] An additional factor that would create unnecessary stress and anxiety to us is having a standing crowd at precisely the point where our family must carry out a medically sensitive transfer, taking away our [Personal Data Redacted] privacy and dignity.
06/26/2026 08:40:51 +01:00	Resident	N8	United Kingdom	Parking,Traffic,Safety,Access,Disturbance,Financial,Environmental,Other	Neutral	I am supportive of the proposed changes and hope that they can be carried out swiftly to allow the quick introduction of the much needed bus route through the Haringey Heartlands. If anything, greater traffic calming measures are needed on Mary Neuner Rd as part of this scheme to help slow down traffic which often rallies through in excess of the sites limit, and to deter those who currently use the route as a short cut.
06/26/2026 08:34:37 +01:00	Resident	N8	United Kingdom	Other	Neutral	Strongly supportive of the proposed changes. The bus route is a welcome addition to our road, helping to reduce dependency on private vehicles and promote the use of public transport in a (mostly) car-free development like Alexandra Gate.
06/24/2026 14:38:24 +01:00	Commuter	N22	London	Parking	Object	I am a key worker working for a school and your decisions will make finding a parking space very difficult for me . I drive for an hour to get to school and every morning I start the day being stressed out that I won't be able to find a parking space. I have paid £200 pounds for a parking permit and it's very difficult when I don't have a parking spot. Because I live outside London it's hard for me to travel to school on the public transport. I have been a loyal

						employee working for Haringey for over 20 years. The changes you have in place , have a significant negative impact on the key workers like me who rely on accessible parking to carry out essential duties. I am concerned that insufficient consideration has been given to those who provides essential services to the community. Key workers should not be unintentionally disadvantaged by such changes. I respectfully request that the council review the changes and to ensure that key workers are not adversely affected.
06/23/2026 17:26:34 +01:00	Resident	N8	England	Parking,Traffic,Safety,Access,Disturbance,Environmental	Object	I am a resident of Braeburn Mansions, Mary Neuner Road N8, and I am writing to formally object to the proposed siting of a bus stop directly outside our building (west side, 14.3 metres, outside No. 5 Braeburn Mansions) as part of the Route 91/N91 extension. This proposal is fundamentally inappropriate for this location and conflicts with the design, safety, and planning intent of the development. My key concerns are as follows: Incompatibility with a car-free residential development Braeburn Mansions forms part of a designated car-free development, designed to prioritise low traffic, pedestrian safety, and a quiet residential environment. Introducing a high-frequency bus stop directly outside the building undermines this core planning principle and materially alters the nature of the development that residents bought into. This is particularly concerning given the presence of a children's playground and designated quiet space immediately adjacent to the proposed stop. Existing congestion and road constraints Mary Neuner Road already experiences significant congestion. The Turkish community centre generates frequent traffic, and the road is regularly used as a cut-through, including by emergency vehicles. At peak times, the road is effectively at capacity, with vehicles struggling to pass. Introducing buses travelling in both directions, stopping and dwelling within a constrained 14.3m space, will exacerbate congestion and increase safety risks. School traffic and operational impracticality

						There is also a school located on this road, creating intense congestion during morning and afternoon drop-off and pick-up times. Cars are routinely parked along both ends of the street, significantly narrowing the carriageway. In these conditions, it is highly unlikely that buses will be able to pass through reliably, raising serious concerns about both safety and the operational viability of the route. Impact on residential amenity Positioning a bus stop directly outside residential windows will result in continuous disturbance from buses stopping, idling, and pulling away, including at night due to the N91 service. This level of activity is not consistent with a residential street intended to provide a quiet living environment. Air quality concerns - Stationary and slow-moving buses in an already congested section of road will worsen local air quality. This is especially concerning given the proximity to homes, a children's playground, and a nearby school. Maintenance already funded by residents - The adjacent green spaces, including the playground and landscaped areas, are already maintained through residents' service charges despite being accessible to the wider public. In addition, the wider development contributes substantial ongoing revenue through council tax across a significant number of new homes. It is therefore difficult to understand why infrastructure is now being introduced that would materially degrade the environment residents are already funding and maintaining. Procedural inconsistency and consultation concerns - The initial communication to residents ahead of the January–February 2024 statutory consultation indicated that the bus stop would be located outside Avalon Mansions, not Braeburn Mansions. The current proposal represents a material change in location, meaning directly affected residents were not properly informed or given a fair opportunity to respond. Given the above, I request that the Council:
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						Reconsider the suitability of placing any bus stop on this section of Mary Neuner Road, particularly outside a car-free residential development with a playground, quiet space, and nearby school. Provide clear evidence that traffic volume, school-time congestion, parking patterns, road width constraints, and emergency vehicle usage were fully assessed. Confirm what alternative locations were considered and why they were rejected. Address the discrepancy between the originally communicated location and the one included in the final Order. I strongly urge the Council to relocate this stop to a more appropriate section of the route that does not compromise safety, residential amenity, or the planning principles of this development. I would welcome a written response. Yours faithfully,
06/23/2026 16:24:41 +01:00	Resident	N8	Storbritannien	Traffic, Disturbance, Environmental	Object	I am a resident of Goldcrest House, Mary Neuner Road N8, and I am writing to object to the bus route and stop proposed directly outside our building (as per insert 2 in the Statutory Consultation information letter delivered to post boxes) as part of the route 91/N91 extension. In the overview it says Beeley House but comparing the image to the loading bays, plants beds and disabled parking, the proposed stop is directly outside Goldcrest House. My concerns are: 1. Existing traffic volume: Mary Neuner Road already carries significant traffic. The Decorium at the end of the road generates significant additional traffic, as does the recycling centre during the times when they close access for vehicles to enter - the traffic becomes backed up as far as Goldcrest House and cars are idling in close proximity to windows. The road is also used as a cut-through by police and ambulance vehicles, it carries a lot of general traffic during high traffic hours and even more when Hornsey Park Road is closed, which has happened 4 if not 5 times in the last 6

						months. Adding large busses traveling in each direction 24h a day would be a significant disruption on a small residential road. As it is, this location is already very well connected with existing busses, tube stations and overground trains, I don't agree with the need for adding a new bus route down a residential area where lots of kids are playing outside and residents are sleeping at night. 2. Noise disturbance: A route and a stop here would add regular bus movements, including stopping, idling and pulling away, directly outside the building, including in the evening and at night given the N91 night service. 3. Air quality and congestion: Buses stopping and queuing in an already congested road are likely to significantly worsen local air quality, as vehicles are held stationary for longer periods in the space. The proposed bus stop is directly outside residents kitchens/living rooms/bedrooms/balconies. 4. Privacy: The first floor homes all along Mary Neuner Road is more or less eye level with the upper deck on busses. As the road gets backed up which will be unavoidable at times or in the location of bus stops the privacy of these residents is compromised. I would ask the Council to: A: Review whether the N91 can stay running on the high street where it is mainly commercial buildings and shops and hence no disturbance to residents during night time. Alexandra Gate is a residential block and adding a bus route that runs all night long will cause significant disturbance. B: Review the exact stop position with a view to minimizing proximity to residential windows and balconies. C: Confirm whether the existing traffic and congestion levels on this stretch of road, including its use as a cut-through and by emergency vehicles, were factored into the decision to site a bus route here.
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						D: Confirm whether alternative siting further along Mary Neuner Road or Clarendon Road was considered. I would welcome a written response. Yours faithfully,
06/23/20 26 11:41:22 +01:00	Resi dent	N8	London	Traffic	Object	Reference 2026-T14 Proposed Parking and Highways changes – Haringey Heartlands Dear Simi Shah Further to your letter of 17th June 2026 regarding the above Statutory Consultation, I'd be grateful if you would take the time to read the following submission. The proposed Parking and Highway changes in Haringey Heartlands provides an opportunity to raise my misgivings regarding the increased volume of traffic on Mary Neuner Road. My concerns relate not only to the amount of traffic on this road, but also the type of traffic and the impact it's having regarding noise, pollution, congestion and speed. When I moved to the Clarendon Estate nearly five years ago, the developers were keen to market it as a "vehicle-free" environment. The dearth of resident parking meant prospective buyers were actively discouraged from owning cars. The pedestrian-friendly imperative was reflected by the estate's design, with integrated communal gardens, parks, playground spaces and children's daycare services being key. In the early days of my being here, it was indeed a peaceful, safe environment. However, more recently the coexistence of traffic and pedestrians has become problematic and therefore more challenging. Sadly, the use of Mary Neuner Road as a "cut-through" has made it increasingly loud, smelly, congested and unsafe. The recent introduction of a zebra crossing is a tacit acknowledgment of the need to manage the increased volume of traffic and

