

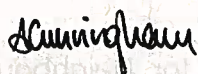
Report for: Record of Decision Taken Under Delegated Authority

Item number:

Title: Permanent Accessible Stops on the W4 Bus Route

Report

authorised by: Head of Operations:



Cabinet Member for Neighbourhoods:



Lead Officer: Michael Demosthenous, Level 1 (South), River Park House, 225 High Road, Wood Green, N22 8HQ
Michael.Demosthenous@haringey.gov.uk, 020 8489 1694

Ward(s) affected: West Green and Bruce Grove

Report for Key/

Non Key Decision: Non key decision

1.0 Describe the issue under consideration

- 1.1 To report on the feedback of statutory consultation carried out from 23 October to 13 November 2019, on proposals to introduce 16 fixed bus stops along the Bruce Grove and Belmont Road section of the W4 bus route, which currently operates as 'Hale & Ride'.
- 1.2 To request approval to proceed to implementation, having taken objections into consideration.

2.0 Recommendation

- 2.1 It is recommended that the Cabinet Member for Neighbourhoods and Head of Operations, grants final approval to proceed with the scheme, with no amendments.
- 2.2 It is proposed to implement this scheme before the end of this financial year 2019/20.

3.0 Reasons for decision

- 3.1 The council is required to consider the feedback received during the statutory notification period, in particular any objections to proposals, prior to proceeding to implementation.

4.0 Alternative options considered

- 4.1 None.

5.0 Background Information

- 5.1 Following complaints of poor bus stop accessibility on the W4 'Hail & Ride' route and traffic congestion resulting from buses frequently stopping at random locations along the route; the council and Transport for London (TfL) propose to install 23 permanent (fixed) bus stops along the route. These proposals were initially consulted upon from 10 July to 04 August 2017.

- 5.2 A total of 45 responses were received, 23 (51%) in support, 18 (40%) object, 4 (9%) with other views.

In view of the feedback received during the initial statutory consultation exercise, an amendment to the proposed bus stop on The Avenue by Elm Court was required. However, officers were unable to conduct the further statutory consultation exercise until the Bruce Grove Controlled Parking Zone (CPZ) was introduced. TfL stated that due to its strict bus stop spacing criteria, if just one bus stop is not implemented within the Bruce Grove/Belmont Road section of the W4 bus route, then this section of the route would need to be placed on hold.

- 5.3 In February 2018, it was agreed by TfL and the Council to introduce the 6 fixed bus stops along the White Hart Lane/Wolves Lane (Woodside) section of the W4 bus route

and place the Bruce Grove/Belmont Road section of the route on hold until after the Bruce Grove CPZ was introduced.

5.4 Bus operators and local authorities are also required to provide safe, accessible boarding and alighting points which meet accessibility standards as set out in the original Disability Discrimination Act.

5.5 The main benefits of having fixed stops, compared with hail and ride are:

- Clear information on where passengers can board / alight.
- Ability to provide journey information - including notification of diversions.
- Fully accessible bus stops.
- More reliable journeys – currently the W4 can be stopped numerous times along each road leading unreliable bus journey times and to consequential delays to general traffic.

5.6 Following the introduction of the Bruce Grove CPZ, council officers and TfL reviewed the Bruce Grove/Belmont Road section of the W4 Bus Route to agree locations, to ensure that where passengers board and alight; the fixed stops are accessible and not obstructed by parked vehicles. Officers also worked to minimise any loss of on-street parking spaces.

5.7 Each bus stop will require the following for completion.

- A kerb up-stand of between 125mm and 140mm
- Unobstructed accessible footways
- Bus stop clearway markings
- Bus post and flag sign

6.0 Statutory Consultation

6.1 On the 24 September 2019, the proposals were circulated amongst Haringey's internal design panel.

6.2 Ward Councillors were informed of the proposals on the 11 October 2019.

6.3 Notification documents were distributed to properties in the vicinity of the proposals on the 23 October 2019 and uploaded onto the council website. The consultation closed on 13 November 2019. A copy of the statutory consultation document is shown in Appendix A and a copy of the consultation boundary can be found in Appendix B. Legal Notices were also placed on street. A copy of the legal notice is shown in Appendix C.

7.0 Responses to Consultation

7.1 In Appendix D, you can find the full consultation report from which table 1 below was extracted from.

Table 1 – Statutory Notification Feedback analysis

		Count	%
Support or object	Support	5	28%
	Object	10	56%
	Other view	3	17%
	Total	18	100%

7.2 A total of 18 responses were received, 5 (28%) in support, 10 (56%) object and 3 (17%) with other views.

7.2.1 Objection to proposed Bus Stop No 15: Outside 22/24 Belmont Road

The council received two objections to the above proposed bus stop location. The concerns raised by the residents are as follows:

- The current system works fine. The proposed bus stop will reduce parking which is already limited.
- This bus stop will encourage people loitering outside residents' properties, which will make them anxious.
- A resident is already dealing with people using the front of the house as a fly tipping area. Having people queue outside the properties would lead to more people dumping rubbish or using the wall as some sort of resting point.
- A resident has a history of his van being broken into and therefore feels it is imperative to park it outside his property, to keep a close eye on it. Introducing a bus stop at this location will prevent the resident from being able to do this.

Council Response

- TfL is committed to upgrading Hail & Ride bus routes to fixed stops, to improve service quality, accessibility and road safety, as outlined in the Mayors Transport Strategy, which does result in a loss of some on street parking.
- Site observations indicate that this location is already used as an unofficial bus stop, therefore it is unlikely that the proposed bus stop will generate additional passengers waiting for the bus or will increase fly-tipping. Nevertheless, a bin can be installed by the bus stop to encourage passengers to dispose of their waste accordingly.
- With regards to the resident's van often being broken into, it is recommended that the resident raises his concerns with the local Safer Neighbourhoods Team (SNT). The SNT is a group of Met police officers dedicated to serving the community. Moreover, the current parking bay outside the resident's property can be used by any valid permit holder, therefore does not guarantee the van driver a parking space outside his property.

