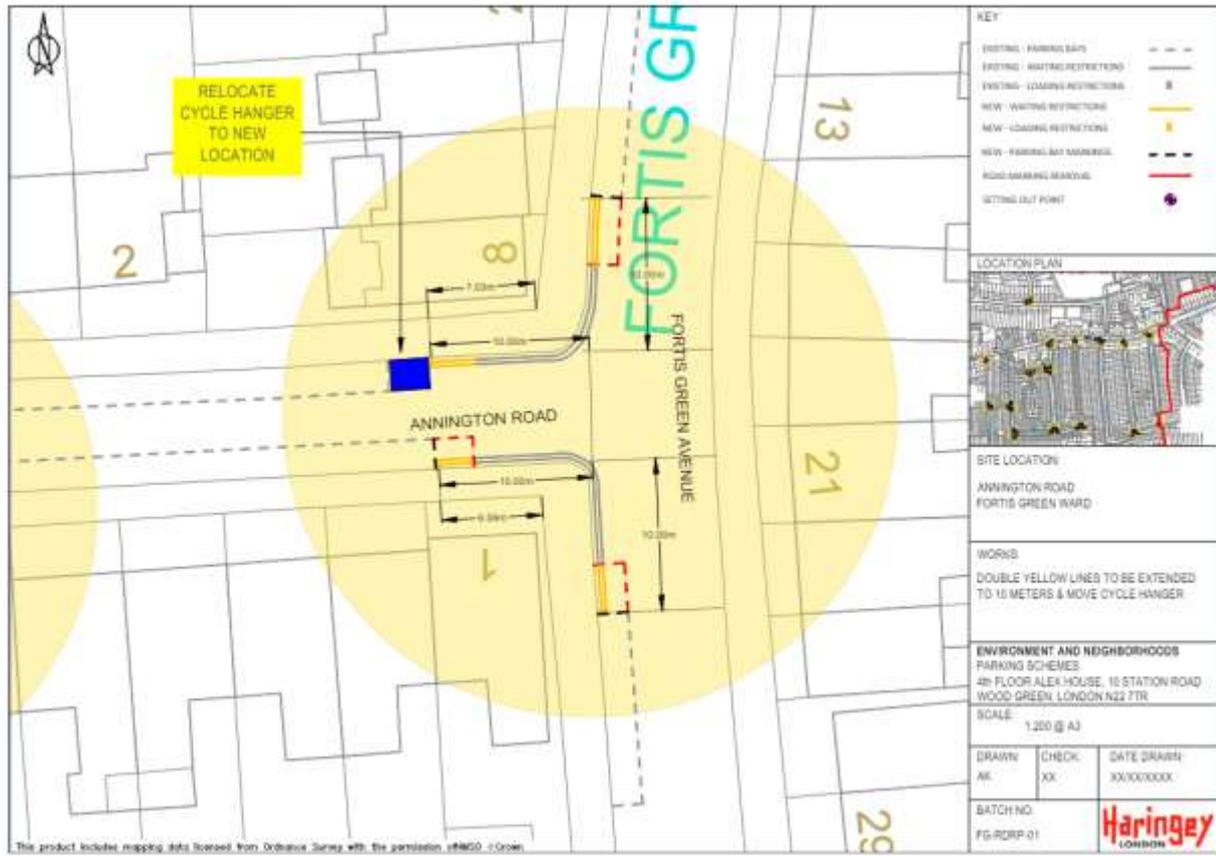
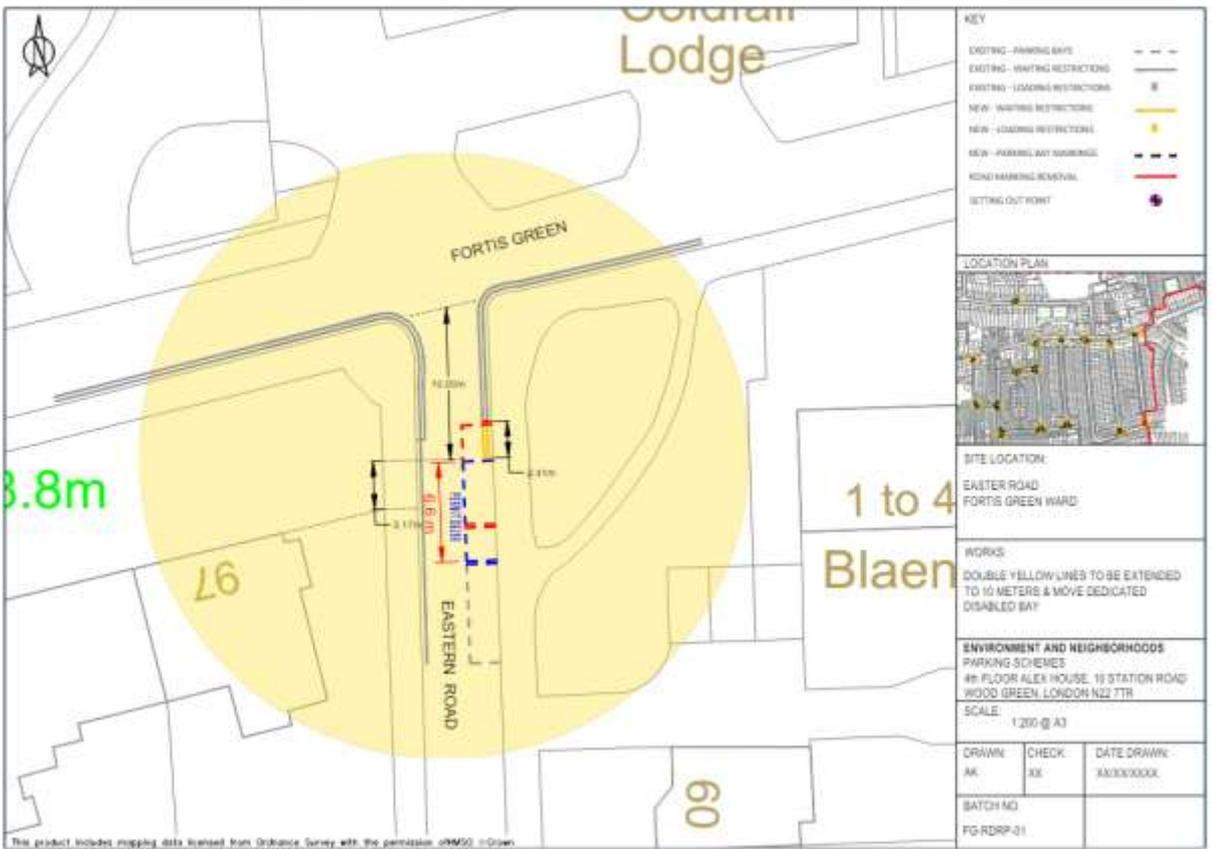