						the impact it's having on pedestrians. You'll be aware too of the Quicksilver Patrol Base located on Western Road, from where police vehicles are dispatched. The use of Mary Neuner Road by the emergency services is constant, and I have previously contacted the Metropolitan Police to express my ongoing concern regarding the noise of sirens from blue light vehicles, especially late at night and in the early hours of the morning. The latest proposal that bus routes 91, N91 and 232 should be extended to include Mary Neuner Road is, in my opinion, a mistake and something to which I object. There is insufficient space to create a bus stop outside Braeburn Mansions, as proposed. Siting a bus stop here is within metres of the windows of those living on the ground floor, the implications of which are self-evident. The addition of double-decker buses to an already busy residential road will cause chaos. The detrimental effect the W3 has had on both local traffic flow and accessibility has already been clearly demonstrated. The increased noise from idling vehicles, sounding horns and altercations between irate drivers and fractious pedestrians have left some residents exasperated. And for those making deliveries, it's impossible. If increased and varied traffic continues to make demands on this road, I fear it's only a matter of time before an accident occurs. Furthermore, Avalon Mansions is given over predominantly to units of social housing, eligibility for which is based on need. Consequently, many residents of this block are disabled "blue badge" holders. As such, their cars are often parked on the double-yellow lines adjacent to their building (see attached photos). This in turn reduces the road to a single lane causing a "pinch point". I would strongly argue that introducing buses into the equation will clearly intensify vehicle density, hinder traffic flow and increase congestion. I'd be grateful if you could review your proposals and respectfully ask that you
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						think again. Yours sincerely
06/23/2026 07:48:13 +01:00	Commuter	N22	Haringey	Parking	Object	[Personal Data Redacted] and have been working here for nearly 9 years. Since starting here I have had an essential permit each year. In the last few years the permit has gone from £60 to £200. In addition to this many parking bays have been removed making it harder to park each day or having to pay to park in the mall. So not only has the price of my permit more than tripled it is actually hard to even get parked now due to many bays being already removed from western, Mayes and Coburg Road. This makes arriving at work each day very stressful and can cause disruption due to being late for work due to having to wait for a space or to park further away and walk, also financially paying for a permit and then having to pay to park in the mall when no spaces are available. We are key workers and support staff are not in high enough salaries for this situation to be sustainable. This parking situation has been an ongoing stress for some of the staff in the school and if this goes ahead and the situation with parking becomes worse it will eventually force people to reconsider their role in working for this school.
06/22/2026 22:50:54 +01:00	Resident	N8	Haringey	Safety	Neutral	I support the proposed changes but would like to raise a safety concern. Given the increased bus movement and traffic in the area, I believe a zebra crossing should be installed around outside Silvana Mansions or Avalon Mansions to improve pedestrian safety, especially for residents and children crossing the road. This would help ensure safe and accessible crossing points along the route.
06/22/2026 21:08:37 +01:00	Resident	N8	United Kingdom	Traffic,Safety,Disturbance,Environmental,Other	Object	On balance, I wish to make a formal objection. Firstly, I may be wrong, but I believe the location of one of the bus stops is outside Goldcrest House rather than Beeley House as indicated on the consultation document I received. Secondly, the amount of traffic along Mary Neuner Road has steadily increased. Speeding cars, police vehicles, traffic from nearby event venues and the recycling centre. I would like to know what measures the council has

						planned to calm or reduce traffic along the road. There is a lack of parking spaces already, with the amount of Blue Badge holders parked on the street. Along with the ongoing development at Alexandra Gate and the associated construction vehicles, adding double decker buses along the road does not seem like a good idea. Adding a bus stop almost directly in front of residents' balconies does not seem like a good idea in terms of noise and vehicle pollution. If the location of the bus stops were clarified/amended and measures implemented to calm/reduce traffic on the road then I wouldn't object to the proposal.
06/22/2026 14:28:44 +01:00	Resident	N8	London	Other	Object	Dear Highways and Parking Team, Re: Proposed Bus Stop Outside Braeburn Mansions, Mary Neuner Road N8 I am a resident of Elan House ,next to Braeburn Mansions, Mary Neuner Road N8, and I am writing to formally object to the proposed bus stop on Mary Neuner Road. My concerns are as follows: Existing Traffic Volume and Road Capacity Mary Neuner Road already experiences significant traffic throughout the day. At busy times, the road can become heavily congested, making it difficult for vehicles travelling in opposite directions to pass safely and efficiently. The introduction of buses travelling in both directions, together with a bus stop at this location, is likely to exacerbate these existing issues and create additional delays for residents, visitors and service vehicles. Noise Disturbance The proposed stop would be located directly outside residential properties.

						Residents would be affected by the regular noise associated with buses approaching, stopping, idling, announcing destinations, and pulling away. Air Quality and Congestion Buses stopping at this location, combined with existing traffic levels, are likely to increase congestion and vehicle queuing. This could result in more vehicles remaining stationary for longer periods, potentially worsening local air quality and creating an unpleasant environment for nearby residents. Access and Road Safety I am also concerned about the impact on access for emergency vehicles and other essential services. Mary Neuner Road is already used as a through route, and any additional obstruction or narrowing caused by a bus stop may affect traffic flow and emergency response times. I would be grateful if the Council could confirm: Whether existing traffic volumes and congestion levels on this stretch of Mary Neuner Road were fully assessed as part of the decision-making process. Whether the road's use by emergency vehicles was taken into account. Whether alternative locations for the bus stop were considered and, if so, why they were not selected. Whether any traffic modelling or impact assessment was undertaken and how residents may view the findings. I respectfully request that the Council reconsider the proposed location of the bus stop and explore alternative siting options that would minimise the impact on local residents while maintaining access to public transport.
06/22/2026 14:25:48 +01:00	Business	N22	United Kingdom	Parking,Traffic,Safety,Disturbance	Object	There's a lack of parking despite paying for a permit to be able to attend work in the local school as a key worker
06/21/2026	Resident	N8	London	Parking,Traffic,Safety,A	Object	Dear Highways and Parking team,

23:09:23 +01:00				ccess,Dist urbance,En vironmental		Re: Mary Neuner Road N22 bus stop, outside No.5 Braeburn Mansions I am a resident of Braeburn Mansions, Mary Neuner Road N8, and I am writing to object to the bus stop proposed directly outside our building (west side, 14.3 metres, outside No.5 Braeburn Mansions) as part of the route 91/N91 extension. My concerns are: 1. Existing traffic volume: Mary Neuner Road already carries significant traffic. The Turkish centre at the end of the road generates significant additional traffic, and the road is also used as a cut-through by police and ambulance vehicles, as well as by general traffic during high traffic hours. As it stands, the road is already near impossible for regular cars to pass through at busy times, let alone large buses travelling in each direction. 2. Noise disturbance: a stop here would add regular bus movements, including stopping, idling and pulling away, directly outside the building, including in the evening and at night given the N91 night service. 3. Air quality and congestion: buses stopping and queuing in an already congested road are likely to significantly worsen local air quality, as vehicles are held stationary for longer periods in the space. 4. Discrepancy with the original consultation: the residents' letter circulated before the January-February 2024 statutory consultation described the stop as being outside Avalon Mansions, not Braeburn Mansions. The location now confirmed is different from what was originally communicated, which limited residents' opportunity to respond to the proposal as it now stands.
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						I would ask the Council to: - Review the exact stop position within the 14.3 metre length, with a view to minimising proximity to residential windows. - Confirm whether the existing traffic and congestion levels on this stretch of road, including its use as a cut-through and by emergency vehicles, were factored into the decision to site a bus stop here. - Confirm whether alternative siting further along Mary Neuner Road was considered. - Respond to the discrepancy between the originally communicated location and the one in the made Order. I would welcome a written response. Yours faithfully,
06/20/2026 20:21:01 +01:00	Resident	N8	United Kingdom	Traffic, Other	Object	Dear Highways and Parking team, Re: Mary Neuner Road N22 bus stop, outside No.5 Braeburn Mansions I am a resident of Braeburn Mansions, Mary Neuner Road N8, and I am writing to object to the bus stop proposed directly outside our building (west side, 14.3 metres, outside No.5 Braeburn Mansions) as part of the route 91/N91 extension. My concerns are: 1. Existing traffic volume: Mary Neuner Road already carries significant traffic. The Turkish centre at the end of the road generates significant additional traffic, and the road is also used as a cut-through by police and ambulance vehicles, as well as by general traffic during high traffic hours. As it stands, the

						road is already near impossible for regular cars to pass through at busy times, let alone large buses travelling in each direction. 2. Noise disturbance: a stop here would add regular bus movements, including stopping, idling and pulling away, directly outside the building, including in the evening and at night given the N91 night service. 3. Air quality and congestion: buses stopping and queuing in an already congested road are likely to significantly worsen local air quality, as vehicles are held stationary for longer periods in the space. 4. Discrepancy with the original consultation: the residents' letter circulated before the January-February 2024 statutory consultation described the stop as being outside Avalon Mansions, not Braeburn Mansions. The location now confirmed is different from what was originally communicated, which limited residents' opportunity to respond to the proposal as it now stands. I would ask the Council to: • Review the exact stop position within the 14.3 metre length, with a view to minimising proximity to residential windows. • Confirm whether the existing traffic and congestion levels on this stretch of road, including its use as a cut-through and by emergency vehicles, were factored into the decision to site a bus stop here. • Confirm whether alternative siting further along Mary Neuner Road was considered. • Respond to the discrepancy between the originally communicated location and the one in the made Order.
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						I would welcome a written response. Yours faithfully,
06/20/2026 14:11:13 +01:00	Resident	N8	England	Parking,Traffic,Safety,Access,Disturbance,Environmental	Object	Subject: Objection: Bus route and bus stop outside Braeburn Mansions, Mary Neuner Road N8 Dear Highways and Parking team, Re: Mary Neuner Road N22 bus route and bus stop outside Braeburn Mansions I am a resident of Braeburn Mansions, Mary Neuner Road N8, and I am writing to object to the bus stop proposed directly outside our building (west side, 14.3 metres, outside No.5 Braeburn Mansions) as part of the route 91/N91 extension. I also object to the planned bus routes to be routed down Mary Neuner Road. My concerns are: 1. Existing traffic volume: Mary Neuner Road already carries significant traffic. The Turkish centre at the end of the road generates significant additional traffic, and the road is also used as a cut-through by police and ambulance vehicles, as well as by general traffic during high traffic hours. As it stands, the road is already near impossible for regular cars to pass through at busy times, let alone large buses travelling in each direction. Evidence of this is proven since the recent diversion of the W3 has caused completely blocked traffic through the entire road during peak times, including 4 buses in jams completely blocking through traffic. 2. Noise disturbance: a stop here would add regular bus movements, including stopping, idling and pulling away, directly outside the building, including in the evening and at night given the N91 night service. 3. Air quality and congestion: buses stopping and queuing in an already

						congested road are likely to significantly worsen local air quality, as vehicles are held stationary for longer periods in the space. 4. Discrepancy with the original consultation: the residents' letter circulated before the January-February 2024 statutory consultation described the stop as being outside Avalon Mansions, not Braeburn Mansions. The location now confirmed is different from what was originally communicated, which limited residents' opportunity to respond to the proposal as it now stands. I would ask the Council to: - Review the exact stop position within the 14.3 metre length, with a view to minimising proximity to residential windows. - Confirm whether the existing traffic and congestion levels on this stretch of road, including its use as a cut-through and by emergency vehicles, were factored into the decision to site a bus stop here. - Confirm whether alternative siting further along Mary Neuner Road was considered. - Respond to the discrepancy between the originally communicated location and the one in the made Order. I would welcome a written response. Yours faithfully,
06/20/2026 14:01:26 +01:00	Resident	N8	United Kingdom	Traffic,Safety,Environmental	Object	I've sent this, Feel free to use as a template! Subject: Objection: Bus stop outside Braeburn Mansions, Mary Neuner Road N8 Dear Highways and Parking team,