7.2.2 Objection from Broadwater Road resident

The residents' concerns are as follows:

- The introduction of fixed bus stops will result in the loss of parking.

- Most residents do not want more street furniture in the Bruce Grove ward, as the pavements are narrow and there are already many obstacles on the pavements.
- The W4 does not stop at random locations, you cannot hale the bus to stop. There are unofficial stops along the route and bus passengers know where they are.
- The resident feels that if there is a significant problem with not having reliable bus journeys, they stem from other contributing factors in the wider area such as the phasing of the traffic lights on the High Road junction Bruce Grove and not because fixed stops are required.
- The W4 is also not frequent enough, especially at peak times. They are also too small.

Council Response

- The council and TfL have worked to minimise the loss of on-street parking, a total of 11 out of 16 bus stops are proposed to be introduced on existing double yellow lines.
- Fixed bus stops are preferable by TfL as they provide passenger accessibility and can be protected with bus stop 'cages', so that buses are physically able to pull up close to the kerb, assisting passengers to board or alight. Providing fixed stops also provides better customer information and provides a specific location for passengers, which in particular benefits mobility, cognitive and visually impaired passengers. It is also easier to regulate bus services when there are formal bus stops.
- Other contributory factors including the phasing of traffic lights may affect journey times, however, fixed stops are known to improve bus journey times as well as general traffic congestion and safety.
- With regards to the frequency of the W4 bus service and the size of the bus, these comments have been forwarded to TfL for their information/consideration.

7.2.3 Objection to proposed Bus stop No 12: Opposite 108-110 Downhills Park Road

- The above bus stop should be positioned on to Wilmot Road near the junction of Pendennis Road and Downhills Park Road, as your right besides houses and its well-lit, so it feels safer.
- The current proposed location backs onto the park where homeless people have lived on the other side of the fence. It is a known area for crime (car windows smashed, fly tipping) and a girl was found attacked just inside the park entrance to Lordship Rec by dog walkers a while ago.
- Downhills Park Road is a very busy cut through from the A10 and Phillip Lane, particularly since the council removed the traffic restrictions that only allowed for one lane of traffic to pass and the implementation of CPZ which has caused a huge loss of local parking.

Council Response

- The proposed bus stop location would be placed opposite residential properties, on a road that carries higher volumes of traffic than Wilmot Road and by a street lighting column.

- The wall/fence separating the park and the public highway, is approximately 10 feet tall and due to the greenery on the park side of the wall/fence, it is difficult to see who would be standing by the bus stop if you are in the park. Crime is not dependent on a bus stop and can be experienced at any location across the borough. Nevertheless, should the bus stop attract crime, our Community Safety and Enforcement team can investigate and action accordingly.
- This is a non-valid objection.

7.2.4 Objection to spacing of Bus Stops on Downhills Park Road

'The proposed bus stops do not reflect the places where the W4 currently stops. For residents living in Walpole Road, there is a stop towards Wood Green but nothing going towards Tottenham. The nearest bus stop would be either from Belmont Road or Higham Road, involving significant walks and which can be very worrying at night.'

Council Response

TfL have a strict bus stop spacing guidance of 500 metres maximum, where site conditions allow and each of the bus stops have carefully been identified by TfL to ensure that the spacing between each bus stop meets their criteria. The nearest bus stop traveling to Tottenham from the bottom of Walpole Road is approximately 165m.

7.2.5 Objection to Bus Stop No 8: Gloucester Road junction Higham Road

It is felt that the above bus stop location is not required if there is another bus stop being proposed for Gloucester Road junction Higham Road (bus stop location 9), as they are in close proximity to each other. This proposal will cause traffic flow issues.

Council Response

The distance between bus stop locations 8 and 9 is approximately 110 meters. However, site observations and feedback from TfL indicate that these proposed bus stop locations, are already being well used as unofficial bus stops, hence why both have been included in the scheme.

7.2.6 Objection to Bus Stop No 11: Higham Rd junction Downhills Park Road

A resident has objected to the proposed loss of 5m of parking. The resident suggests introducing a shorter 12m bus cage in order to minimise the loss of parking.

Council Response

The 15m bus cage will allow the bus to safely enter the bus stop and align with kerb to allow pedestrian accessibility including the deployment of bus ramps to aid the less able. It will also allow buses to re-join the general traffic lane unhindered, without the rear of the vehicle overhanging the kerb in the vicinity of any waiting passengers.

7.2.7 Objection to the Bus Stops on The Avenue junction Mount Pleasant Road

Some residents are concerned that there is too much drug dealing in the area and the proposed bus shelters will be used by drug dealers and aid knife crime. There is also an issue with street drinkers in the area and residents would like CCTV installed as part of this scheme.

Council Response

Bus shelters will not be introduced as part of this scheme, only bus stop flags. Unfortunately, the scope of this scheme does not include CCTV installation. Nevertheless, the resident's comments regarding criminal activity and anti-social behaviour in the area have been forwarded to our Community Safety and Enforcement team for their information/action.

7.2.8 Objection from The Avenue residents

'Stop mucking up the roads. It's just more clutter and less pavements or parking for residents. The Hale & Ride service on route W4 is no problem to anyone.'

Council Response

Fixed bus stops are preferred by TfL as they provide passenger accessibility and can be protected with bus stop 'cages', so that buses are physically able to pull up close to the kerb, assisting passengers to board or alight. Only bus stop Flags have been specified for this scheme, which will take up minimal pavement space. Most of the bus stops will be introduced on existing double yellow lines, to minimise the loss of parking.

7.2.9 Other View to Bus Stop No: 1. The Avenue outside Maple Court

'Parking on The Avenue is already scarce. I'd suggest leaving the stop at the very start of the road (where it stops now) instead of the proposed stop in front of maple court.'

Council Response

The council initially consulted on introducing the bus stop at the start of The Avenue by Elm Court, as per the resident's suggestion. However, eight objections were received from residents of Elm Court.