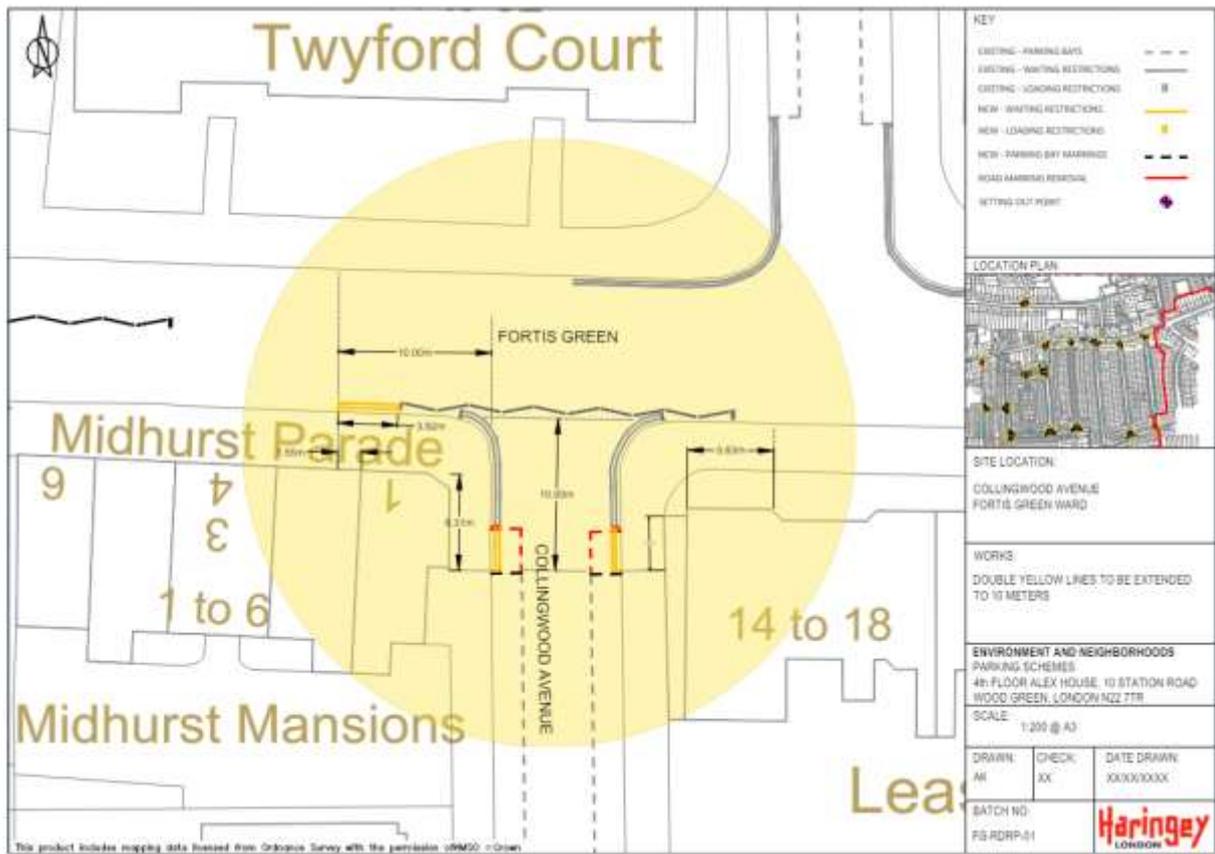
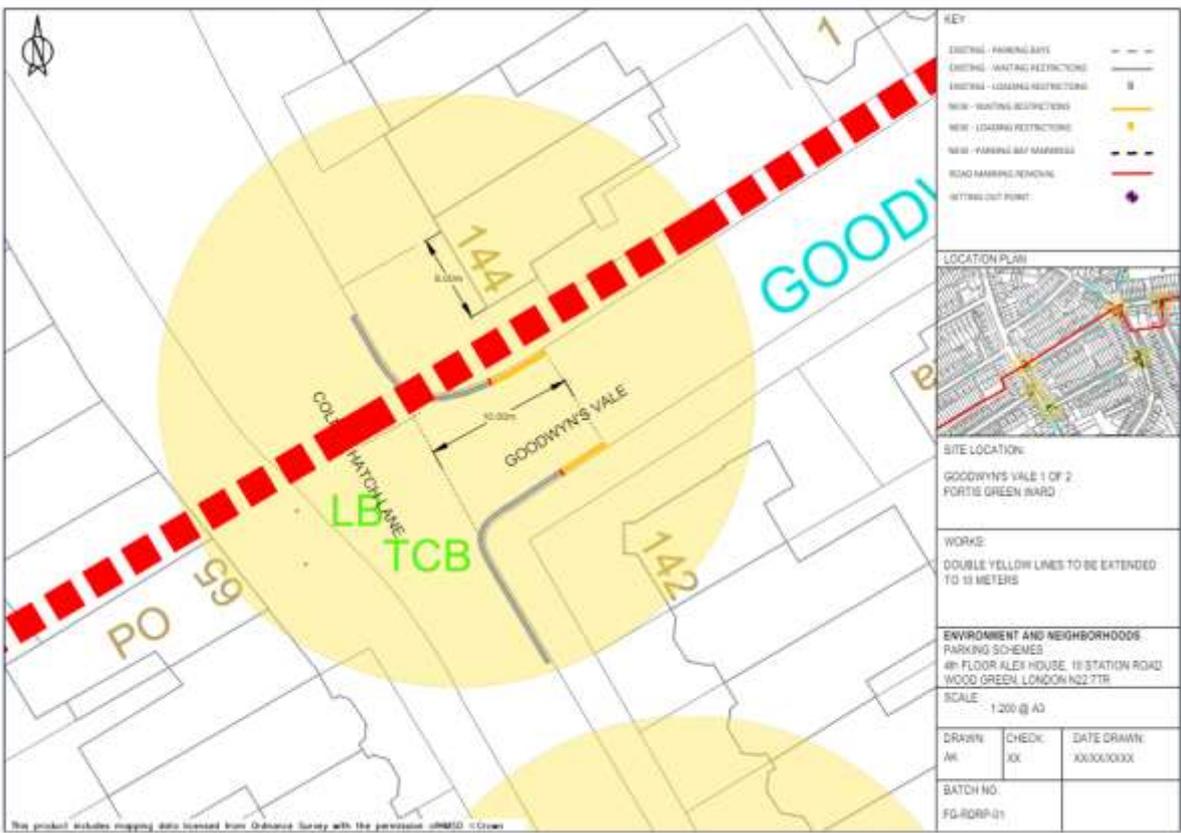
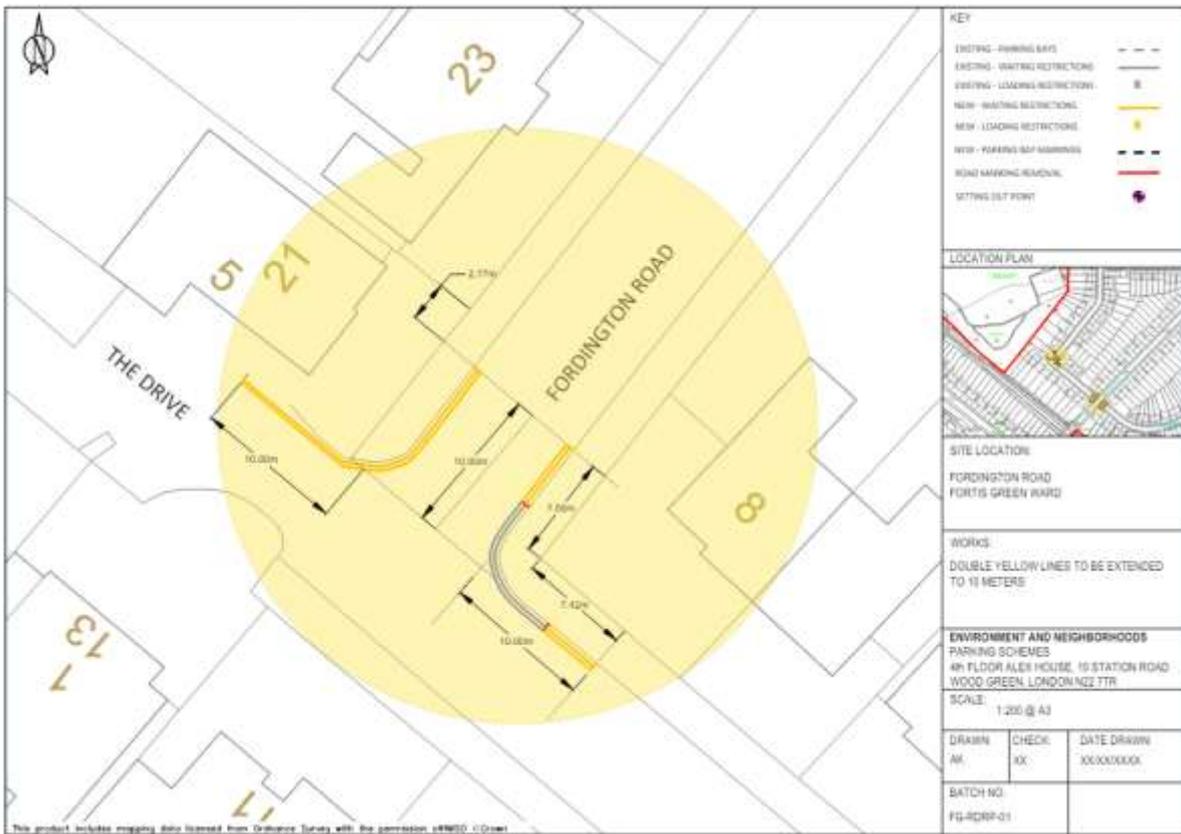