						Re: Mary Neuner Road N22 bus stop, outside No.5 Braeburn Mansions I am a resident of Braeburn Mansions, Mary Neuner Road N8, and I am writing to object to the bus stop proposed directly outside our building (west side, 14.3 metres, outside No.5 Braeburn Mansions) as part of the route 91/N91 extension. My concerns are: 1. Existing traffic volume: Mary Neuner Road already carries significant traffic. The Turkish centre at the end of the road generates significant additional traffic, and the road is also used as a cut-through by police and ambulance vehicles, as well as by general traffic during high traffic hours. As it stands, the road is already near impossible for regular cars to pass through at busy times, let alone large buses travelling in each direction. 2. Noise disturbance: a stop here would add regular bus movements, including stopping, idling and pulling away, directly outside the building, including in the evening and at night given the N91 night service. 3. Air quality and congestion: buses stopping and queuing in an already congested road are likely to significantly worsen local air quality, as vehicles are held stationary for longer periods in the space. 4. Discrepancy with the original consultation: the residents' letter circulated before the January-February 2024 statutory consultation described the stop as being outside Avalon Mansions, not Braeburn Mansions. The location now confirmed is different from what was originally communicated, which limited residents' opportunity to respond to the proposal as it now stands. I would ask the Council to: - Review the exact stop position within the 14.3 metre length, with a view to minimising proximity to residential windows. - Confirm whether the existing traffic and congestion levels on this stretch of road, including its use as a cut-through and by emergency vehicles, were
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						factored into the decision to site a bus stop here. - Confirm whether alternative siting further along Mary Neuner Road was considered. - Respond to the discrepancy between the originally communicated location and the one in the made Order. I would welcome a written response. Yours faithfully, [Your name] [Personal Data Redacted]
06/20/2026 13:53:07 +01:00	Resident	N8	Haringey	Parking,Traffic,Disturbance,Environmental	Object	Subject: Objection: Bus stop outside Braeburn Mansions, Mary Neuner Road N8 Dear Highways and Parking team, Re: Mary Neuner Road N22 bus stop, outside No.5 Braeburn Mansions I am a resident of Goldcrest House, Mary Neuner Road N8, and I am writing to object to the bus stop proposed directly outside our building as part of the route 91/N91 extension. My concerns are: 1. Existing traffic volume: Mary Neuner Road already carries significant traffic. The Turkish centre at the end of the road generates significant additional traffic, and the road is also used as a cut-through by police and ambulance vehicles, as well as by general traffic during high traffic hours. As it stands, the

						road is already near impossible for regular cars to pass through at busy times, let alone large buses travelling in each direction. 2. Noise disturbance: a stop here would add regular bus movements, including stopping, idling and pulling away, directly outside the building, including in the evening and at night given the N91 night service. 3. Air quality and congestion: buses stopping and queuing in an already congested road are likely to significantly worsen local air quality, as vehicles are held stationary for longer periods in the space. 4. Discrepancy with the original consultation: the residents' letter circulated before the January-February 2024 statutory consultation described the stop as being outside Avalon Mansions, not Braeburn Mansions. The location now confirmed is different from what was originally communicated, which limited residents' opportunity to respond to the proposal as it now stands. I would ask the Council to: - Review the exact stop position within the 14.3 metre length, with a view to minimising proximity to residential windows. - Confirm whether the existing traffic and congestion levels on this stretch of road, including its use as a cut-through and by emergency vehicles, were factored into the decision to site a bus stop here. - Confirm whether alternative siting further along Mary Neuner Road was considered. - Respond to the discrepancy between the originally communicated location and the one in the made Order. I would welcome a written response. Yours faithfully,
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06/20/2026 13:42:10 +01:00	Resident	N8	United Kingdom	Parking,Traffic,Safety,Access,Disturbance,Environmental	Object	Hi. I am writing to firmly object to this proposal. The area already suffers from significant traffic, noise and air pollution. Introducing a bus route and removing parking spaces would further increase congestion and worsen the impact on residents' quality of life. Existing bus routes and bus stops already provide adequate public transport, and residents are satisfied with the current arrangements. There is no clear justification for these changes. Thank you
06/20/2026 13:38:53 +01:00	Resident	N8	United Kingdom	Traffic,Safety,Access,Disturbance,Environmental,Other	Object	Hey guys they have reopened the consultation on having a bus on our road. Considering how congested it already is a bunch of us have raised an objection. If you would like to do the same I've shared what we sent here. Only a couple weeks to object. Select the last option on the page to fill out. Subject: Objection: Bus stop outside Braeburn Mansions, Mary Neuner Road N8 Dear Highways and Parking team, Re: Mary Neuner Road N22 bus stop, outside No.5 Braeburn Mansions I am a resident of Elan House, Mary Neuner Road N8, and I am writing to object to the bus stop proposed adjacent to our building (west side, 14.3 metres, outside No.5 Braeburn Mansions) as part of the route 91/N91 extension. My concerns are: 1. Existing traffic volume: Mary Neuner Road already carries significant traffic. The Turkish centre at the end of the road generates significant additional traffic, and the road is also used as a cut-through by police and ambulance vehicles, as well as by general traffic during high traffic hours. As it stands, the road is already near impossible for regular cars to pass through at busy times, let alone large buses travelling in each direction. 2. Noise disturbance: a stop here would add regular bus movements, including stopping, idling and pulling away, directly outside the building,

						including in the evening and at night given the N91 night service. 3. Air quality and congestion: buses stopping and queuing in an already congested road are likely to significantly worsen local air quality, as vehicles are held stationary for longer periods in the space. 4. Discrepancy with the original consultation: the residents' letter circulated before the January-February 2024 statutory consultation described the stop as being outside Avalon Mansions, not Braeburn Mansions. The location now confirmed is different from what was originally communicated, which limited residents' opportunity to respond to the proposal as it now stands. I would ask the Council to: - Review the exact stop position within the 14.3 metre length, with a view to minimising proximity to residential windows. - Confirm whether the existing traffic and congestion levels on this stretch of road, including its use as a cut-through and by emergency vehicles, were factored into the decision to site a bus stop here. - Confirm whether alternative siting further along Mary Neuner Road was considered. - Respond to the discrepancy between the originally communicated location and the one in the made Order. I would welcome a written response. Yours faithfully,
06/20/2026	Resident	N8	United Kingdom	Parking,Traffic,Safety,Access,Dist	Object	Hello. I am writing to firmly object to this proposal. The area already suffers from significant traffic, noise and air pollution. Introducing a bus route and removing parking spaces would further increase congestion and worsen the

13:34:16 +01:00				urbance,Environmental		impact on residents' quality of life. Existing bus routes and bus stops already provide adequate public transport, and residents are satisfied with the current arrangements. There is no clear justification for these changes.
06/20/2026 13:34:14 +01:00	Resident	N8	London	Parking,Traffic,Safety,Access,Disturbance,Environmental	Object	The busea have been going constantly Causing noise and traffic which makes it unbarebly to leave a window open and kids can not move freely with this heavy traffic Evwn if buses is electric it is causing heavy traffic as the roads are curved and tiny and there is a lot if traffic lights and lots of bottlenecks!!! Making it very unpleasant for tge whome community It is a residential area and this making it ugly And noisy!
06/20/2026 13:17:51 +01:00	Resident	N8	London	Access	Neutral	I think the new bus stop for the 91/N91 on Mary Neuner Road is great and I'm really looking forward to it, thank you
06/20/2026 11:42:02 +01:00	Resident	N8	London	Traffic,Disturbance,Ot her	Object	The map provided as part ot the consultation letter dated 17 June 2026 indicates a bus stop will be placed outside Beeley House, however the layout of the road suggests this is actually Goldcrest House. Please clarify and resupply if incorrect. The height of the buses are almost at eye level of the 1st floor balconies facing the road. This brings decreased privacy when using the balconies or have curtains/blinds open facing the road. The bus routes include a night bus, which will bring increased noise levels at night and potentially antisocial behaviour. The road is becoming increasingly busy with more traffic using it and with small children playing, this is potentially becoming unsafe. Our freeholder doesn't allow privacy screens to be installed on balconies and windows aren't soundproofed. You should speak to L&Q regarding these policies and inform residents if these can be reviewed.

