

Combined Public and Statutory Consultation Feedback

Proposed speed reduction measures on Durnsford Road N11

This consultation commenced 14 December and ran over the Christmas holiday period until the closing date of 18 January 2023.

Proposed scheme details comprise the following:

- Extension of the existing 20mph zone to include Durnsford Road between Albert Road and Bounds Green Road
- Introduction of raised tables within the proposed 20mph zone.
- Proposal to raise existing zebra crossing outside No.57
- Proposal to raise existing zebra crossing near No.147, remove central island and extend zig zag markings.
- New road markings and signage

Data Analysis

Support / Object

| | | Count | % |
|--|------------|-------|------|
| Support or object to proposed measures | Support | 11 | 41% |
| | Object | 12 | 44% |
| | Other view | 4 | 15% |
| | Total | 27 | 100% |

| | | Support or object to proposed measures | | | | | |
|------|-----------------|--|-------|--------|-------|------------|-------|
| | | Support | | Object | | Other view | |
| | | Count | Row % | Count | Row % | Count | Row % |
| Road | Durnsford Rd | 4 | 29% | 7 | 50% | 3 | 21% |
| | Albert Rd | 6 | 55% | 4 | 36% | 1 | 9% |
| | Alexandra Pk Rd | 0 | 0% | 1 | 100% | 0 | 0% |
| | Rhys Avenue | 1 | 100% | 0 | 0% | 0 | 0% |
| | Total | 11 | 41% | 12 | 44% | 4 | 15% |

Comments

| Road | Support or object | Reasons for view and other comments |
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| Albert Rd | Support | <p>I have lived on Albert Rd for nine years and have two young children at Rhodes Avenue and use the zebra crossing near the Garden Centre on a daily basis. I have seen some appalling dangerous driving on this whole stretch of road all the way from Colney Hatch Lane to Bounds Green Road. Even through the 20mph limit (which is NEVER adhered to) I have seen drivers overtaking at speed - even overtaking through the zebra crossings on the opposite side of the road.</p> <p>The zebra crossing mentioned above that leads to the side of Oliver Tambo Rec Ground is on a dangerous corner as any speeding traffic heading toward Bounds Green Road fails to see the crossing until they are almost upon it. I have seen very scary near-misses on this crossing. Ideally - we need a 20mph speed camera outside the park. I educate my children to be very aware of traffic and speeding drivers on this exact stretch of road but I fear that an accident is inevitable without stronger measures to calm the traffic in this area.</p> <p>Thank you for making these plans and changes and I hope they are implemented as soon as possible. I would encourage this approach along the entire stretch of road between Colney Hatch Lane and Bounds Green Road. This is an area with multiple schools and nurseries and the local footfall is heavily comprised of children and parents with prams.</p> |
| Albert Rd | Object | <p>While I commend what you plan to do, it really doesn't go far enough. The speeding issues are along that entire stretch of road, from the Maid of Muswell pub to Bounds Green tube, but you are only tackling one stretch of it. Can you please introduce speed reduction measures on the main road section of Albert Road where speeds regularly exceed 20mph. When lorries do this - particularly the ones carrying skips, of which there are many - our houses literally shake. I know the road is slightly raised outside 229 Albert Road, but it is very slight and really doesn't slow cars/lorries down very much at all, unlike the proper raised bumps on Dukes Avenue. Can we have some of those please on Albert Road? My other concern is that your speed reduction measures seem to be entirely self-monitoring, so relying on the good will and compliance of drivers. They currently don't comply with the 20mph speed limit, so I really think you need stronger measures, such as speed cameras, or the flashing speed light (such as the one on The Avenue), in order to protect residents, schoolchildren, park users and pedestrians on Albert and Durnsford Roads. The Avenue is a much quieter road, so I'm not sure how its considering necessary for that road to have one, but not the main road. Also, the signage need to be more prominent, simply painting 20mph on the road isn't working. I also think a cyclist lane would be a good idea and for you to stop the low traffic neighbourhood scheme, which has sadly caused extra traffic and pollution on Albert and Durnsford Roads.</p> |