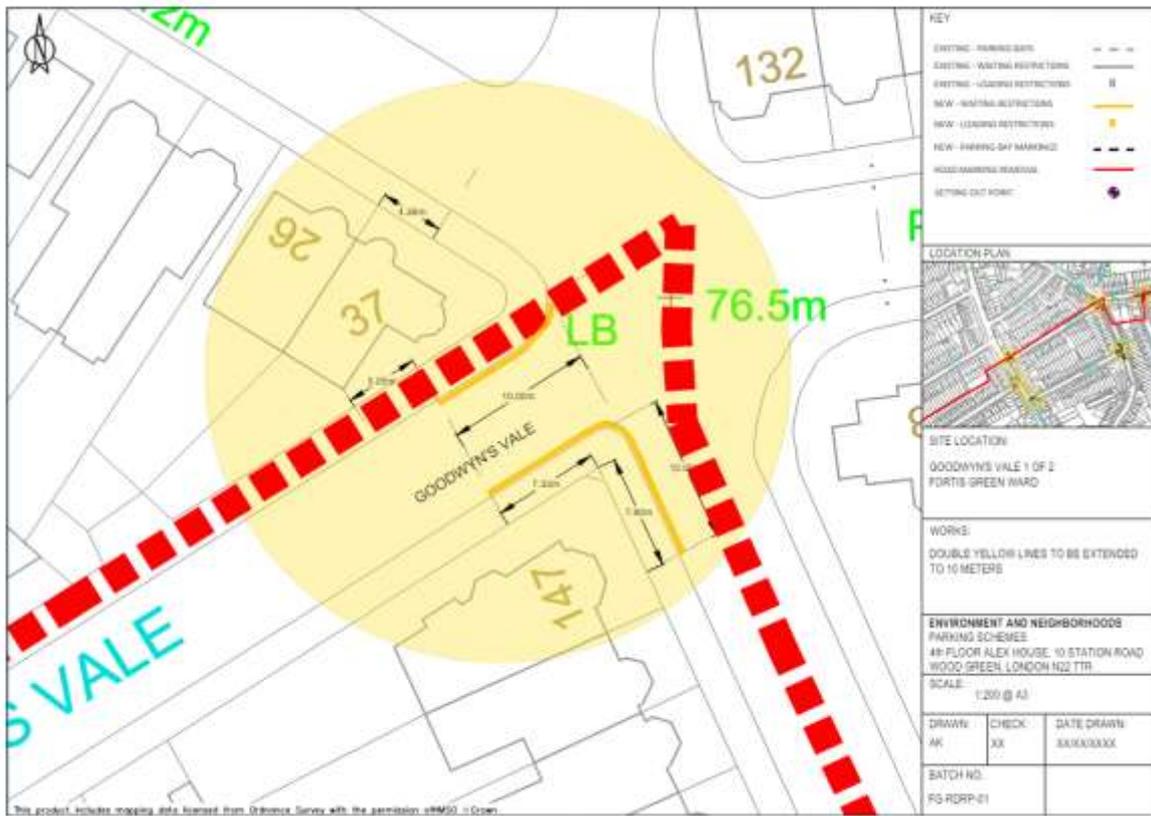


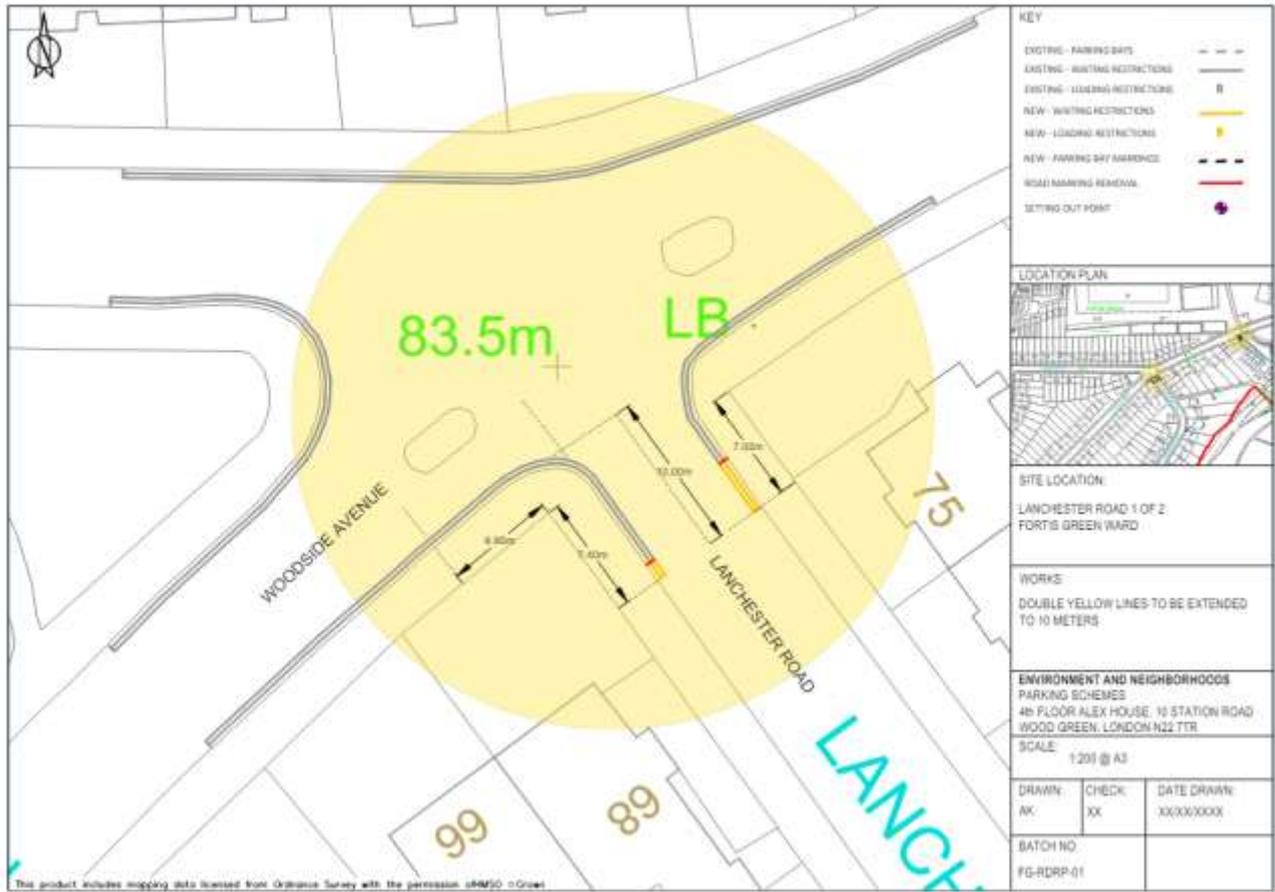