06/20/2026 10:34:48+01:00	Resident	N8	United Kingdom	Traffic	Object	My concerns are: 1. Existing traffic volume: Mary Neuner Road already carries significant traffic. The Turkish centre at the end of the road generates significant additional traffic, and the road is also used as a cut-through by police and ambulance vehicles, as well as by general traffic during high traffic hours. As it stands, the road is already near impossible for regular cars to pass through at busy times, let alone large buses travelling in each direction. 2. Noise disturbance: a stop here would add regular bus movements, including stopping, idling and pulling away, directly outside the building, including in the evening and at night given the N91 night service. 3. Air quality and congestion: buses stopping and queuing in an already congested road are likely to significantly worsen local air quality, as vehicles are held stationary for longer periods in the space. 4. Discrepancy with the original consultation: the residents' letter circulated before the January-February 2024 statutory consultation described the stop as being outside Avalon Mansions, not Braeburn Mansions. The location now confirmed is different from what was originally communicated, which limited residents' opportunity to respond to the proposal as it now stands. 5. The recycling centre in western road often causes queues of cars and blocks the road, today the queue was extending well until Mary Neuner road, this will cause traffic congestion, air pollution, and noise once again, and i believe it will significantly impact the bus routes. 6. There is a chance of road blocks for the buses next to Alexandra Primary school at pick up and drop off hours. I personally don't use a car for pick up and drop off but there are many parents that use their cars and temporarily park for drop off and pick up their children. There is already congestion without a bus route, with a bus running there it will be much worse at those times of the day.
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						7. The Turkish centre on Sundays has a massive turnout with Turkish community leaving their car parked along Mary Neuner Road and blocking the traffic during mornings and beginning of afternoons. This will also have an impact on the bus route. I would ask the Council to: - Review the exact stop position within the 14.3 metre length, with a view to minimising proximity to residential windows. - Confirm whether the existing traffic and congestion levels on this stretch of road, including its use as a cut-through and by emergency vehicles, were factored into the decision to site a bus stop here. - Confirm whether alternative siting further along Mary Neuner Road was considered. - Respond to the discrepancy between the originally communicated location and the one in the made Order.
06/20/2026 10:08:15 +01:00	Resident	N8	United Kingdom	Traffic, Safety, Disturbance, Environmental	Object	I wish to object to the proposed introduction of additional bus lanes and associated highway infrastructure in the vicinity of Goldcrest House. Whilst I recognise the importance of sustainable transport and improving public transport provision, I have significant concerns regarding the impact that these proposals may have on the residential amenity, health and wellbeing of those living in Goldcrest House and neighbouring residential buildings. My concerns include the following: 1. Increased Noise Pollution Many flats within Goldcrest House directly face, or are situated close to, the affected roadway. The introduction of additional bus movements and associated infrastructure is likely to result in: Increased engine, braking and acceleration noise. More frequent vehicle movements throughout the day and evening.

						Additional noise from buses stopping, idling and departing from bus stops. Increased vibration and disturbance affecting residents' enjoyment of their homes. Given that many residents work from home and rely on their homes as places of rest and recovery, any increase in noise levels would have a direct impact on quality of life. 2. Increased Footfall and Night-Time Disturbance The proposals may increase pedestrian activity in the immediate vicinity of residential blocks, particularly around bus stops and transport infrastructure. Potential consequences include: Greater congregation of passengers near residential properties. Increased evening and night-time activity. Additional conversations, mobile phone use and general noise outside residential windows. Greater potential for anti-social behaviour and littering. Residents should be able to enjoy reasonable peace and quiet, particularly during evening and night-time hours. 3. Air Quality Concerns - Although public transport can contribute to reducing overall car use, localised impacts should not be overlooked. Increased bus movements close to residential buildings may contribute to: Higher concentrations of exhaust emissions at street level. Deterioration in local air quality. Adverse impacts on vulnerable residents, including children, older people and those with respiratory conditions. A detailed assessment of the likely air quality impact on residents living directly adjacent to the route should be undertaken and made publicly available. 4. Impact on Residential Amenity Residents purchased and occupy their homes with a reasonable expectation of a certain level of residential amenity. Any proposal that materially increases noise, disturbance, pedestrian activity or pollution should be carefully balanced against the benefits claimed for the scheme.
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						I therefore request that the local authority: Undertake a comprehensive noise impact assessment. Undertake an air quality assessment specific to neighbouring residential properties. Consider alternative alignments or mitigation measures. Consult directly with affected residents of Goldcrest House and neighbouring developments. Explore measures to minimise evening and night-time disturbance. In its current form, I do not believe sufficient consideration has been given to the cumulative impact on residents living adjacent to the proposed infrastructure, and I therefore object to the proposals. Yours faithfully,
06/20/2026 09:50:54 +01:00	Resident	N22	United Kingdom	Traffic	Neutral	Hello, I completely support these proposals - thank you for your clear communication about them. I wanted to get in touch with a comment for your awareness, about new bus stops on Western Road, near the refuse centre. I would love there to be new stops there - I personally would use these often - but wanted to mention traffic is often already at a standstill there at certain times due to the Reuse & Recycling Centre. There are often queues down the road from the Centre to the junction with Coburg Road. Cars are often sat waiting there for a long time, so the traffic does not clear quickly - often cars have to overtake this queue for the entire length of this section of road. I hope this has been considered when thinking about the new bus route here. Thanks for all your work on this! Kind regards,
06/20/2026 00:33:00 +01:00	Resident	N8	United Kingdom	Traffic, Disturbance, Environmental	Object	Subject: Objection to Proposed Bus Route and Stop on Mary Neuner Road Dear Highways and Parking Team, I am a resident of Alington House, Mary Neuner Road, N8, and I wish to formally object to the proposal to route the 91/N91 service via Mary Neuner

						Road, including the proposed bus stop location. Mary Neuner Road is a small residential road, not designed or suited to carry a regular bus service. My objection is based on the following concerns: **1. Mary Neuner Road Is Unsuitable for Bus Traffic** Mary Neuner Road already carries significant traffic throughout the day, serving local residential developments, substantial Turkish Centre traffic, emergency vehicles, and overflow traffic during congestion on surrounding roads. The road is narrow and often so congested that vehicles travelling in opposite directions struggle to pass safely. Routing a bus service through it, with regular movements in both directions plus a stop, would add further congestion and traffic conflicts on a road that was never intended to carry this kind of through-traffic. **2. Significant Impact on Residential Amenity** As a small residential road, Mary Neuner Road is not an appropriate setting for a bus route. The proposed stop sits directly outside residential properties, and residents would face frequent bus arrivals and departures, braking and engine noise, and passenger activity throughout the day — and, because the route includes the N91 night service, during the night as well, when residents would reasonably expect a quieter environment. **3. Air Quality and Environmental Concerns** Buses passing through, plus repeatedly stopping, idling, and pulling away outside residential buildings, will increase local emissions and reduce air quality in an area where residents live, walk, and keep windows open in warmer months. The cumulative effect is likely to harm both the local environment and residents' quality of life. Given these concerns, I respectfully request that the Council reconsider routing this service via Mary Neuner Road altogether, and investigate alternative routes and stop locations with significantly lower impact on
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						residents and local traffic conditions. I would also appreciate written confirmation of: - Whether a detailed traffic impact assessment was carried out for routing the 91/N91 via Mary Neuner Road. - What alternative routes and stop locations were considered, and why they were rejected. - How residential amenity, congestion, air quality, and emergency vehicle access were assessed in reaching this decision. - Why the route requires buses to pass via Mary Neuner Road and stop directly in front of residential buildings, rather than using a more suitable road. I strongly believe that running a bus route through this small residential road, and siting a stop directly outside residential buildings, is inappropriate and will have a lasting negative impact on residents and the surrounding area. I would welcome a written response. Yours faithfully,
06/20/2026 00:30:13 +01:00	Resident	N8	United Kingdom	Traffic,Safety,Disturbance,Financial,Environmental	Object	The ground around the proposed/expected bus stop is paid and maintained by service of the residents of clarendon buildings . A bus stop/route will increase the road and sidewalks usage and will increase the maintenance cost for the residents
06/20/2026 00:14:40 +01:00	Resident	n8	Greater London	Traffic	Object	Dear Highways and Parking team, Re: Mary Neuner Road N22 bus stop, outside No.5 Braeburn Mansions I am a resident of Braeburn Mansions, Mary Neuner Road N8, and I am writing to object to the bus stop proposed directly outside our building (west side, 14.3 metres, outside No.5 Braeburn Mansions) as part of the route 91/N91 extension. My concerns are:

						1. Existing traffic volume: Mary Neuner Road already carries significant traffic. The Turkish centre at the end of the road generates significant additional traffic, and the road is also used as a cut-through by police and ambulance vehicles, as well as by general traffic during high traffic hours. As it stands, the road is already near impossible for regular cars to pass through at busy times, let alone large buses travelling in each direction. This is especially noticeable on weekends,, when there is always a long queue for the Recycling Centre. Today (Friday) the queue stretched from the centre all the way to Braeburn Mansions. At one point due to cars parked on double yellow effectively creating a single lane, the traffic was at a complete standstill for quite some time. 2. Noise disturbance: a stop here would add regular bus movements, including stopping, idling and pulling away, directly outside the building, including in the evening and at night given the N91 night service. 3. Air quality and congestion: buses stopping and queuing in an already congested road are likely to significantly worsen local air quality, as vehicles are held stationary for longer periods in the space. 4. Discrepancy with the original consultation: the residents' letter circulated before the January-February 2024 statutory consultation described the stop as being outside Avalon Mansions, not Braeburn Mansions. The location now confirmed is different from what was originally communicated, which limited residents' opportunity to respond to the proposal as it now stands. I would ask the Council to: - Review the exact stop position within the 14.3 metre length, with a view to
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						minimising proximity to residential windows. - Confirm whether the existing traffic and congestion levels on this stretch of road, including its use as a cut-through and by emergency vehicles, were factored into the decision to site a bus stop here. - Confirm whether alternative siting further along Mary Neuner Road was considered. - Respond to the discrepancy between the originally communicated location and the one in the made Order. I would welcome a written response. Sincerely yours,
06/19/20 26 22:36:42 +01:00	Resi dent	N8	London	Traffic,Safe ty,Disturba nce,Enviro nmental	Object	Subject: Objection to Bus Stop Location Outside Braeburn Mansions, Mary Neuner Road Dear Highways and Parking Team, Re: Proposed bus stop on Mary Neuner Road outside Braeburn Mansions as part of the Route 91/N91 extension I am a resident of Braeburn Mansions, Mary Neuner Road, and I wish to object to the proposed bus stop on the west side of Mary Neuner Road, outside No. 5 Braeburn Mansions. My concerns are as follows: 1. Existing traffic and road capacity Mary Neuner Road already experiences substantial traffic volumes. In addition to local residential traffic, the road serves visitors to the Turkish Community Centre and is frequently used by emergency service vehicles. During peak periods, congestion can already make it difficult for vehicles to pass one another safely and efficiently. I am concerned that introducing a bus stop at this location, together with buses operating in both directions, could further increase congestion and reduce the effective capacity of the road. I would therefore like clarification as to whether existing traffic conditions, vehicle movements and road width