Councillor Stuart McNamara, former Bruce Grove ward councillor and Cabinet Member for Environment met some of the Elm Court residents on site and discussed their concerns and then asked officers to find an alternative location for this bus stop, and suggested the following three locations:

- (i) Bruce Grove opposite Forest Gardens, which is a red route.
- (ii) outside Maple Court on The Avenue.
- (iii) The raised entry table on The Avenue as you enter from Bruce Grove.

Council Response

Following objections received from Elm Court resident and Councillor Stuart McNamara's feedback, officer and TfL met on site and it was decided to relocate the proposed bus stop to outside Maple Court on The Avenue. At this location we will be removing 15 metres of parking and are able to introduce 12 metres to mitigate the loss resulting in half a parking space (3 metres) being lost.

8.0 Contribution to strategic outcomes

- 8.1 This project will improve pedestrian facilities on the road as well as improving road safety contributing to the delivery of Haringey Corporate Plan Priority 3 (a clean, well maintained and safe borough where people are proud to live and work).

9.0 Statutory Officers comments (Chief Finance Officer (including procurement), Assistant Director of Corporate Governance Equalities)

9.1 Comments of the Head of Legal Services

- 9.1.1 N/A

9.2 Chief Finance Officer Comments

- 9.2.1 Additional funding from Transport for London was secured by the council under 'Bus Enabling Works', in order to implement this scheme.

9.3 Equal Opportunities

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

The scheme will provide safe, accessible boarding and alighting points which meet accessibility standards as set out in the original Disability Discrimination Act and is also vital for an inclusive society.

9.4 Staff Side Comments

- 9.4.1 N/A

9.5 Summary and Response

- 9.5.1 Bus operators and local authorities are required to provide safe, accessible boarding and alighting points which meet accessibility standards as set out in the original Disability Discrimination Act.
- 9.5.2 In conjunction with London Buses, officers identified suitable locations, to ensure that where passengers board and alight; the fixed stops are accessible and not obstructed by parked vehicles.

9.5.3 During the statutory consultation period a total of 18 responses were received, 5 (28%) in support, 10 (56%) object and 3 (17%) with other views.

9.5.4 The council response to the 10 objections can be viewed in paragraph 7.2.1 to 7.2.9.

10.0 Use of Appendices

- Appendix A – Statutory consultation document
- Appendix B – Consultation boundaries
- Appendix C – Legal Notice
- Appendix D - Full consultation report

11.0 Local Government (Access to Information) Act 1985

11.1 N/A

Appendix A – Statutory Consultation Document

23 October 2019

Statutory Notification

Permanent Accessible Stops on the W4 Bus Route

Dear Resident or Business,

As you may be aware, in July 2017 we consulted on introducing fixed bus stops along the W4 bus route. However, in view of the feedback received, some minor amendments were required, which meant the Bruce Grove/Belmont Road section of the scheme had to be placed on hold until after the Bruce Grove CPZ was introduced.

Bus operators and local authorities are required to provide safe, accessible boarding and alighting points which meet accessibility standards as set out in the original Disability Discrimination Act. We have worked with TfL and identified suitable locations to ensure that the fixed stops are accessible and not obstructed by parked vehicles. This will also improve road safety for all road users. We have also worked to minimise loss of on-street parking space.

Please refer to the plans overleaf which provide details of the proposed fixed bus stops including parking amendments. Detailed location plans for the proposed fixed bus stops are also available on the 'current road safety consultations' page of the website.

Fixed bus stops offer the following benefits to passengers:

- Clear information – fixed stops make it clear where you can get the bus to and from.
- They also enable TfL to display posters and journey time information - including advance notification of any changes or diversions.
- Improved accessibility – we propose having fully accessible bus stops.
- A more reliable journey – currently the W4 can be stopped numerous times along this stretch of the route, with consequent delays. Fixed stops would improve punctuality and allow TfL to more accurately predict the journey time.

This notification letter marks the start of a three-week period during which we welcome all comments and representations using the enclosed prepaid feedback card. Please write 'W4 Bus Stops' in the title line of your card and ensure that your comments reach us no later than 13 November 2019.

If preferred, you can email your views to us at frontline.consultation@haringey.gov.uk. Should you wish to object to the proposal please include reasons.

Your feedback will enable us to decide if we should go ahead with the scheme as planned, or if further changes are required.

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

Yours faithfully



Sustainable Transport: Highways Engineering

Sustainable Transport
Level 1 (south), River Park House
225 High Road, Wood Green
London N22 8HQ

020 8489 1000

www.haringey.gov.uk

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Proposed new bus stop & flag