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| Albert Rd | Support | I'm writing to offer my support for the proposed speed reduction measures on Durnsford Road, N11. Whilst I look forward to the council conducting a more holistic and thorough review of the traffic (and resulting pollution) on Albert & Durnsford roads and Bounds Green, in general, I do believe the proposed measures will help increase overall safety in this area. The transition between Albert Road and Durnsford road is important for many reasons not least because of its proximity to our excellent primary and secondary schools and our award winning green space, Oliver Tambo Rec. These factors mean the area is filled with pedestrians many of whom are children. As a father myself, I'm acutely aware of the hazards of fast-moving traffic on a street used by so many children and adults alike so I'm happy to support the proposed measures. Thank you for working to keep our communities safe and thriving by taking these measures into consideration. I hope they will be adopted and implemented as soon as possible. |
| Albert Rd | Support | |
| Albert Rd | Support | I fully support these much needed speed reducing measures [Should the Council consider any part of Durnsford, Albert, or Alexandra Park Road as closed School Roads or LTNs they will NOT get our support. Rhodes and APS are schools which our daughter attended/now attends and we do not wish to have stationary traffic pumping out fumes nearby as well as the other associated traffic mayhem associated with these "step too far" divisive schemes.] |
| Albert Rd | Object | No need for these measures. It will slow down emergency response vehicles and add to the gridlock resulting from LTNs that were put in against most people's wishes. You should use residents' hard earned money on stuff that is needed. Please stop wasting taxpayers' money |
| Albert Rd | Support | I'm in support of LTNs and would like the end of Albert Road restricted to stop it being used as a cut-through. Albert Rd is too narrow for 2-way traffic, and it's too heavily used in rush hours to be safe. |
| Albert Rd | Support | Would make sense to move the crossing outside REC side entrance to outside REC car entrance. The location of the bus stop means that everyone crosses in front of the car entrance even though there is no formal pedestrian crossing there. |
| Albert Rd | Object | I have been living on Albert Rd for many years! Unfortunately since the closure of the side roads leading to Colney Hatch Lane (also from Alexandra Park Road) some years ago our street became a very busy road with traffic jams, especially three times a day.....morning and afternoon school runs as we have two schools in the area, and evening traffic. Apart from the time lost to reach my home, the dirty air I have to breathe all the time is not good for me, an elderly woman, nor the children in the family. Recently all this has even become worse because of the closure of side streets in Bound Green and Durnsford Rd area. This is not fair for us who live on these roads. The air is unbearable, and the traffic is too. I have written many times in the past years concerning this issue but nothing has been done and I do not think anything will be done. Why can we not have a right for clean air and less traffic like the rest of the area? Opening up the side streets will distribute the traffic and dirty air. |

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| Albert Rd | Other view | <p>While I support the proposals I don't think they are strong enough to work. I live on Albert Road, which is already supposed to be 20mph and there is constant speeding because the 20mph just isn't enforced sufficiently. Some low level speed bumps and 20mph signs are not effective and both cars and lollies drive past at dangerous speeds. It is disruptive for residents and dangerous for the hundreds of schoolchildren who use this road.</p> <p>Can you please consider installing a speed camera and bigger bumps, such as those on Dukes Avenue and a camera which tells drivers their speed, such as the one on The Avenue. These two roads have much better speed restrictions than we do on Albert Road, but we are a residential street too.</p> |
| Albert Rd | Object | <p>I wish to object to the speed tables plan. Firstly I am not sure that the average speed is as high as quoted. A lot of the time it is lower. Secondly as a driver of a small economical car abiding by the limit my suspension is gradually being damaged by going over speed bumps in Haringey (not to mention the potholes). Some you can only do at 10mph. However I think that those who do speed drive larger expensive cars that can cope with such humps - or accelerate and brake between them. So I don't think that such changes will achieve anything. I am in favour of many more of the illuminated signs with radar giving speeds. I hadn't realised that section wasn't 20mph by default so I have been doing that speed on the whole section to the A406. Also more buses and bus routes will help and may be cycle lanes (not sure it is a problem). I don't think pollution is a problem in this area. I have been a resident for a long time.</p> |
| Alexandra Pk Rd | Object | <p>The main problem with traffic on Durnsford Road is that it is so often at a standstill - from at least mid-afternoon till later in the evening every day. When there is less traffic, certainly there is some speeding, but using average speed as a measure is not useful because of the contrasts. We absolutely agree with Cllr Rossetti that a co-ordinated approach needs to be taken rather than implementing piecemeal measures. So many people around here are crying out for 24hr bus lanes - perhaps for use by cyclists as well - this is the main priority. The effects of LTNs in the area on traffic levels also need to be taken into consideration. If the proposed LTN in Alexandra North is implemented - particularly if it includes Alexandra Park Road N22/Palace Gates Road (as we hope it will) - then the considerable volume of traffic travelling through the neighbourhood from Durnsford will be eliminated. Similarly, if the bus gate on Brownlow road proposed by Enfield council is implemented, this will stop the cut-through along this road used by many motor vehicles in order to avoid a corner of the north circular. This would not only reduce the volume of traffic, but, in particular, speeding traffic. We trust that the transport team are being included in these deliberations.</p> |
| Durnsford Rd | Other view | <p>Will the road markings change more? If so what are the options on disabled parking on the street? Also what effect will there be on assigned permits in CPZs?</p> |