						constraints were fully assessed when selecting this location. 2. Impact on residential amenity The proposed stop would be positioned directly outside residential properties within Braeburn Mansions. The regular stopping, waiting and pulling away of buses would inevitably increase noise levels immediately outside residents' windows. This concern is particularly significant given that the proposal includes the N91 night service, meaning disturbance would not be limited to daytime hours. 3. Air quality and local environmental impacts The proposed stop would result in buses stopping and accelerating away in an area that already experiences congestion. Where traffic queues form, vehicles may remain stationary for longer periods, potentially increasing local emissions and adversely affecting air quality for nearby residents. I would be grateful if the Council could confirm whether air quality and environmental impacts at this specific location were assessed as part of the decision-making process. 4. Consultation and location discrepancy I am also concerned that the location described during the earlier consultation process appears to differ from the location now being implemented. The residents' communication circulated prior to the January–February 2024 statutory consultation referred to a stop outside Avalon Mansions. The location identified in the made Order is outside Braeburn Mansions. As these are materially different locations, residents may not have had a fair opportunity to comment on the proposal in its current form. I would therefore appreciate an explanation of: * Why the stop location changed; * When the change was made; * Whether residents were specifically notified of the revised location; and* How comments received during consultation were taken into account in relation to
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						the final siting decision. In light of the above, I respectfully request that the Council: * Review the precise location of the stop with a view to reducing its impact on nearby residential properties; * Confirm what traffic, congestion and highway assessments informed the choice of this location; * Confirm whether alternative locations on Mary Neuner Road were considered and, if so, why they were rejected; and * Provide a written response addressing the consultation discrepancy outlined above. I look forward to your response. Yours faithfully,
06/19/20 26 22:33:39 +01:00	Resi dent	N8	London	Traffic	Object	I've sent this, Feel free to use as a template! Subject: Objection: Bus stop outside Braeburn Mansions, Mary Neuner Road N8 Dear Highways and Parking team, Re: Mary Neuner Road N22 bus stop, outside No.5 Braeburn Mansions [Personal Data Redacted] I am writing to object to the bus stop proposed directly outside our building (west side, 14.3 metres, outside No.5 Braeburn Mansions) as part of the route 91/N91 extension. My concerns are: 1. Existing traffic volume: Mary Neuner Road already carries significant traffic. The Turkish centre at the end of the road generates significant additional

						traffic, and the road is also used as a cut-through by police and ambulance vehicles, as well as by general traffic during high traffic hours. As it stands, the road is already near impossible for regular cars to pass through at busy times, let alone large buses travelling in each direction. 2. Noise disturbance: a stop here would add regular bus movements, including stopping, idling and pulling away, directly outside the building, including in the evening and at night given the N91 night service. 3. Air quality and congestion: buses stopping and queuing in an already congested road are likely to significantly worsen local air quality, as vehicles are held stationary for longer periods in the space. 4. Furthermore, Recycling Centre makes the road to single file many time especisly weekend. I would ask the Council to: - Review the exact stop position within the 14.3 metre length, with a view to minimising proximity to residential windows. - Confirm whether the existing traffic and congestion levels on this stretch of road, including its use as a cut-through and by emergency vehicles, were factored into the decision to site a bus stop here. - Confirm whether alternative siting further along Mary Neuner Road was considered. I would welcome a written response. Yours faithfully,
06/19/2026	Resident	N8	United Kingdom	Parking,Traffic,Safety,Access,Dist	Object	Dear Highways and Parking team, Re: Mary Neuner Road N22 bus stop, outside No.5 Braeburn Mansions

22:12:37 +01:00				urbance,Environmental		I am a resident of Braeburn Mansions, Mary Neuner Road N8, and I am writing to object to the bus stop proposed directly outside our building (west side, 14.3 metres, outside No.5 Braeburn Mansions) as part of the route 91/N91 extension. My concerns are: 1. Existing traffic volume: Mary Neuner Road already carries significant traffic. The Turkish centre at the end of the road generates significant additional traffic, and the road is also used as a cut-through by police and ambulance vehicles, as well as by general traffic during high traffic hours. As it stands, the road is already near impossible for regular cars to pass through at busy times, let alone large buses travelling in each direction. 2. Noise disturbance: a stop here would add regular bus movements, including stopping, idling and pulling away, directly outside the building, including in the evening and at night given the N91 night service. 3. Air quality and congestion: buses stopping and queuing in an already congested road are likely to significantly worsen local air quality, as vehicles are held stationary for longer periods in the space. 4. Discrepancy with the original consultation: the residents' letter circulated before the January-February 2024 statutory consultation described the stop as being outside Avalon Mansions, not Braeburn Mansions. The location now confirmed is different from what was originally communicated, which limited residents' opportunity to respond to the proposal as it now stands. I would ask the Council to:
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						- Review the exact stop position within the 14.3 metre length, with a view to minimising proximity to residential windows. - Confirm whether the existing traffic and congestion levels on this stretch of road, including its use as a cut-through and by emergency vehicles, were factored into the decision to site a bus stop here. - Confirm whether alternative siting further along Mary Neuner Road was considered. - Respond to the discrepancy between the originally communicated location and the one in the made Order. I would welcome a written response. Yours faithfully,
06/19/2026 22:11:27 +01:00	Resident	N8	United Kingdom	Parking,Traffic,Safety,Access,Disturbance,Environmental	Object	Dear Highways and Parking team, Re: Mary Neuner Road N22 bus stop, outside No.5 Braeburn Mansions I am a resident of Braeburn Mansions, Mary Neuner Road N8, and I am writing to object to the bus stop proposed directly outside our building (west side, 14.3 metres, outside No.5 Braeburn Mansions) as part of the route 91/N91 extension. My concerns are: 1. Existing traffic volume: Mary Neuner Road already carries significant traffic. The Turkish centre at the end of the road generates significant additional traffic, and the road is also used as a cut-through by police and ambulance vehicles, as well as by general traffic during high traffic hours. As it stands, the road is already near impossible for regular cars to pass through at busy times,

						let alone large buses travelling in each direction. 2. Noise disturbance: a stop here would add regular bus movements, including stopping, idling and pulling away, directly outside the building, including in the evening and at night given the N91 night service. 3. Air quality and congestion: buses stopping and queuing in an already congested road are likely to significantly worsen local air quality, as vehicles are held stationary for longer periods in the space. 4. Discrepancy with the original consultation: the residents' letter circulated before the January-February 2024 statutory consultation described the stop as being outside Avalon Mansions, not Braeburn Mansions. The location now confirmed is different from what was originally communicated, which limited residents' opportunity to respond to the proposal as it now stands. I would ask the Council to: - Review the exact stop position within the 14.3 metre length, with a view to minimising proximity to residential windows. - Confirm whether the existing traffic and congestion levels on this stretch of road, including its use as a cut-through and by emergency vehicles, were factored into the decision to site a bus stop here. - Confirm whether alternative siting further along Mary Neuner Road was considered. - Respond to the discrepancy between the originally communicated location and the one in the made Order. I would welcome a written response.
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						Yours faithfully, [Personal Data Redacted]
06/19/20 26 21:56:58 +01:00	Resi dent	N8	United Kingdom	Disturbanc e	Object	Subject: Objection: Proposed bus stop outside Braeburn Mansions, Mary Neuner Road N22 Dear Highways and Parking team, Re: Mary Neuner Road N22 bus stop consultation - objection on behalf of Braeburn Mansions Tenants' Association I am writing on behalf of the Braeburn Mansions Tenants' Association to formally object to the proposed bus stop sited outside our building (No.5 Braeburn Mansions, west side, 14.3 metres) as part of the route 91/N91 extension. Having consulted with residents, the Tenants' Association's position is unanimous opposition to this stop location, for the following reasons: 1. Existing traffic volume: Mary Neuner Road already carries a significant volume of traffic, and residents are concerned about the cumulative impact of regular bus movements, including stopping, idling and pulling away, directly outside the building. 2. Noise disturbance: A stop in this position would bring buses, and the associated engine noise and passenger activity, immediately beneath residents' windows, including during evening and night hours given the N91 night service. This represents a material change to residents' amenity. 3. Discrepancy with original consultation: residents note that the original

						public consultation materials (the residents' letter preceding the January-February 2024 statutory consultation) described the stop location as outside Avalon Mansions, not Braeburn Mansions. The location now confirmed differs from what was originally communicated to residents, which residents feel limited their opportunity to respond to the proposal that has actually been implemented. We would ask the Council to consider: - Reviewing the exact stop position within the 14.3 metre length, with a view to minimising proximity to residential windows. - Confirming whether alternative siting along this stretch of road (for example, nearer the wider section of carriageway/parking area further along Mary Neuner Road) was considered and why it was not adopted. - Responding directly to the discrepancy between the originally communicated stop location and the one in the made Order. We would welcome a meeting or written response to discuss this further, and can provide further detail on resident concerns if helpful. Yours faithfully, On behalf of the Braeburn Mansions Tenants' Association [Personal Data Redacted]
06/19/2026 21:56:35 +01:00	Resident	N8	United Kingdom	Parking,Traffic,Safety,Access,Disturbance,Financial,En	Object	To whom it may concern - As a resident of Braeburn Mansions, I find the proposed parking restrictions to be just that, a restriction on our quality of life and mental health. Our friends who live in other parts of London already find a lot of difficulty visiting us, as there is already a limitation on parking in the area. There is already significant competition for parking spots from the thousands of residents of the area. This restriction on parking will only cause