APPENDIX 1

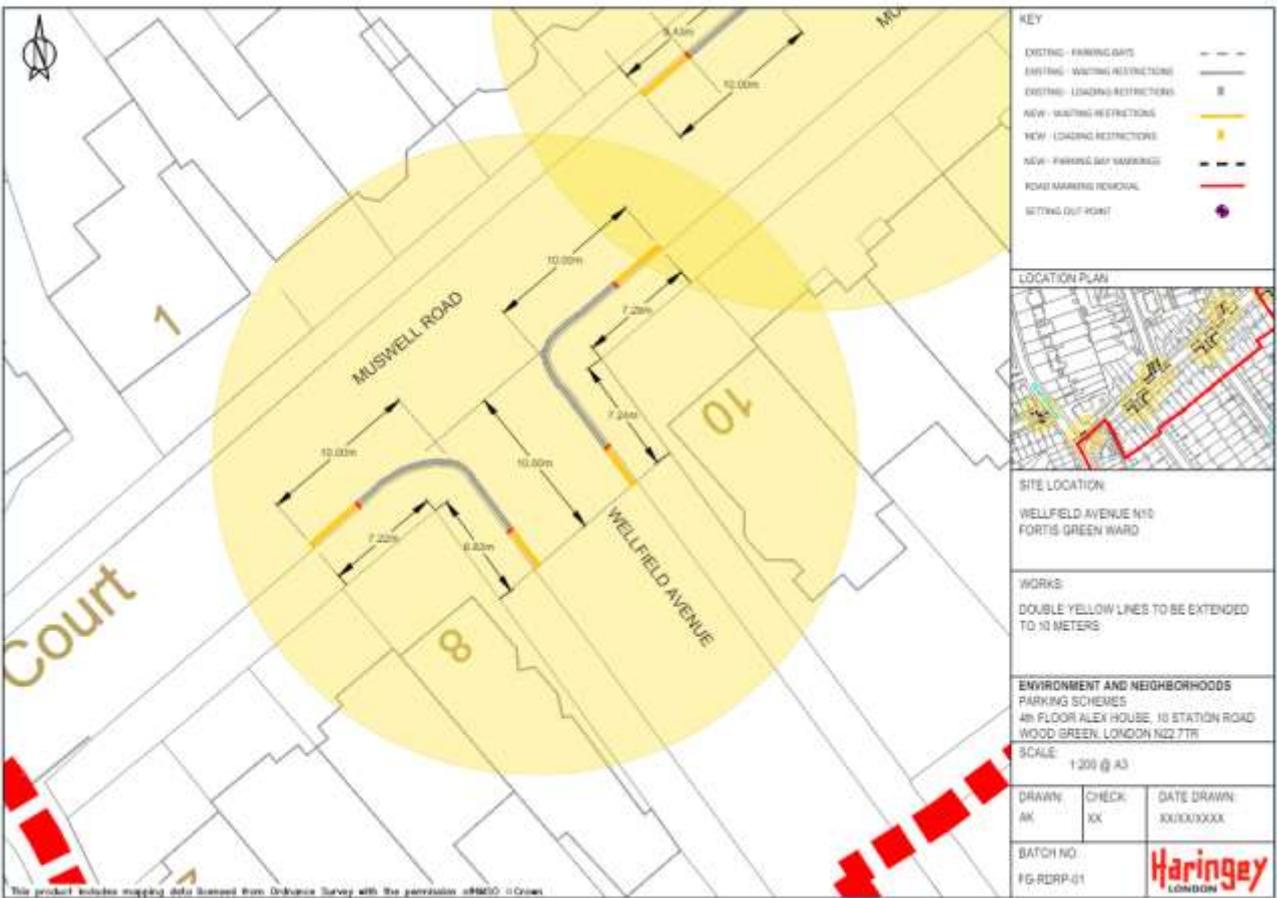
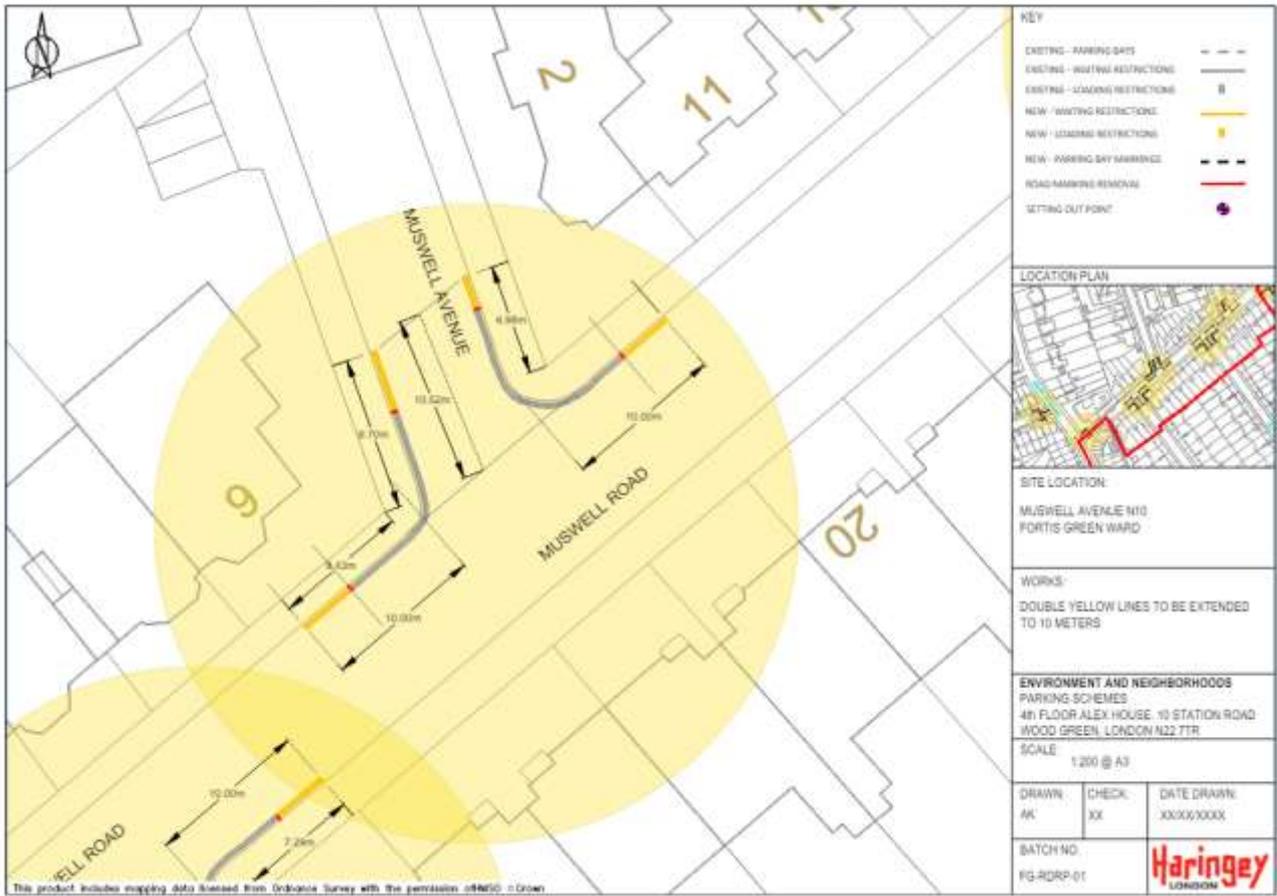