Bus Stop

Proposed Location of Bus Stop
 Service W4

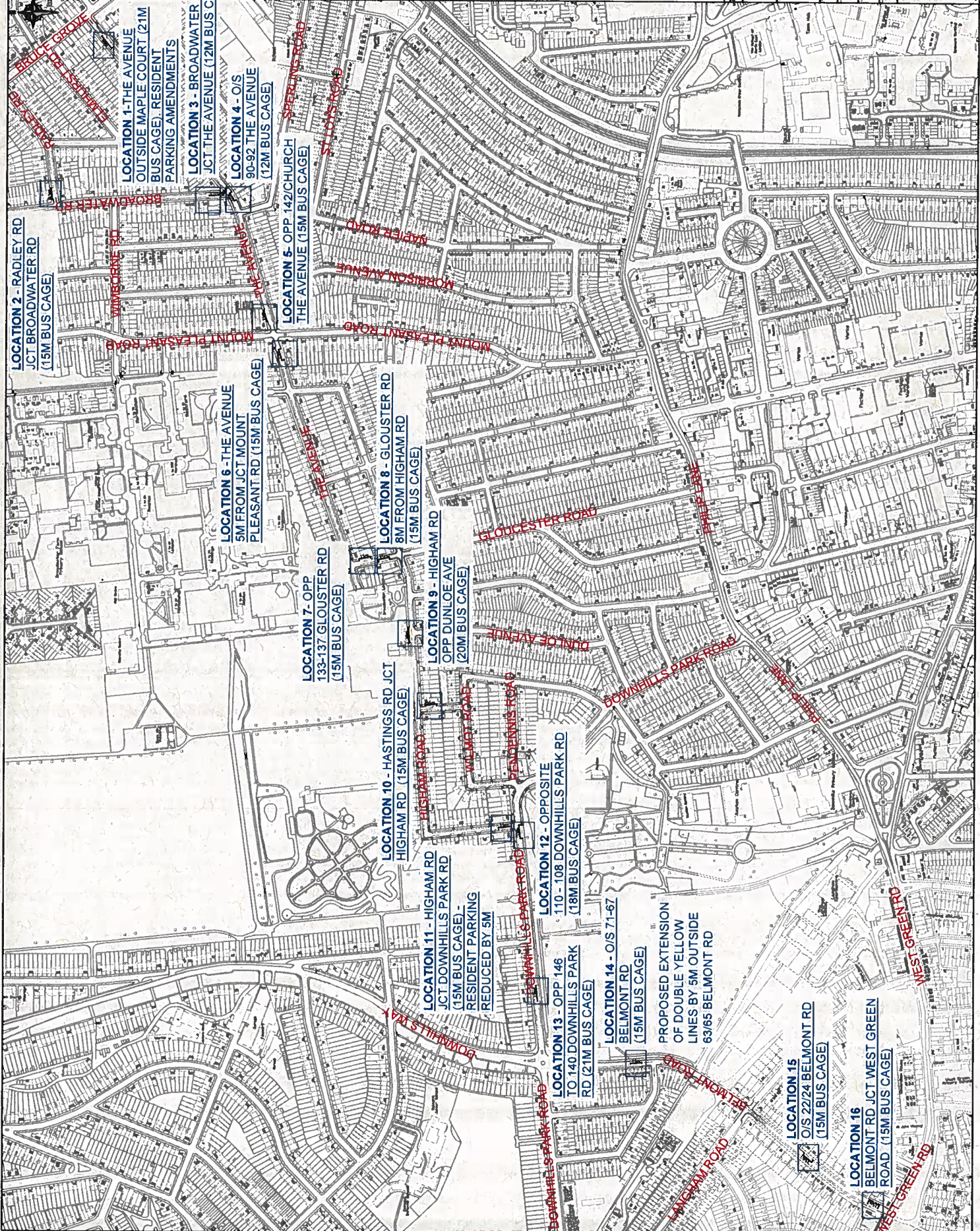
Location Plan - Overview
 Bruce Grove/Belmont Road Area
OVERVIEW

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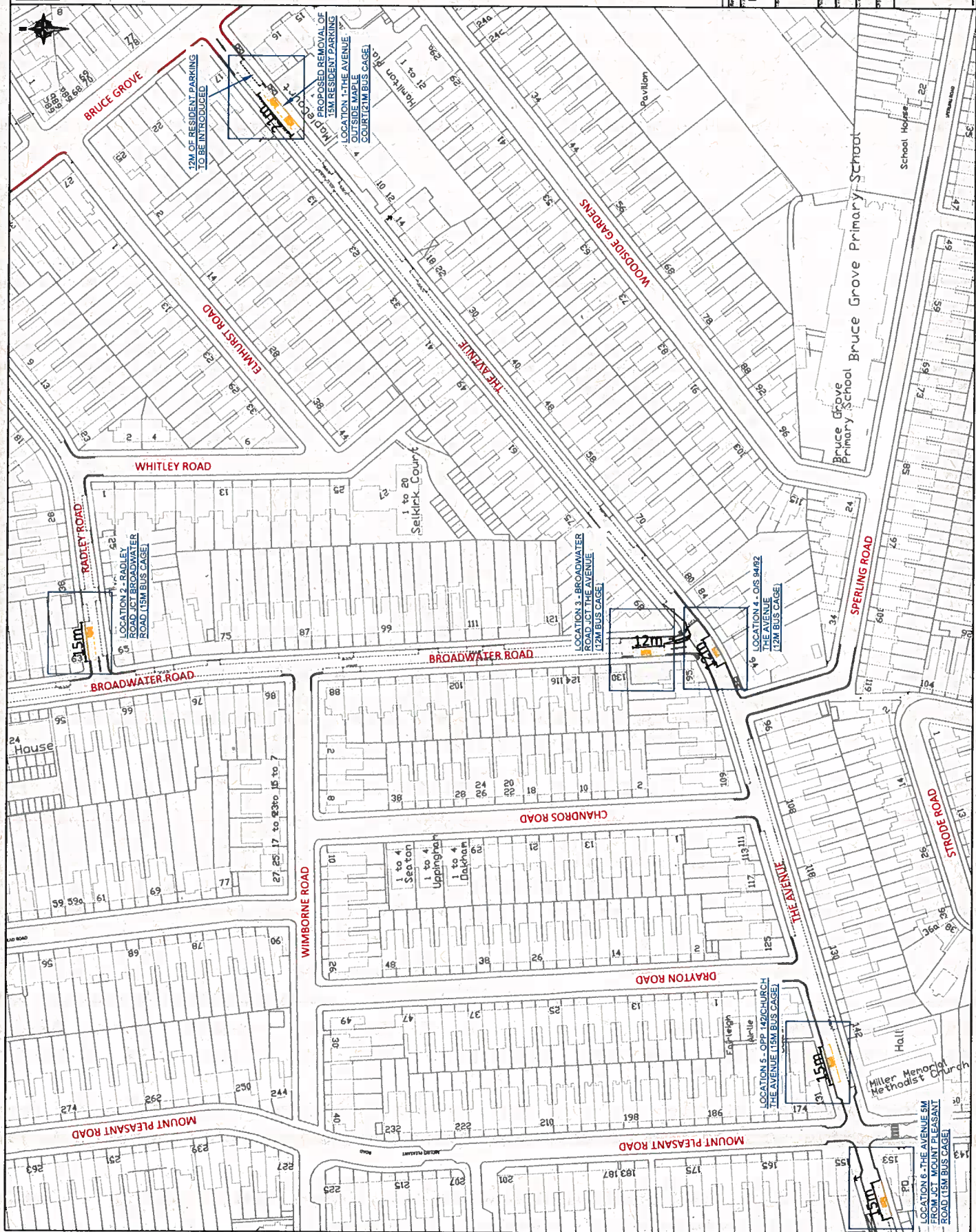
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Proposed new bus stop & flag



Proposed Locations of Bus Stop
Service W4

Location Plan - Overview
The Avenue Area
SHEET 1

NOTES:
1. The proposed bus stop locations are shown in yellow.
2. The proposed bus stop locations are shown in yellow.