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| Durnsford Rd | Object | <p>Dear Peray Ahmet, Mike Hakata, Haringey Council, Highways and parking, Ann Cunningham I hereby give you notice of my non consent to the LTN scheme being implemented. It has ruined our business on Myddelton Road. Clients are now unable to come due to the ridiculous amount of traffic caused by the re-routing onto very busy main roads. What used to take me 10 minutes to drop off supplies now takes 35-45 minutes depending on how bad the traffic is. We have asked you to open up Whittington road as a way to allow those coming to shop an easy entry and exit so that you do not cause more family owned businesses going out of business and forcing more people into poverty. On the other hand we also live on Durnsford road and pollution is up. We have idle traffic all day now, with horn blasting from 7am due to the frustration of sitting in unseen levels of traffic. I'm asthmatic and notice when pollution is bad. My use of inhalers has gone up. Our daughter complains of itchy eyes. Which before the LTN didn't happen. This LTN scheme is damaging our health. Who do I hold liable for all these damages and losses? Haringey council is not listening to its constituents to the detriment of the people. Regardless of the scheme being a trial, you must stop it now. Before you have very serious loss and damage to peoples livelihoods and health on your hands. Our whole street are angry about the traffic and pollution increase. I don't believe you are calculating the traffic and pollution adequately aa your traffic counter only appeared on the roads recently and not when implemented in August, 3 months ago. It has come to my attention that traffic counters do not count a car if it rolls over it slowly which is basically what happens as traffic is very slow moving.</p> |
| Durnsford Rd | Support | <p>I have received your consultation leaflet about the above matter. I welcome your proposal as it will make Durnsford Road a lot safer for pedestrians, so thank you very much!! I would like to have a chat with a member of your team: one of the new proposed raised tables appears to be right outside my drive: I'd like to gain a better understanding of how the new raised table and the new road marking is going to affect me. e.g. is the white line currently painted across my drive going to be maintained? Another thought on the proposal: I don't think you should get rid of the pedestrian islands as pedestrians - especially with young children or disabled - still need a respite even with the traffic slowing down. Durnsford road is quite a busy road, and it is always useful to be able to manage one direction of traffic at any one time. They are also useful to stop HGV coming from Crescent rise from turning right at the junction.</p> |
| Durnsford Rd | Object | <p>The proposal states "Extension of the existing 20mph zone to include Durnsford Road between Albert Road and Bounds Green Road" This is surprising to read because all the evidence suggests that this section of road is ALREADY a 20mph zone! There are several circular "20" speed limit signs as well as road markings painted with large "20" numbers in white lettering. Please can you explain what's going on? What really is being proposed in relation to the speed limit?</p> |

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| Durnsford Rd | Object | <p>I would like to object to the proposed measures on the following grounds: > > THIS IS MADNESS! HOW MUCH HAS BEEN SPENT ON THESE PROPOSALS?! > > 1. Cost. In times of austerity, Haringey should be allocating its budget to more pressing problems, that immediately are affecting lives of residents. > > 2. Albert and Durnsford roads are almost at a standstill for much of the day since the introduction of Bounds Green LTN. > > 3. Speed humps damage cars. They actually don't slow speeding motorists. > > 4. Cameras are more effective in slowing traffic and are a revenue source. > > PLEASE, ABANDON THIS NOW. ></p> |
| Durnsford Rd | Object | <p>1. From: HCC. Objection to traffic island and other features 2022-T77 - Durnsford Road - Will the 10 proposed raised tables be 100mm height and constructed to a true sinusoidal profile? Could the height and proposed details please be provided (as for the Cranley Gardens drawings)? The recent raised table work next to the Oliver Tambo memorial needed remedial work, which is best avoided. The raised tables will make the pinch point at the zebra slightly less dangerous, however retaining the island will prevent the introduction of protected cycle lanes, which are very much needed to allow a modal shift and traffic reduction, to follow from the Bowes Park LTN.</p> <p>2. Additional objection from HCC: "..... The Walking and Cycling Action Plan, approved in September, proposes a safe cycle network, including Alexandra Park Rd, Albert Rd and Durnsford Road. In view of Council policy on LTN and WCAP implementation and in view of the increasing bike rider casualties, HCC suggests there should NOT be further traffic calming measures on Durnsford Road for the present and that the planned road safety investment should instead be made in protected cycle lanes. There is ample space on Durnsford Road at the East side for a two-way protected cycle track, or possibly for with-flow cycle tracks. Provision such as this, complying with LTN1/20, would be a real contribution to road safety and could in time be extended to the full length of the route. Combined with the low traffic roads provided by present and future LTN's it will become safe to cycle to schools and local shops. It should be noted one of the cycle casualties in 2016, at Albert Rd, involved serious injury to a school student, on the way to school (apparently a "hit and run" incident). It is not surprising that very few students cycle to school.....Dear Gemma, Thank you for consulting Haringey Cycling Campaign. While supporting traffic calming measures in principle, we consider the schemes will, as presently designed, prejudice the implementation of the Walking and Cycling Action Plan adopted by the Council in September this year.</p> |