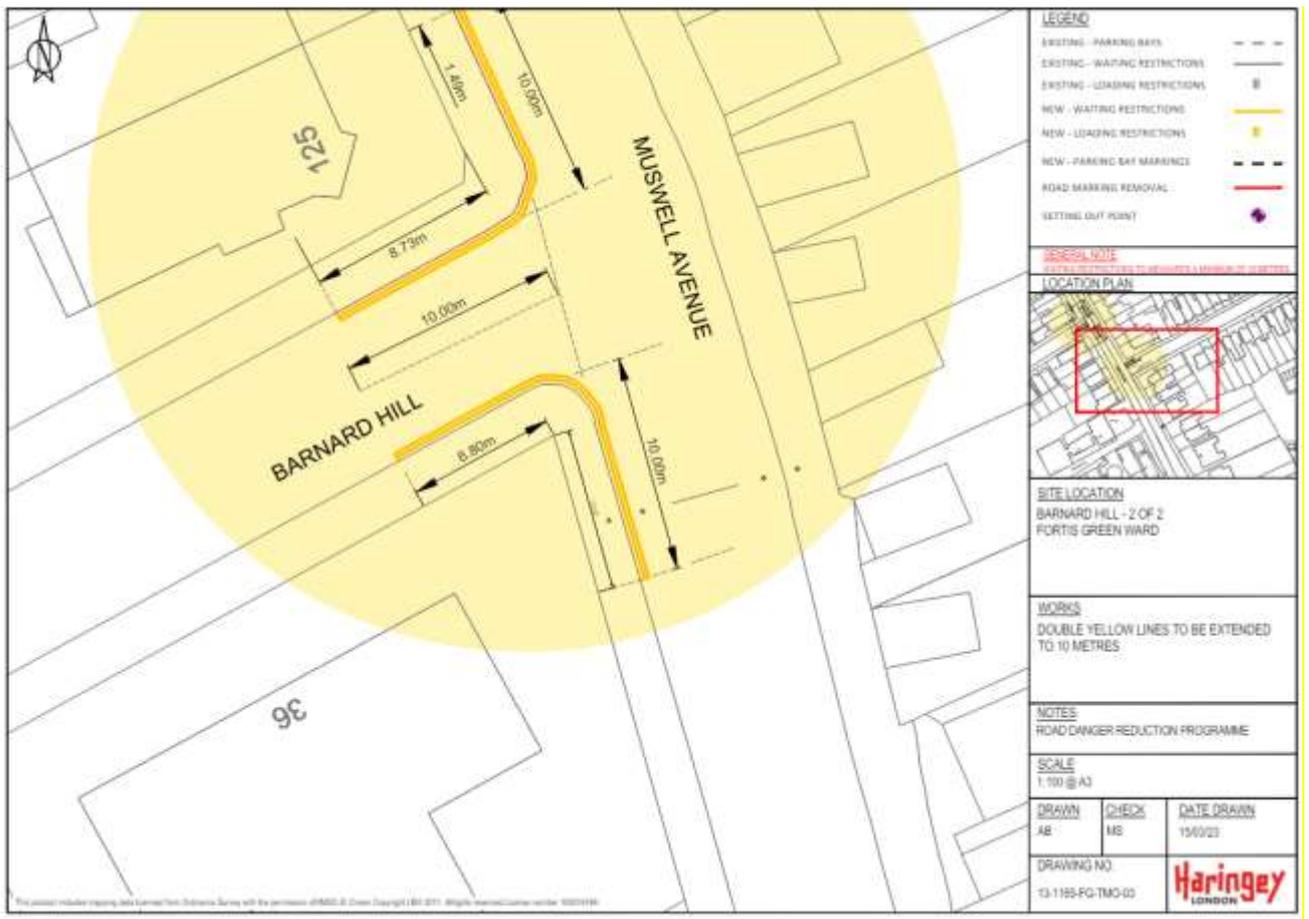
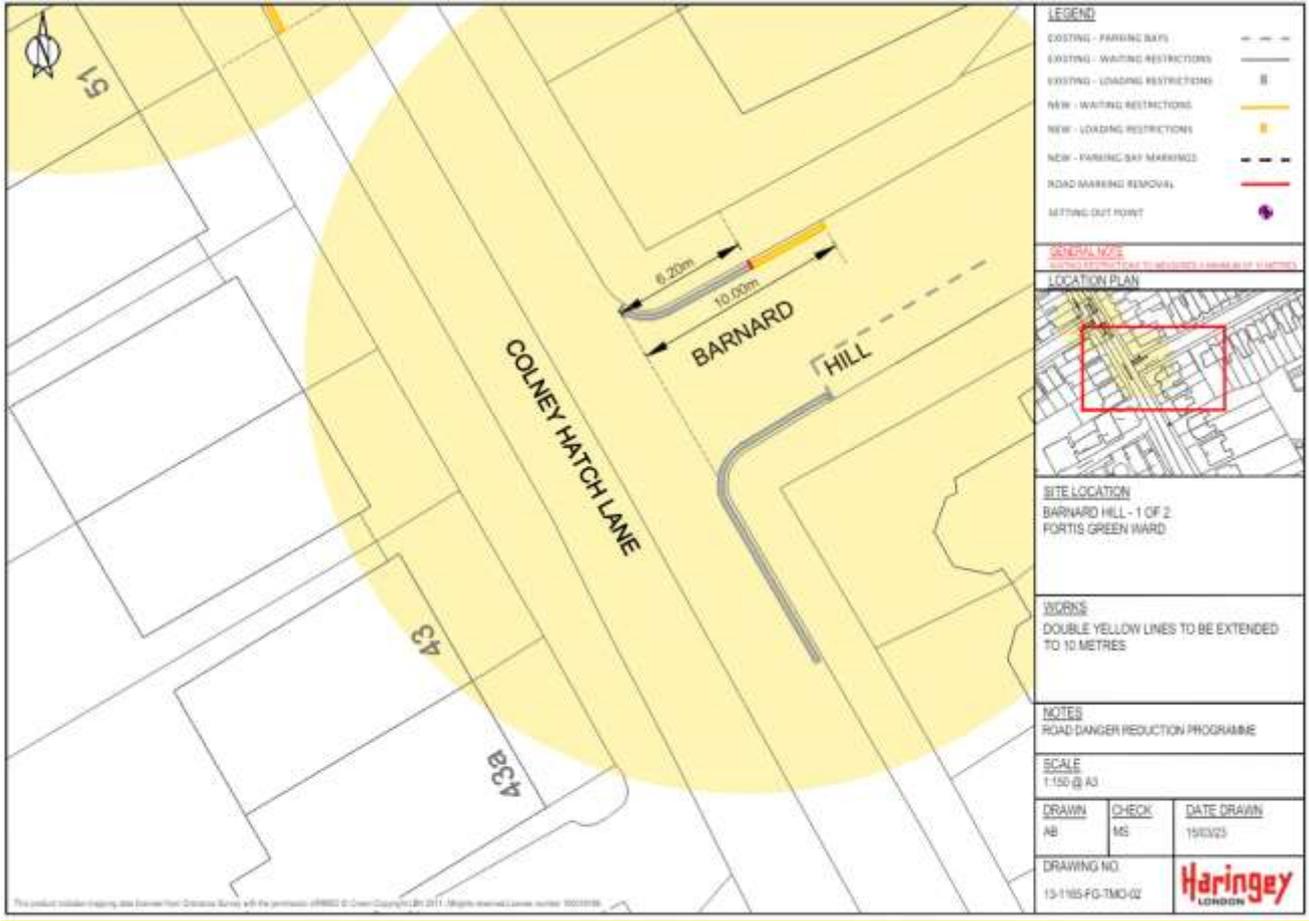