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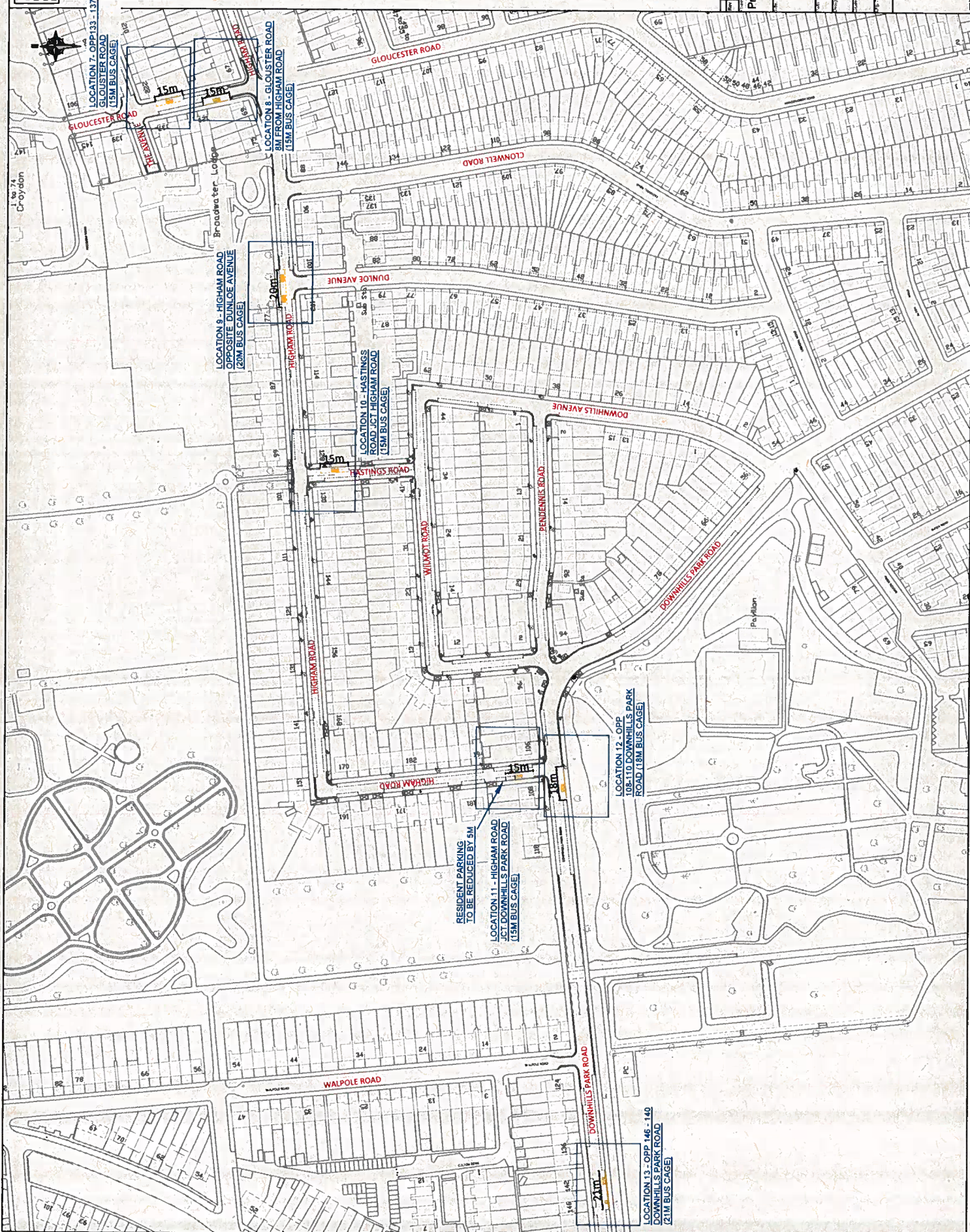
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Proposed new bus stop & flag



Proposed Location of Bus Stop	
Service W4	
Location Plan - Overview	
Wilmot Road Area	
SHEET 2	
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Proposed new bus stop & flag

STOP

**Proposed Location of Bus Stop
Service W4**

**Location Plan - Overview
Belmont Road Area**

SHEET 3

of Value Sustainability Framework

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LEGAL & OPERATIONS

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Answer: B. The patient is exhibiting signs of a urinary tract infection (UTI), which is a common complication in patients with a urinary catheter. The patient's symptoms include a cloudy, yellowish urine, a strong odor, and a burning sensation during urination. The patient's vital signs are stable, and there are no signs of systemic infection. The most appropriate action is to change the urinary catheter and the collection bag, and to obtain a urine specimen for culture and sensitivity testing. The patient should also be encouraged to drink plenty of fluids to help flush the urinary tract.

Harmony

London

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LOCATION 14 - O/S 71-67

BELMONT RD
(15M BUS CAGE)

PROPOSED EXTENSION
OF DOUBLE YELLOW
LINES BY 5M OUTSIDE
63/65 BELMONT RD

LOCATION 15 - O/S 22/24

BELMONT ROAD
(15M BUS CAGE)

LOCATION 16

BELMONT ROAD JCT
WEST GREEN ROAD

(15M BUS CAGE)