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| Durnsford Rd | Object | <p>We think there is a problem with the proposal to remove the central island of the zebra crossing in Durnsford Rd. For long periods of the day there is an almost stationary traffic jam going towards Bounds Green Station all the way back to Rhodes Avenue. Drivers going in the opposite direction cannot see whether pedestrians are trying to cross as they are unsighted by stopped vehicles obscuring their view. The central island gives drivers some opportunity to see pedestrians at this point. It also gives pedestrians a chance to pause and look again. We think the central island should remain. Please would you reassess this. There is another dangerous hazard here relating to the O.R. Tambo Recreation Ground gate by this crossing. The gate is obscured by privet hedges and directly in line with the crossing. Park goers sometimes walk straight out of the gate onto the crossing giving drivers during quieter times when there is free flowing traffic almost no time to understand their intention to cross. Please would you consult with the Parks Department to move the position of this gate?</p> |
| Durnsford Rd | Support | <p>Long overdue. Cars often travel 3 times faster than the limit in the evenings. There is a school further up the road and a primary school nearby on Bounds Green Road. Please enforce the speed limits with cameras.</p> |
| Durnsford Rd | Object | <p>I am writing to express our concern over the current proposed speed reduction measures for Durnsford Road. As residents of the road, with young children, we are very keen to see improvements, however we have grave concerns that this proposal is piecemeal and requires a more holistic approach to truly solve the issues we face on this road on a daily basis. The road is a wide one, and we believe this is a major contributing factor to people driving recklessly on it. Could the introduction of dedicated cycle lanes offer many solutions in terms of offering not only safe passageway for cyclists, (as a cyclist I really don't feel safe on this road) but also act as a calming measure for speeding motorists if there is less room for the cars? The introduction of chicanes could also potentially work well to narrow the road, and would also offer the ability to plant trees on the "islands", as greenery also really lacking on the majority of the road. Wightman Road utilises this approach we believe to good effect. We worry about the proposed removal of the island on the zebra crossing also. This is a crossing we use daily with our children on the walk to school and the idea of losing the ability to stop half way on a wide road such as it is feels like it may make it even less safe to cross. By removing the island, again it is going to effectly make the road feel wider to motorists which could encourage further risk manoeuvres by drivers. Lastly, pollution from cars is a huge problem for us, particularly since the introduction of the LTNs. We have bumper to bumper traffic jams often starting in the early afternoon, right the way through to 8pm. I've heard that Enfield Council are keen to shut down Brownlow Road to rat running traffic, and I'd urge Haringey council to do the same for Durnsford Road, limiting traffic to locals and busses only (to note the busses are very often speeding perpetrators - a single decker failed to stop for me on the above mentioned zebra crossing yesterday at an approximate 40+mph, truly astounding). We hope the council will recognise that more aggressive interventions are needed to improve the lives and safety for this part of the Haringey community and look forward to hearing your responses for the concerned residents.</p> |

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| Durnsford Rd | Other view | Retain the centre island on the pedestrian crossing on Durnsford Rd. This provides an essential refuge for vulnerable pedestrians and prevents over-taking manoeuvres by vehicle drivers. |
| Durnsford Rd | Support | I think you'll need to put large 20mph markings on the road itself. While you have the 20mph signposts at the junction with Durnsford and Bounds Green roads; I think you also need them further along Durnsford Rd. |
| Durnsford Rd | Support | |
| Durnsford Rd | Other view | LTNs have had the effect of increasing congestion and pollution in Durnsford Rd. LTNs should be scrapped. |
| Durnsford Rd | Object | Traffic crawls past here and is often at a standstill for much of the time. Why would you slow the traffic any more? Cars may now just dream of travelling at 20mph. The LTNs in Enfield and Bounds Green have funnelled all the traffic onto Durnsford Road, and the stationary cars emit fumes. You clearly have no knowledge of what is happening in this area when you proposed this measure. Please can you remove the unused DB outside #76 (ish). That would be much more useful than proposing these idiotic outdated measures. |
| Rhys Avenue | Support | |
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