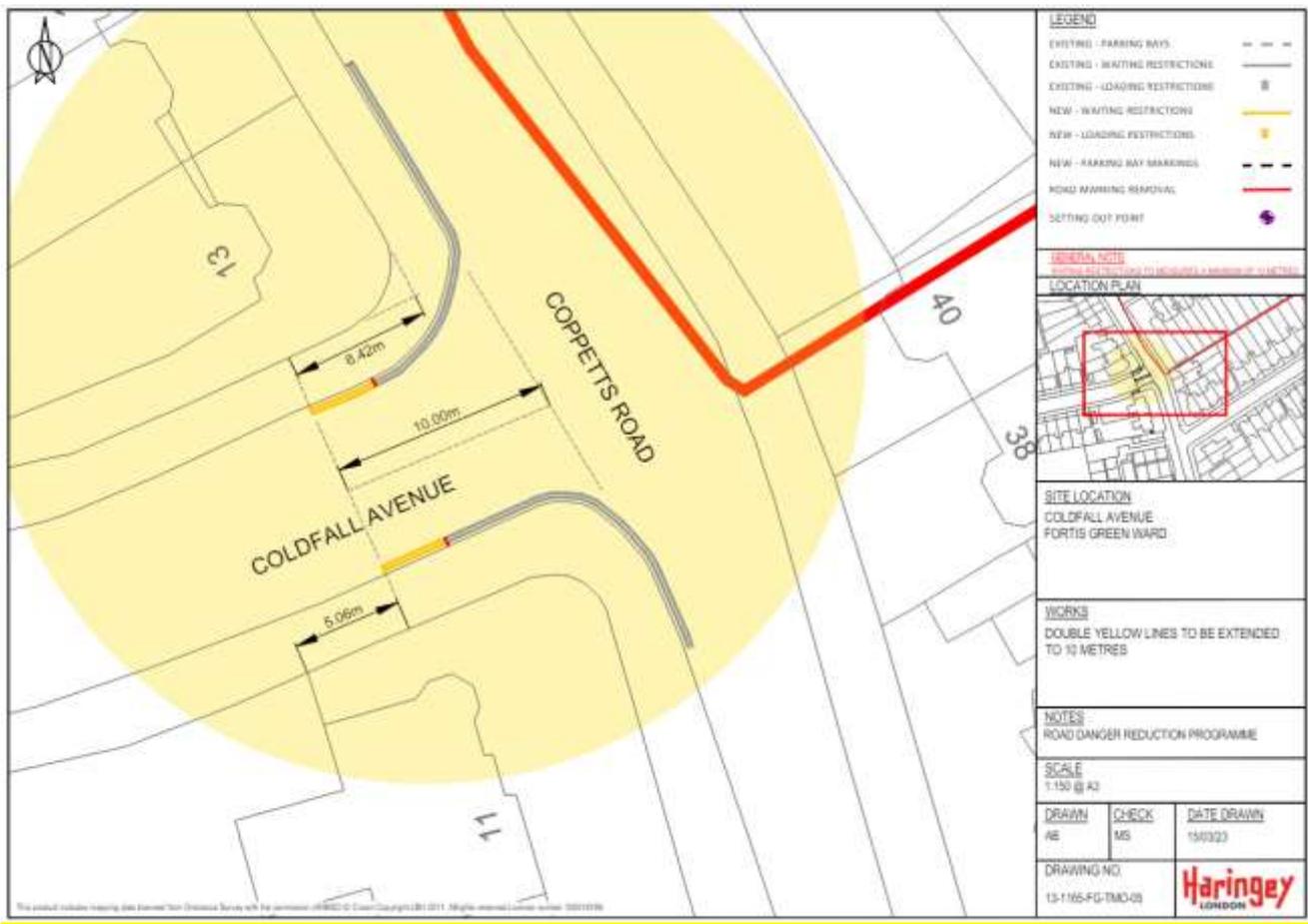
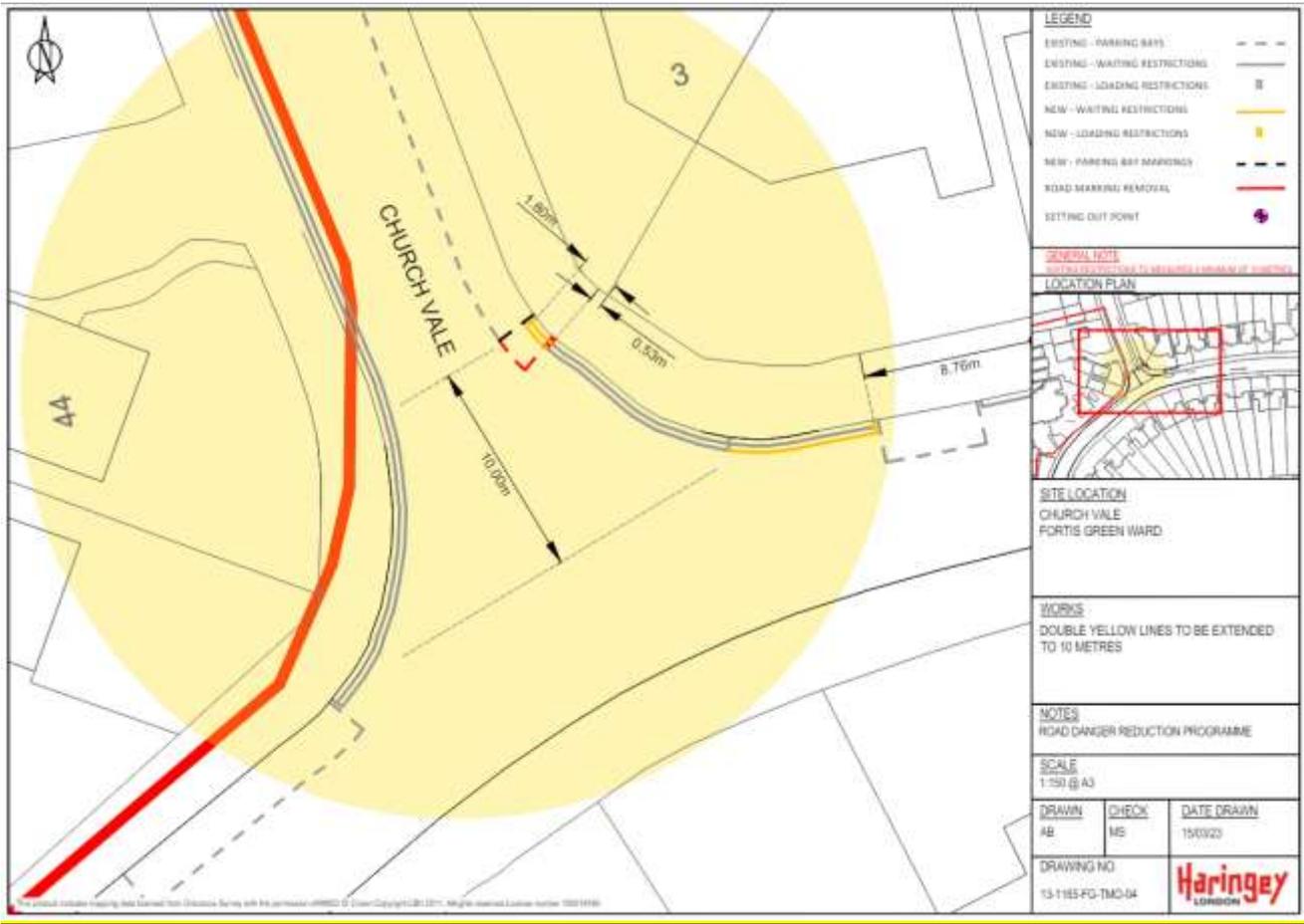