10

Appendix B – Consultation Boundary

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--- Consultation Boundary

Proposed Location of Bus Stop
 Service V4

CONSULTATION BOUNDARY

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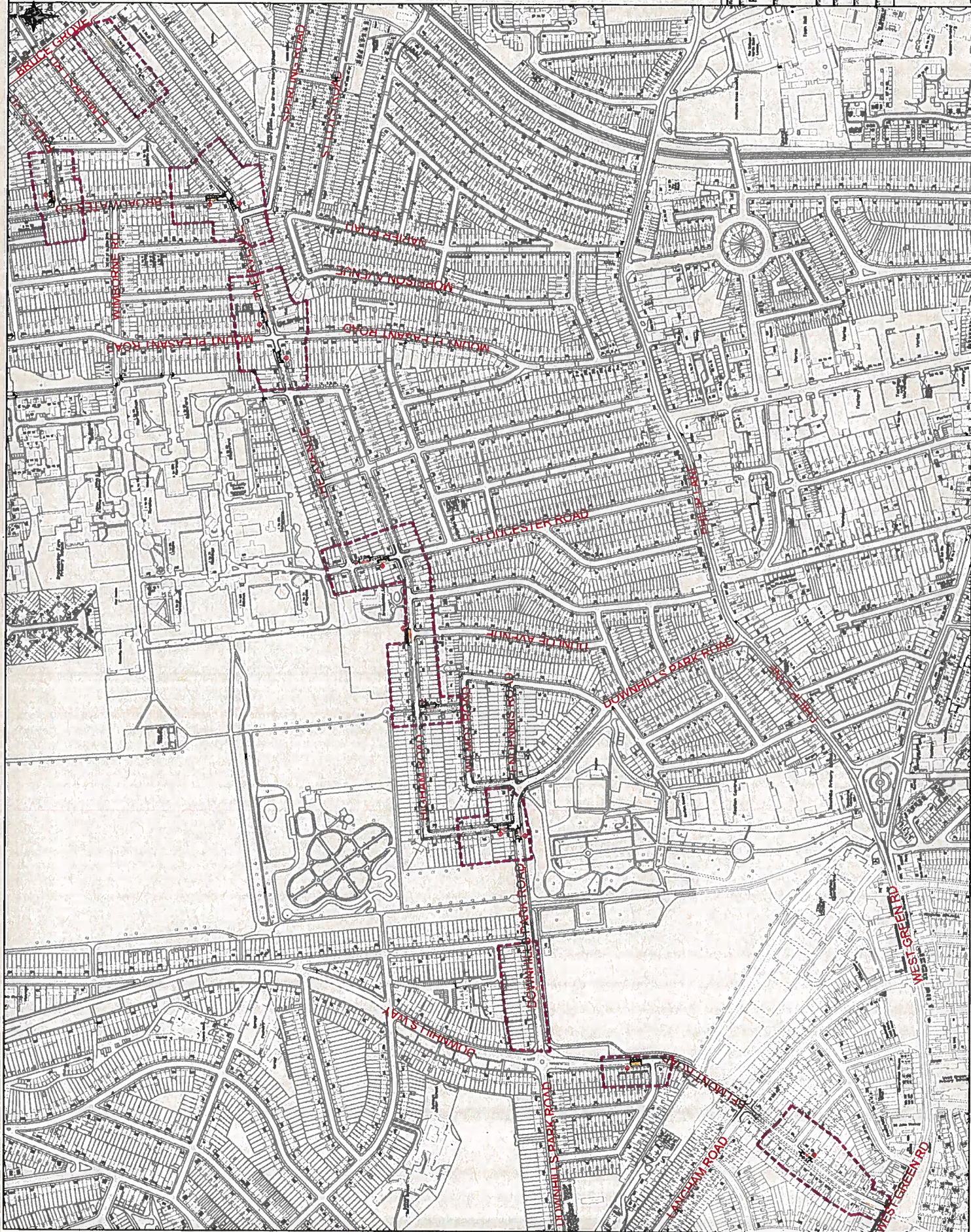
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KEY:

Consultation Boundary



Proposed Locations of Bus Stop
Service W4

Location Plan - Overview
The Avenue Area
SHEET 1

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COMMERCIAL & OPERATIONS
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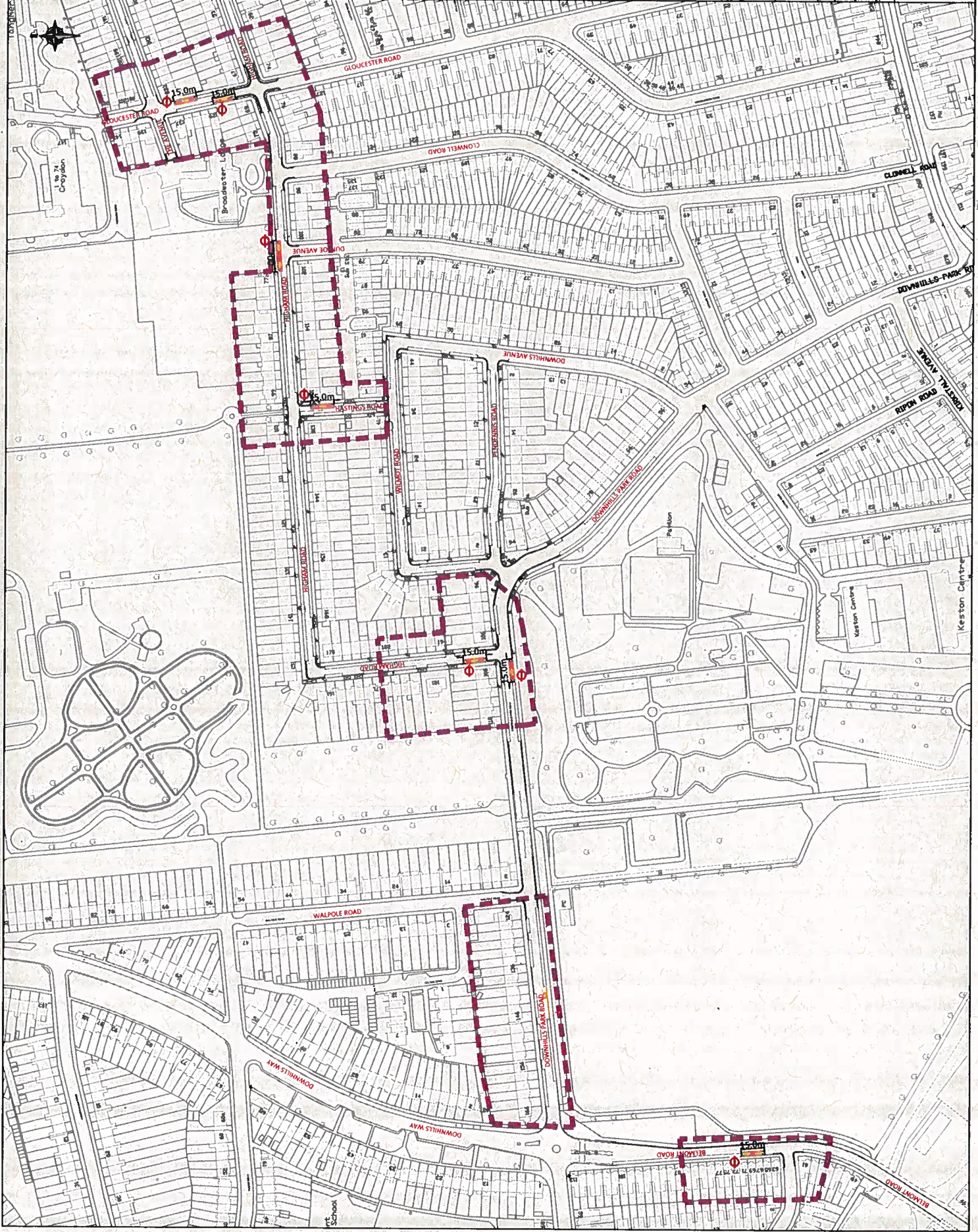
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KEY:

Consultation Boundary



Author	Checked	Drawn
Proposed Location of Bus Stop Service W4		
Location Plan - Overview Wilnot Road Area SHEET 2		
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Project	MD	MD
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Project Manager	SS-H-10-W4-52	Per#6
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Consultation Boundary



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Appendix C – Legal Notice

Public Notice



BELMONT ROAD, DOWNHILLS PARK ROAD, HIGHAM ROAD AND THE AVENUE N17 – PROPOSED INTRODUCTION OF BUS STOPS AND AMENDMENT OF PARKING PROVISION – T53

The Haringey (Bruce Grove West CPZ) (Designations) (Amendment No. *) Order 201*, The Haringey (Bruce Grove West CPZ) (Section 6) (Amendment No. *) Order 201*, The Haringey (Wood Green CPZ) (Parking Places) (Amendment No. *) Order 201*, The Haringey (Waiting and Loading Restriction) (Amendment No. *) Order 201*

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Haringey proposes to make the above mentioned Orders under sections 6, 45, 46 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Orders would be to amend parking provision in the following roads in order to introduce bus stops in those roads:-
 - (a) The Avenue N17, proposed removal of 15 metres of resident parking provision outside Maple Court, to allow for the introduction of a 21 metre bus cage, and 12 metres of existing double yellow lines waiting restrictions to be converted into parking provision;
 - (b) Belmont Road N17 proposed extension of double yellow lines waiting restrictions by 5 metres outside Nos. 63/65 Belmont Road and a 15 metre bus cage to be introduced outside Nos. 67 to 71 Belmont Road with a reduction in resident parking;
 - (c) Higham Road N17, resident parking provision to be reduced by 5 metres and a 15 metre bus cage to be introduced.

Copies of the proposed Orders and of the Council's statement of reasons for making the Orders and a plan showing the locations and effects of the Orders may be inspected during normal office working hours until the end of a period of 6 weeks from the date on which the Orders were made or the Council decides not to make the Orders, at the reception desk, Alexandra House, 10 Station Road, Wood Green, N22 7TR or can be viewed online at www.haringey.gov.uk/traffic_Order.

4. Any person desiring to object to the proposed Orders or make other representation should send a statement in writing of either their objection and the grounds thereof or of their representation to the Traffic Management Group, River Park House, 1st floor, 225, High Road, Wood Green, N22 8HQ or to traffic.order@haringey.gov.uk within 21 days from the date of this Notice.

Dated: 23rd October 2019

Ann Cunningham
Head of Operations

Appendix D - Full Consultation Report

Statutory Notification Report

W4 Fixed Bus Stops

Statutory Notification Feedback analysis

		Count	%
Support or object	Support	5	28%
	Object	10	56%
	Other view	3	17%
	Total	18	100%

Comments

Road name	Support or object	Reasons if objecting, and additional comments
Belmont Rd	Support	
Belmont Rd	Support	Thanks for asking for feedback and involving the residents in the process.
Belmont Rd	Object	Parking is already limited so installing a bus stop outside no 22 would cause problems. It would also be noisy as our bedroom is at the front of the building on the ground floor. I don't want people loitering outside our house, as it makes me anxious.
Belmont Rd	Object	Strenuously object to a fixed bus stop outside 22/24 Belmont Road. I do not see the need for creating the stops at all for a system that has thus far worked fine without the need taking away parking space, but definitely object to the position offered on Belmont Road. I live in Belmont and at least once a month, i have to stop someone trying to break into my work van. I have a work van and a car that i have to keep a close eye on in this area. To not be able to park outside my property (that i also pay to do) would put my personal and work property in danger, which i do not like. Further to this, i am also dealing with people using the front of the house as a fly tipping area. I currently have a large pile of waste that is not mine, or other people in the property, that has been left. Having people queue outside the flat would lead to more people dumping rubbish there or using the wall as some sort of resting point. Also i do not wish the encourage crowds/queues outside the property, I
Broadwater Rd	Support	Broadly I welcome the idea of permanent bus stops for the W4. However the location shown for the start of the route on the Avenue should in my view be closer to the road junction so as not to remove resident parking places for a heavily occupied road.