				vironmental,Other		more congestion in the area with limited areas for delivery vans (of which there are numerous) and will require them to double park. We moved to this area for a quiet quality of life. You have now implemented measures that lower our property value and make it difficult to enjoy the oasis we have become used to. Please consider how these measures will affect the current residents of the area and please implement solutions to resolve this challenge swiftly. For example, there are several vacant and rundown buildings on the road with shady vans that park in front that could be knocked down and repurposed into commercial opportunities for the council + expand the parking availability for residents of the road to relieve congestion and this would make better use of our taxes. Thank you for your consideration and time.
06/19/2026 21:45:43 +01:00	Resident	N8	United Kingdom	Parking,Traffic,Safety,Access,Disturbance,Financial,Environmental	Object	Not like you'd care but no one will be able to visit anyone around as there will be no parking spaces. Busses don't work when you need to bring 3 kids around to visit your brother or father or anyone in your family. Even on emergencies this will be problematic not even the disturbance for every single resident. I will be stuck in traffic trying to leave or arrive into my garage which is in my building. The changes are terrible for health as well as they will bring more crime into the street/area. At least now with cars parked by the street people can't speed on our road. Once you take the parking spots people will speed. Much more important would be a speed camera.
06/18/2026 19:12:34 +01:00	Resident	N8	london	Traffic,Safety,Disturbance,Environmental	Object	dangerous for the kids and more pollution
06/18/2026	Resident	N22	United kingdom	Parking,Traffic,Safety,A	Object	I wish to make a formal objection to these proposals regarding the bus routes on western road, coburg road and Clarendon road. There is already enough

19:06:37 +01:00				ccess,Disturbance,Environmental		traffic with the recycling centre nearly all day outside my block and it's hard to get out with the car from the Nilgun Canver court building on Clarendon Road/western road where I live, there is already no parking as it is and if they restrict and remove some of the parking in coburg road it will make things even harder. There is also a primary school and school on the road which is unsafe for children as it gets really busy and me having a child myself to have a bus stop in front of the block and the windows would be very inconvenient.
06/18/2026 19:02:35 +01:00	Resident	N8	london	Traffic,Safety,Disturbance,Environmental	Object	there's a lot o children and with bus line is dangerous , plus pollution and noise 24 hours a day
06/17/2026 19:31:16 +01:00	Resident	N8	United Kingdom	Parking,Traffic,Safety,Disturbance,Environmental	Object	Hi, I'm deeply concern about " clarendon serving bus 91 and 91n" and to have a bus stops right on front of my flat. This road is very quiet and calm, adding bus/bus stops will increase number of people stopping by. Also the buses make a lot of noise all flats on the ground/first floor/second floor will hear ANYTHING during hot days with our windows open. Please review this proposal and remove bus passing/stopping by. The location of the bus stops are annoyingly too close to the flats/buildings especially Breaburn mansions/Cutler house . We have spent all our money to buy expensive flats in a quiet and calm area. Please do not ruin our quiet. We wish to continue to keep our windows open without hearing the noise of buses. Kind regards

06/17/2026 13:49:50 +01:00	Resident	N22	United Kingdom	Parking,Traffic,Safety	Object	We do not have enough parking space. Mayes road is very busy.
06/17/2026 13:45:35 +01:00	Resident	N22	United Kingdom	Parking,Traffic,Safety,Disturbance	Object	We do not have enough parking space. Mayes road is very busy.
uly 8, 2026 2:36:39 PM	MP		Email			Dear Haringey Council Officers, I am writing on behalf of constituents who have raised concerns for consideration under the consultation for 2026-T14 - Proposed Parking and Highway Changes - Haringey Heartlands N8 and N22. I wish to submit the attached letter for consideration. I look forward to hearing from you as soon as possible. Bambos Charalambous MP, Member of Parliament for Southgate and Wood Green
une 18, 2026 9:33:21 AM			Email		Object	I've received the Statutory Consultation document dated 17 June 2026 regarding the Proposed Parking and Highways changes - Haringey Heartlands - N8 and N22. Although I have already sent my objection to this plan last year, I wanted to double check the information in the document. Regarding INSET 2 (attached), the map indicates the new bus stop will be placed outside what is labeled as Beeley House, although the image on the map suggests this is actually outside Goldcrest House. Please can you confirm if this is correct and if mislabelled, provide updated documentation asap and extend the consultation period as the information would have been incorrect.
June 30, 2026 10:15:46 PM	HCC		Email		Object	Thank you for consulting Haringey Cycling Campaign. The work for the 91 bus route extension is very welcome. We have two comments- With the 91 bus route adding to the traffic on Mary Neuner Way, we would urge there to be suitable provision for the cycle route from Penstock Tunnel to Wood Green, via Coburg Rd, such as a parallel crossing. This is a key route in the Council's Walking and Cycling Action Plan. The proposed temporary 232 bus route bus stop on Mayes Road, would clash with the 2-way cycle lane proposals

						developed by the Wood Green Regeneration Team. Will the temporary route be withdrawn ahead of the cycle route implementation? Best regards,
June 19, 2026 10:01:00 PM	Resident		Email		Object	Dear Highways and Parking team, Re: Mary Neuner Road N22 bus stop, outside No.5 Braeburn Mansions I am a resident of Braeburn Mansions, Mary Neuner Road N8, and I am writing to object to the bus stop proposed directly outside our building (west side, 14.3 metres, outside No.5 Braeburn Mansions) as part of the route 91/N91 extension. My concerns are: 1. Existing traffic volume: Mary Neuner Road already carries significant traffic. The Turkish centre at the end of the road generates significant additional traffic, and the road is also used as a cut-through by police and ambulance vehicles, as well as by general traffic during high traffic hours. As it stands, the road is already near impossible for regular cars to pass through at busy times, let alone large buses travelling in each direction. 2. Noise disturbance: a stop here would add regular bus movements, including stopping, idling and pulling away, directly outside the building, including in the evening and at night given the N91 night service. 3. Air quality and congestion: buses stopping and queuing in an already congested road are likely to significantly worsen local air quality, as vehicles are held stationary for longer periods in the space. 4. Discrepancy with the original consultation: the residents' letter circulated before the January-February 2024 statutory consultation described the stop as being outside Avalon Mansions, not Braeburn Mansions. The location now confirmed is different from what was originally communicated, which limited residents' opportunity to respond to the proposal as it now stands. I would ask the Council to: - Review the exact stop position within the 14.3 metre length, with a view to minimising proximity to residential windows. - Confirm whether the existing traffic and congestion levels on this stretch of road, including its use as a cut-through and by emergency vehicles, were factored into the decision to site a bus stop here. - Confirm whether alternative siting further along Mary Neuner Road was considered. I would welcome a written response.

July 7, 2026 7:07:52 AM	Resi dent		Email		Object	I am objecting to the scheme to put a bus stop along 108-114 Mayes Rd. I am very concerned about the following: loss of parking space. I am not very mobile and rely on a parking space close to my home. I cannot park elsewhere as it would be too far to walk. To remove this parking place would put me in extreme difficulty and would have a huge impact on my ability to get around. I would basically be left home bound. It is a terrible thing to think of. I am also worried about the noise and air pollution. This part of Mayes Rd already has very high volumes of traffic and adding in 2 bus routes to the area will cause a permanent congestion outside my home. This can only have a detrimental affect on my physical and mental health and it would be irreversible. The very idea of putting a bus stop here has obviously payed no thought as to the negative effects on local residents. The noise will be such that I will be unable to enjoy my garden, and there is also the loss of privacy with strangers able to see over our fences into our private lives. I am also worried about the fact that the bus stop will be directly opposite an establishment that serves alcohol into the late hours. I do not want drunk people loitering outside our homes in the early hours of the morning. Anti-social behaviour is bound to occur and this will cause nothing but grief and stress to local residents. It is a terrible, ill-thought out scheme with scant regard for how it will impact our lives. I strongly urge you to abandon it.
July 8, 2026 10:49:14 PM	Resi dent		Email		Object	RE: The Haringey (Charged-For Parking Places) (Amendment Order) and (Free Parking Places, Loading Places and Waiting, Loading and Stopping Restrictions) (Amendment Order) – Haringey Heartlands Bus Extension (Routes 91, N91, 232). I am writing to submit a formal objection to the proposed Traffic Management Orders (TMOs) that introduce bus infrastructure and remove parking spaces on Clarendon Road N8 and Western Road. I am a resident of Clarendon Road and an active holder of a Haringey Resident Parking Permit for this zone. I object to these proposals on the following statutory and safety grounds:

						1. Critical Safeguarding and Safety Risks to Young Children - The proposed bus route directly passes a primary school and a newly constructed children's play area within the new Clarendon housing development. Crucially, this play area is completely unfenced and opens straight out towards the road. Introducing frequent, heavy double-decker bus traffic (Routes 91, N91, 232) immediately adjacent to an open, unfenced play area and a school zone creates an unacceptable safety hazard. Young children playing or walking to school are at severe risk of stepping out into the path of large vehicles with significant blind spots. 2. Physical Insuitability of the Road for Double-Decker Buses - Clarendon Road and Western Road are structurally narrow residential streets. Double-decker buses are physically too large for these roads. Forcing vehicles of this height and width past tight bends and residential properties will inevitably cause mounting of pavements, create severe blind spots for pedestrians, and generate structural vibrations that risk damaging local residential buildings. 3. Compounding Existing Gridlock Caused by the Western Road Recycling Centre - Western Road already suffers from severe, daily congestion due to the Western Road Reuse and Recycling Centre. Currently, large HGV vehicles heavily struggle to enter and exit the recycling plant. This creates a severe bottleneck where queuing visitor vehicles regularly block Western Road, causing traffic to back up all the way onto Clarendon Road. Introducing large double-decker buses into an area already prone to total gridlock will completely paralyse the local road network, trapping residents and blocking access for emergency services. 4. Severe Loss of On-Street Parking and Financial Disadvantage to Permit Holders - The proposed orders seek to remove critical resident parking bays to accommodate new bus infrastructure. As a permit holder, I pay the Council for the right to park near my home. Removing these spaces drastically increases parking stress in an already highly dense area, especially with the influx of residents from the new Clarendon gas works developments. The
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						Council has failed to present an adequate re-provision strategy for displaced permit holders. Conclusion - While I support sustainable transport improvements, it must not be done by compromising the safety of young children, using physically unsuitable roads, or exacerbating known local gridlock. I urge the Council to reject these specific modifications on Clarendon Road and Western Road and seek alternative routing o Alternative 1: Diverting via Hornsey Park Road - Instead of routing buses deep into the estate via Clarendon Road, the buses should remain on Hornsey Park Road, which is a wider, strategic distributor road far better equipped to handle heavy double-decker vehicles. Bus stops can be positioned along Hornsey Park Road immediately adjacent to the development. This places public transit within a minimal, 2-minute walk to the new housing blocks without introducing heavy emissions, blind spots, and vibration hazards directly into the heart of the estate and its open play areas. Alternative 2: Terminating at the Wightman Road Bus Infrastructure - The routes should be extended or diverted only as far as the existing, purpose-built bus and rail interchange infrastructure near Wightman Road / Harringay Ladders. Passengers accessing the Clarendon development can seamlessly complete the final short leg of their journey on foot via the newly constructed, pedestrianised green pathways. This aligns perfectly with London-wide planning standards, where residents across the capital routinely walk 200–400 metres to access a high-frequency transport node. It protects the interior of the development for active travel, children, and walking, rather than turning a pedestrian-friendly residential quarter into a heavy bus corridor. Please confirm receipt of this statutory objection and keep me informed of the date of the Cabinet or Committee meeting where these consultation results will be decided.
June 20, 2026	Resident		Email		Object	Dear Highways and Parking team, Re: Mary Neuner Road N22 bus stop, outside No.5 Braeburn Mansions

9:38:41 AM						I am a resident of Braeburn Mansions, Mary Neuner Road N8, and I am writing to object to the bus stop proposed directly outside our building (west side, 14.3 metres, outside No.5 Braeburn Mansions) as part of the route 91/N91 extension. My concerns are: 1. Existing traffic volume: Mary Neuner Road already carries significant traffic. The Turkish centre at the end of the road generates significant additional traffic, and the road is also used as a cut-through by police and ambulance vehicles, as well as by general traffic during high traffic hours. As it stands, the road is already near impossible for regular cars to pass through at busy times, let alone large buses travelling in each direction. 2. Noise disturbance: a stop here would add regular bus movements, including stopping, idling and pulling away, directly outside the building, including in the evening and at night given the N91 night service. 3. Air quality and congestion: buses stopping and queuing in an already congested road are likely to significantly worsen local air quality, as vehicles are held stationary for longer periods in the space. 4. Discrepancy with the original consultation: the residents' letter circulated before the January-February 2024 statutory consultation described the stop as being outside Avalon Mansions, not Braeburn Mansions. The location now confirmed is different from what was originally communicated, which limited residents' opportunity to respond to the proposal as it now stands. 5. The recycling centre in western road often causes queues of cars and blocks the road, today the queue was extending well until Mary Neuner road, this will cause traffic congestion, air pollution, and noise once again, and i believe it will significantly impact the bus routes. 6. There is a chance of road blocks for the buses next to Alexandra Primary school at pick up and drop off hours. I personally don't use a car for pick up and drop off but there are many parents that use their cars and temporarily park for drop off and pick up their children. There is already congestion
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						without a bus route, with a bus running there it will be much worse at those times of the day. 7. The Turkish centre on Sundays has a massive turnout with Turkish community leaving their car parked along Mary Neuner Road and blocking the traffic during mornings and beginning of afternoons. This will also have an impact on the bus route. I would ask the Council to: - Review the exact stop position within the 14.3 metre length, with a view to minimising proximity to residential windows. - Confirm whether the existing traffic and congestion levels on this stretch of road, including its use as a cut-through and by emergency vehicles, were factored into the decision to site a bus stop here. - Confirm whether alternative siting further along Mary Neuner Road was considered. - Respond to the discrepancy between the originally communicated location and the one in the made Order. I would welcome a written response.
June 21, 2026 5:38:44 PM	Resident		Email		Object	Dear Sir/Madame, I would like to strongly object to the proposed removal of 10 +parking bays along Clarendon Road. [Personal Data Redacted] Parking has become increasingly harder over the past few years. A lot of the spaces are taken up by people using the cultural centres, leaving very few for residents. This means it is virtually impossible to get a space outside our home, which becomes especially problematic when taking shopping home or coming home after dark. Lone females feel particularly vulnerable as often we are forced to park streets away. [Personal/Health Context Redacted], even if I had a disabled badge (*which I don't), there is an extraordinarily large amount of people who seem to use them, especially when visiting the cultural centre. This removal of bays would severely impact my life in a very negative manner, as there would be significantly less bays to use.

June 24, 2026 12:43:07 PM	Resi dent		Email			Dear traffic team. I am a resident of Goldcrest House, Mary Neuner Road N8, and I am writing to object to the bus route and stop proposed directly outside our building (as per insert 2 in the Statutory Consultation information letter delivered to post boxes) as part of the route 91/N91 extension. My concerns are: 1. Existing traffic volume: Mary Neuner Road already carries significant traffic. The Decorium at the end of the road generates significant additional traffic, as does the recycling centre during the times when they close access for vehicles to enter - the traffic becomes backed up as far as Goldcrest House and cars are idling in close proximity to windows. The road is also used as a cut-through by police and ambulance vehicles, it carries a lot of general traffic during high traffic hours and even more when Hornsey Park Road is closed, which has happened 4 if not 5 times in the last 6 months. Adding large busses traveling in each direction 24h a day would be a significant disruption on a small residential road. As it is, this location is already very well connected with existing busses, tube stations and overground trains, I don't agree with the need for adding a new bus route down a residential area where lots of kids are playing outside and residents are sleeping at night. 2. Noise disturbance: A route and a stop here would add regular bus movements, including stopping, idling and pulling away, directly outside the building, including in the evening and at night given the N91 night service. 3. Air quality and congestion: Buses stopping and queuing in an already congested road are likely to significantly worsen local air quality, as vehicles are held stationary for longer periods in the space. The proposed bus stop is directly outside residents kitchens/living rooms/bedrooms/balconies. 4. Privacy: The first floor homes all along Mary Neuner Road is more or less eye level with the upper deck on busses. As the road gets backed up which
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						will be unavoidable at times or in the location of bus stops the privacy of these residents is compromised. I would ask the Council to: A: Review whether the N91 can stay running on the high street where it is mainly commercial buildings and shops and hence no disturbance to residents during night time. Alexandra Gate is a residential block and adding a bus route that runs all night long will cause significant disturbance. B: Review the exact stop position with a view to minimizing proximity to residential windows and balconies. C: Confirm whether the existing traffic and congestion levels on this stretch of road, including its use as a cut-through and by emergency vehicles, were factored into the decision to site a bus route here. D: Confirm whether alternative siting further along Mary Neuner Road or Clarendon Road was considered. I would welcome a written response.
June 28, 2026 9:02:39 AM	Resident		Email		Object	Dear Parking Team, I am writing to formally object to the proposed parking and highway changes under reference 2026-T14 – Proposed Parking and Highway Changes – Haringey Heartlands. As a resident of Goldcrest House, Mary Neuner Road, I have serious concerns about the impact these proposals will have on the local community. My objections are as follows: Increased traffic: The proposed changes are likely to increase the volume of traffic in an area that is already heavily used. I do not believe the existing road infrastructure is capable of safely supporting the additional vehicles that these changes are likely to generate. Air and noise pollution: More traffic will inevitably result in higher levels of air pollution and increased noise, negatively affecting the quality of life of residents, including families with young children and elderly people.

						Proposed bus stop outside Goldcrest House: I strongly object to the proposed bus stop directly in front of Goldcrest House. Although the consultation states it is for information only, its presence would significantly affect residents if implemented. A bus stop at this location would: Increase litter and rubbish in front of the building. Detract from the appearance and overall aesthetic of the area. Encourage groups of people to gather immediately outside residential homes, reducing residents' privacy and enjoyment of their property. Bring unnecessary activity and unwanted attention to what is currently a relatively quiet residential location. Safety concerns: Increased traffic and additional pedestrian activity around the proposed bus stop could increase the likelihood of road traffic accidents and other safety issues for residents, pedestrians, cyclists, and motorists. Overall, I believe these proposals will have a negative impact on the local environment, residential amenity, and road safety, while providing little benefit to those living in the immediate area. I respectfully request that the Council carefully considers these concerns and reconsiders the proposed changes, particularly those affecting Mary Neuner Road and the area immediately outside Goldcrest House. Thank you for considering my objections. I look forward to receiving confirmation that this representation has been received and will be taken into account before any final decision is made.
July 1, 2026 9:36:15 AM	Resident		Email		Object	Dear Sir/Madam, I am writing to formally object to the proposed parking and highway changes for the Haringey Heartlands area (N8 and N22), reference 2026-T14. My main concern is that the proposed reduction in parking availability will

						create significant difficulties for residents who do not currently have access to allocated parking spaces. Many residents who have recently moved into the area, particularly those living in flats and newer developments, were unable to secure a dedicated parking space at the time of purchase. As a result, these residents already rely heavily on the limited on-street parking available in the surrounding area. Reducing parking capacity further will place additional pressure on an already constrained parking system and unfairly impact residents who have no realistic alternative parking options. This is especially concerning for working households, families, carers, and residents with practical daily transport needs. While I understand the Council's objectives in managing traffic and improving the local environment, these changes risk disproportionately affecting law-abiding residents who simply lack access to off-street parking. I strongly urge the Council to consider introducing a fairer solution for residents who have lived in the borough for a meaningful period of time but were unable to obtain parking when moving into the area. For example, residents who have lived in Haringey for a minimum period of 2–5 years could be given eligibility to apply for a permanent parking permit or allocated parking space, where availability allows. Such an approach would provide a fairer balance between transport policy goals and the practical needs of residents. Long-term residents should not be permanently disadvantaged simply because their property did not include parking at the time of purchase.
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						I respectfully ask the Council to reconsider these proposed changes and to undertake further review of the impact on residents who rely on on-street parking due to lack of allocated spaces. Thank you for considering this objection.
July 3, 2026 3:33:48 PM	Resident		Email		Object	I am writing to formally object to a specific element of the above consultation: the proposed conversion of all permit holder parking bays on both the north and south sides of Clarendon Road to double yellow lines. Summary of objection: .The affected bays are the only on-street parking available to residents in this section of Clarendon Road. .Demand for these spaces is already high, with limited availability at most times. .Their removal would materially reduce residents' ability to park near their homes, with no alternative provision identified in the consultation. I would ask that the existing permit holder bays on Clarendon Road be retained in full, rather than converted to double yellow lines. If the council considers changes necessary for road safety or traffic flow, I would ask that this be achieved without a net loss of residential parking provision, for example through partial retention, timed restrictions, or provision of alternative permit parking nearby. I would welcome confirmation of receipt and details of how this objection will be considered as part of the consultation process.