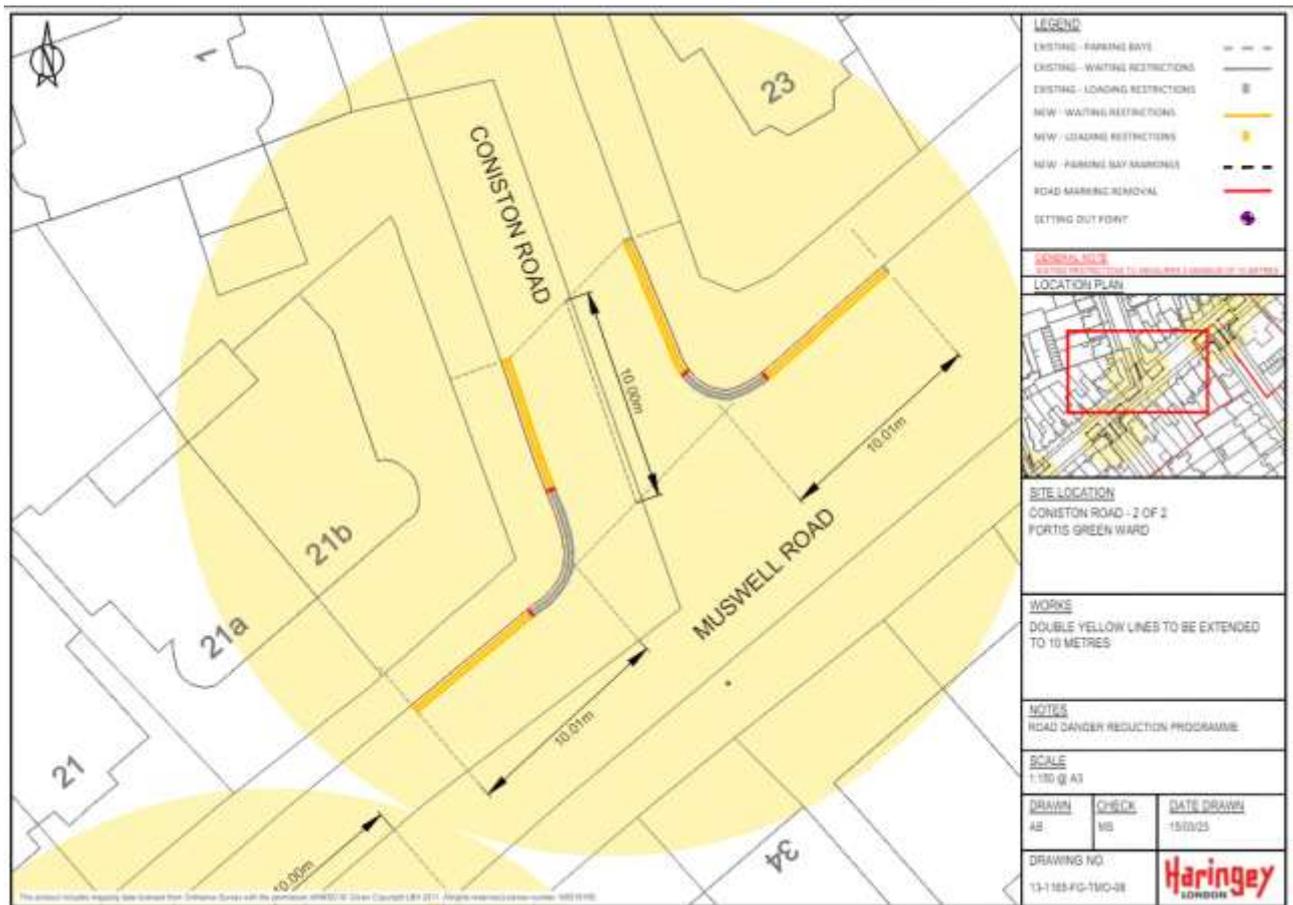
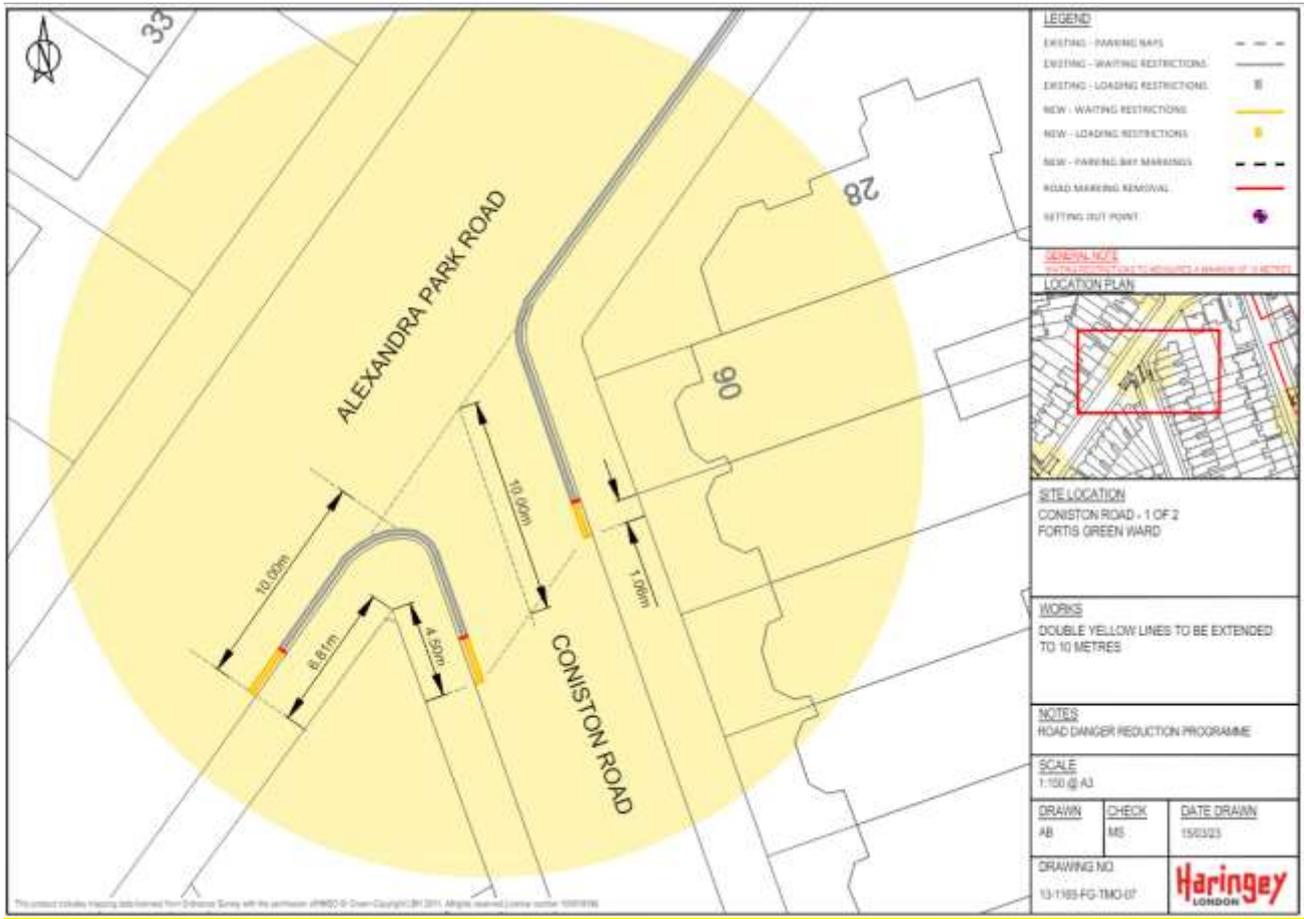


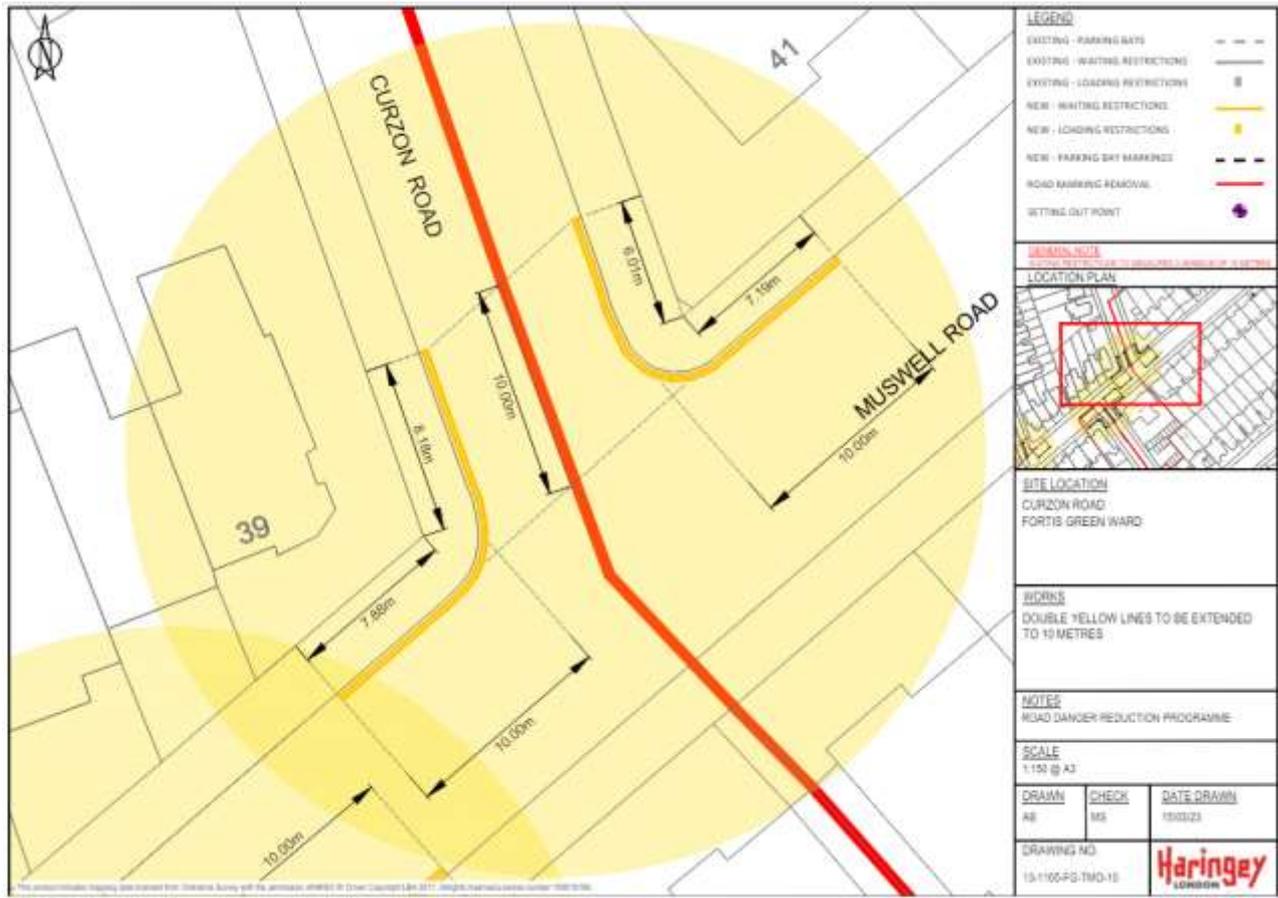