Broadwater Rd	<p>Object</p> <p>I write to; I) Ask that you hold a public meeting regarding the issue of permanent bus stops with Bruce Grove residents via BGRN and other groups in the wider community. II) Challenge your statement that 'We have also worked to minimise loss of on-street parking spaces.' III) Challenge your statement that 'fixed bus stops would benefit passengers because '... currently the W4 can be stopped numerous times along this stretch of the route, with consequent delays. Fixed bus stops would improve punctuality and allow TfL to more accurate predict the journey time' IV) Most residents do not want more street more furniture in Bruce Grove Ward. The pavements are narrow. There are already many obstructions along most of the pavements in BRUCE Grove, especially now with the parking notices, and at crossings, lamp posts or other posts are placed centrally so that manoeuvring buggies or wheelchairs is very difficult. We do not need bus stops. Nobody hales the W4 randomly. No one understands where you've got that from. It's not true. V) In response to II above; ' .. worked to minimise loss of on-street parking spaces.' A) Minimising loss has not been the case in my immediate locality. To name only 4 Roads, the double yellow lines have been extended by 10-15 m on; 1) Radley Rd, 2) Broadwater Rd, 3) Sperling Rd (where no buses pass) and 4) The Avenue. So, despite Bruce Grove ward being the most highly densely populated wards in the whole of Haringey, a very large and significant part of our curb side has been withdrawn. In response to III above; ' fixed bus stops would benefit passengers because '... currently the W4 can be stopped numerous times along this stretch of the route, with consequent delays. Fixed bus stops would improve punctuality and allow TfL to more accurate predict the journey time' A) I am a very frequent W4 user and I have spoken to passengers and to bus drivers on this route. Your plan of placing bus stops would not improve punctuality. The reason for the lateness and random times is due to the High Road, and the tra?c on Broad Lane. Your statement at III above, is untrue. Nobody stops the bus at random spots. Everyone knows where the stops are, and nobody I spoke to could recall times when people randomly hale the bus to stop. His includes 6 bus drivers that I spoke to. B) If there is a significant problem with not having reliable journeys, they stem from; 1)the tra?c building backing up in Bruce Grove to Radley Rd or further back starting from the Overground station, because turning right into the High Road is hampered due to the south bound tra?c from the High Rd blocking the route directly in front of the Bruce Grove intersection at the bridge into the High Rd. These vehicles cannot move forward. 2)This is further exasperated because the green man allowing pedestrians to cross the road in front of MacDonald's, forces the High Road tra?c to stop, again blocking the tra?c from turning right so keeping the tra?c on Bruce Grove for an excessive period of time. 3)The lights under the bridge controlling the line of tra?c along Bruce Grove, become red for an excessively long time, and green, for a very short time, compared to the length of time the south bound lights are green. At the last meeting between Haringey and TfL this was all mentioned, and it was suggested that a yellow box at this location would help but nothing has been done. 4)One bus driver told me that the other day, it took him 45 minutes to get from Tesco to Tottenham Hale. It was a tra?c issue. 5)The High Road becoming one lane road around the Police Station. 6)The ridiculous impossible scenario of tra?c not being able to turn right from Broad Lane into Ferry Lane at Tottenham Hale. Here is where a major problem is... taking 45 minutes or longer from Tesco to Ferry Lane (as the bus driver confirmed). The delay here, is the reason why</p>
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		the W4 is delayed along the rest of its route. There is a major problem that these buses are also not frequent enough especially at peak times. They're are too small as well, they can only be described as cattle trucks. Also, no improvement has been made to widen the pavement by making compulsory purchase orders for front land of the properties to allow the bus stop going towards Wood Green called Bruce Grove Station. Have you ever tried to get on the bus either W4 or 243 here at peak times? People with lots of bags, huge shopping loads get on here and so more W4 buses are needed. In summary, I hope you can hold another meeting with residents regarding the W4 bus route.
Downhills Park Rd	Object	Location 11 - is ok. Location 12 - should be moved to Wilmot Rd (near the junction of Pendennis Rd and Downhills Park Rd) for the following reasons: 1. The bus currently picks people up in this location (corner of Wilmot Rd, Pendennis Rd and Downhills Park Rd) as the bus needs to stop here any way to join Downhills Park Rd (bus is going towards Turnpike Lane Station). 2. It's safer. You are right beside houses and it's well lit. Location 12 backs onto the park where homeless people have lived literally on the other side of the fence. It's a known area for crime (car windows smashed, fly tipping) and a girl was found attacked just inside the park entrance to Lordship Rec by dog walkers awhile ago. 3. Downhills Park Rd is very busy as a cut through from the A10 and Phillip Lane, particularly since the council removed the traffic restrictions that only allowed for one lane of traffic to pass and the implementation of CPZ which has caused a huge loss of local parking. 4. Downhills Park
Downhills Park Rd	Object	The proposed stops do not reflect the places where the W4 currently stops. For residents in our terrace and those in Walpole road, there is a stop towards Wood Green but nothing going towards Tottenham. Access would be either form Belmont of Higham roads - involving significant walks and which can be very worrying at night.
Gloucester Rd	Object	Location 8 is not needed if location 9 is right round the corner also having location 8 will cause too much traffic build up on the street as this is a well used road plus location 7 is on the road too. Location 8 is used to allow traffic flow.
Higham Rd	Support	
Higham Rd	Support	
Higham Rd	Object	I object on the fixed bus stop at location 11 because of reducing the residents parking by 5m. You could fit a smaller bus cage (12m) in order to minimise the loss of on street parking. We pay to park it is not free anywhere.
Mt Pleasant Rd	Object	Only agree if CCTV is provided. This junction is riddled with crime, drug dealing (BT phone box used for drug dealing at junction with Avenue. Knife crime and drunk people being served at the off license.
The Avenue	Object	Too much drugs and crime - and shelters will be used by drug dealers and knife crime. So many street drinkers in the area. Need something doing by the council.
The Avenue	Object	Stop mucking up the roads. It's just more clutter and less pavements or parking for residents.
The Avenue	Other view	The 'hale and ride' service on route W4 is no problem to anyone. I'd like to see the Council's money spent on housing (affordable). stop homelessness. Or put the money towards stopping crime.

The Avenue	Other view	Parking on The Avenue is already scarce. I'd suggest leaving the stop at the very start of the road (where it stops now) instead of the proposed stop in front of maple court.
Not stated	Other view	Not outside my house!
18	18	18