July 6, 2026 8:40:44 AM	Resi dent		Email		Object	Strongly object to the plan to put a bus stop outside our ground floor flats. This scheme has not properly considered the impact it will have on residents: .The loss of car parking spaces. Many of the residents on Jack Barnet estate and on Mayes Road are elderly and disabled. They are wholly dependent upon the allocation of these parking spaces for their use. They have no reasonable alternatives. As a consequence they will have nowhere to park their cars and will suffer greatly from being deprived of these means to mobility. .The loss of privacy: passengers on the 232 bus will be able to see over the fences into people's homes and gardens, resulting in a complete loss of privacy. There are laws to protect privacy and you seem to have given them little if any attention. We would like to know how you came to the conclusion that privacy does not matter. 3. Environmental pollution: NOISE: this section of Mayes Road is incredibly noisy, particularly during rush hours (which can seem like the whole day). Often the cars have their engines set to create maximum noise and the same goes for motorcycles. I am sure that you have all heard them. Putting these bus routes into this small area will without doubt help to create even more noise as the traffic will be slowed down and vehicles will take longer to crawl by. Many of these vehicles play music so loud it can actually be felt vibrating windows and hurting the ear drums. Adding bus routes to the equation can only make the problem worse. Also, the 232 bus is older and much noisier compared to electric/hybrid buses. There is also the sound of the doors opening and closing, hydraulic brakes, and passengers, drunk or otherwise, using the bus stop. This will occur roughly every 15 mins. The thought of that alone is enough to drive people mad. 4. POLLUTED AIR: You do not seem to have born in mind that there are no
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						less than SEVEN roads leading into to this small stretch of Mayes Road: Caxton Road, Coburg Road, Western Road, Station Road (from Lordship Lane) and Station Road from Alexander Palace, Mayes Road from the Turnpike Lane end and Tower Terrace. It is hard to believe that you have given proper consideration to the impact of the inevitable build up of traffic upon local residents. [Personal/Health Context Redacted]. My neighbour [Personal Data Redacted] also suffers from severe lung/breathing problems, We take your proposal as literally a plan to exacerbate our breathing problems, and shorten our life spans. 5. Alternatives: We fail to understand the absolute necessity to put the bus stop on this part of Mayes Road. Both Brook Road and Silsoe Road are free of residents and the roads are far quieter and less used by car drivers. It is clearly the obvious place to put these stops, thereby causing minimum disruption to local residents. 6. The idea that you would go through all this trouble and expense merely to save people a 5 minute walk from Western Road/top of Coburg Road to the bottom of Coburg Road beggars belief. We cannot believe that you have given this any serious consideration, and are fixated on producing a plan with little or no idea as to the actual need for it. We are of the firm opinion that a bus stop at this location serves no real purpose. This scheme will no doubt have already cost a lot of money. That can be the only reason to persist with it. We strongly suggest that you abandon the 232 aspect and cut your losses.
July 6, 2026 1:30:22 PM	MP		Email		Object	I am writing to formally object to reference 2026-T14, the proposed Traffic Management Order changes on Coburg Road, N22, including the proposed bus stand outside numbers 63–73, associated parking removals, waiting and loading changes, and highway works connected with the Haringey Heartlands bus route changes.

						1. This is a bus stand with dwell and layover, not ordinary through-traffic The proposal includes a bus stand/terminus arrangement. Buses will dwell, wait, change drivers, lay over, open and close doors, use air brakes, and potentially idle near residential properties. This has a materially greater and more prolonged impact on noise, vibration and air quality than buses simply passing through. 2. Direct proximity to a site with live, documented complaints The proposed bus stand and associated parking/waiting changes are located outside 63–73 Coburg Road and adjacent to 83 Mayes Road (Lost Lounge, previously Smoky Lounge). This premises is the subject of an open formal Stage 1 complaint, reference COM/12056 (logged 23 June 2026), concerning noise disturbance, licensing issues and anti-social behaviour including driveway obstruction. Multiple Noise Team references have also been logged. Haringey already has live, documented knowledge of ongoing harm at this exact location. Introducing a bus stand with idling and dwell time here risks compounding an unresolved problem. 3. No proper cumulative noise, vibration and air quality assessment I have seen no evidence that Haringey has assessed the cumulative impact of the proposed bus stand together with: Existing extractor fan and music noise from premises at 2–4 Coburg Road (Karamel/Zone Gym) and 83 Mayes Road. Existing motorbike idling at Cypress House (often 15–20 minutes). Ongoing food delivery moped activity on Coburg Road. Existing driveway obstruction and vehicle nuisance linked to nearby commercial activity. The impact on elderly residents and residents who keep windows open in warm weather. Any assessment must be carried out at multiple times of day and night to reflect real conditions, as existing sources operate variably. 4. Air quality, fumes and idling Please confirm whether the buses expected to use the stand will be fully electric/zero-emission, hybrid or diesel. If not guaranteed zero-emission, Haringey must assess the impact of exhaust
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						fumes and air quality on residents, especially from idling or standing vehicles. I also ask for confirmation of what anti-idling controls will apply and how they will be enforced. 5. Health, stress and the Council's duty of care Residents have already experienced significant stress and harm to health from years of unresolved noise, vibration and anti-social behaviour. Compounding this with additional prolonged noise, vibration and emissions from a bus stand at this location will cause further harm. The Council has a duty of care to properly assess and mitigate cumulative impact before proceeding. 6. Temporary routing does not remove the need for proper assessment now The routing via Coburg Road is temporary until early 2028. I ask Haringey to confirm in writing: How long the temporary arrangement is expected to last. Whether residents will be formally consulted again before any extension or permanent change. What monitoring will take place while it is operating. What review process will apply before 2028. 7. Alternative locations and parking displacement I support the points raised by my neighbour [Personal Data Redacted] regarding alternative locations (such as Brook Road or Silsoe Road). Haringey should also assess whether the removal of parking will worsen existing driveway obstruction and displacement around residential properties and the 83 Mayes Road / Cypress House area. Requested action I ask Haringey not to proceed with the Coburg Road changes as currently proposed unless and until it has provided: A site-specific cumulative noise, vibration and air quality assessment conducted at multiple times of day and night. Confirmation of expected vehicle type and anti-idling controls. A written parking displacement and driveway obstruction assessment. Written details of mitigation and monitoring if the stand proceeds. Confirmation of the temporary-route review and future consultation process before 2028. For the avoidance of doubt, I am not objecting to improved
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						public transport in principle. I am objecting to this specific physical arrangement being imposed on a narrow residential street that already has a documented pattern of unresolved noise, obstruction and disturbance. Please confirm receipt of this objection, quoting reference 2026-T14, and keep me informed of the outcome
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Environment and Resident Experience
Simi Shah: Head of Highways & Traffic Service



25th June 2026

STATUTORY CONSULTATION

Proposed Parking and Highway changes -Haringey Heartlands– N8 and N22

Dear Resident or Business,

Further to the letter we sent you in June 2026 to inform you of the statutory consultation that commenced on 17th June 2026 for the proposed parking and highway changes in the Haringey Heartlands area, we have been made aware of an error in the plan we sent you (INSERT 2).

This letter is to inform you that the plan incorrectly labelled the building as 'BEELEY HOUSE' when it should have stated '**GOLDCREST HOUSE**'. A revised plan showing the amendment is included at the back of this letter. The bus stop shown at this location is for information only and part of this consultation, as it has been approved as part of a previous consultation.

The statutory consultation will end on 8 July 2026, so you can still view the proposals in detail, via our online portal here: <https://consultation.appyway.com/haringey> (also accessed via the QR code provided below) by clicking on the 'Active Consultations' tab then searching for reference 2026-T14–Proposed Parking and Highway changes - Haringey Heartlands.



QR code that will take you to the online portal

Alternatively, an appointment can be made by emailing traffic.orders@haringey.gov.uk to inspect these documents at the council office during normal office hours.

Any person wishing to object to the proposed Orders or make other representation should send grounds for their objection, quoting reference 2026-T14–Proposed Parking and Highway changes -Haringey Heartlands via.:

- online: consultation.appyway.com/haringey
- email: traffic.orders@haringey.gov.uk
- post: Parking Team, Alexandra House, 4th floor, 10 Station Road, Wood Green, N22 7TR

The closing date for any objections and submissions to be received by the Council via the portal or email by **8th July 2026**. At the end of this statutory consultation period, all objections and representations will be considered by the Council before a decision is made on whether to introduce the changes proposed. I will write to you again to inform you of this decision and timescales for implementation (expected to be end of July 2026), should the proposed changes be approved.

Yours faithfully,

Simi Shah

Head of Highways & Traffic Service