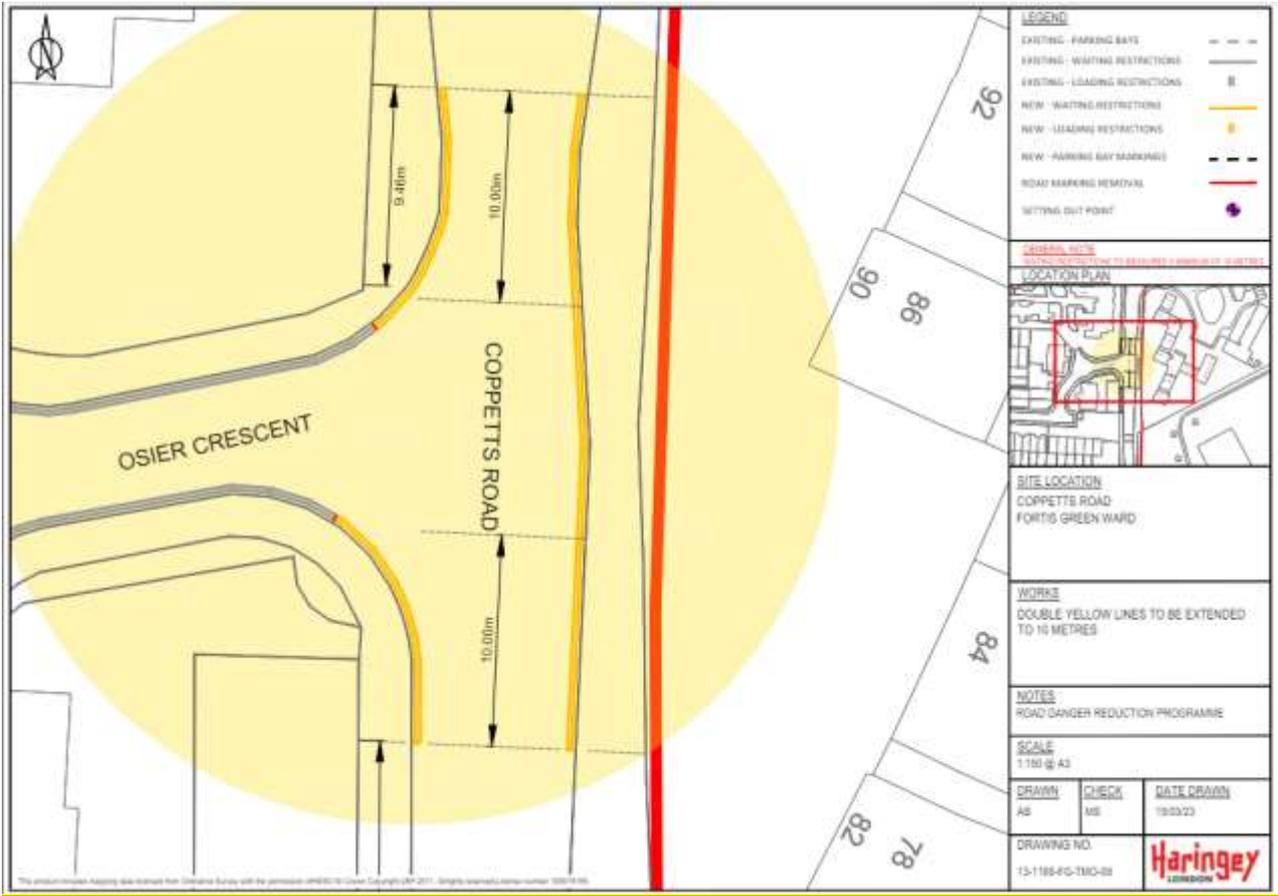


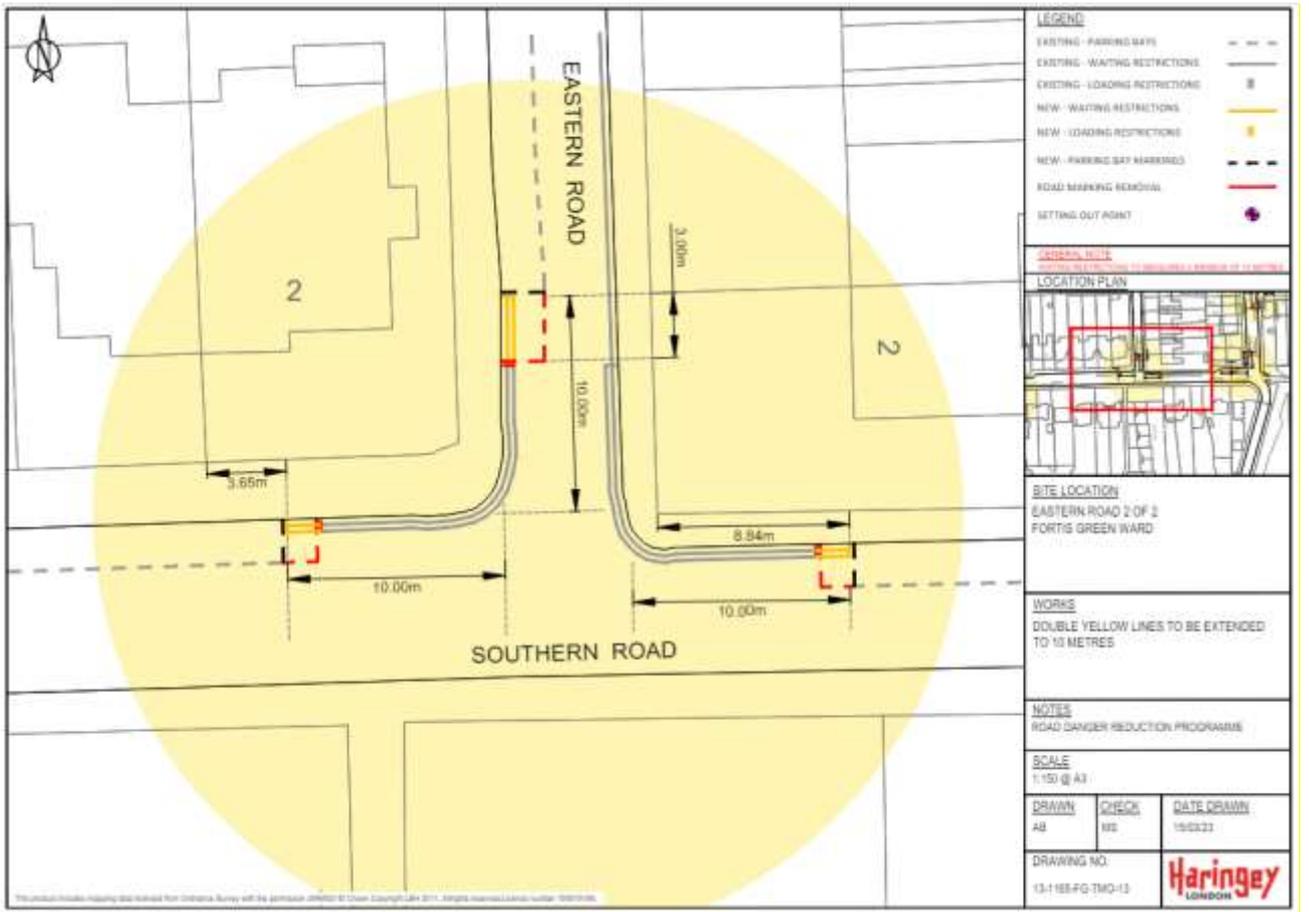
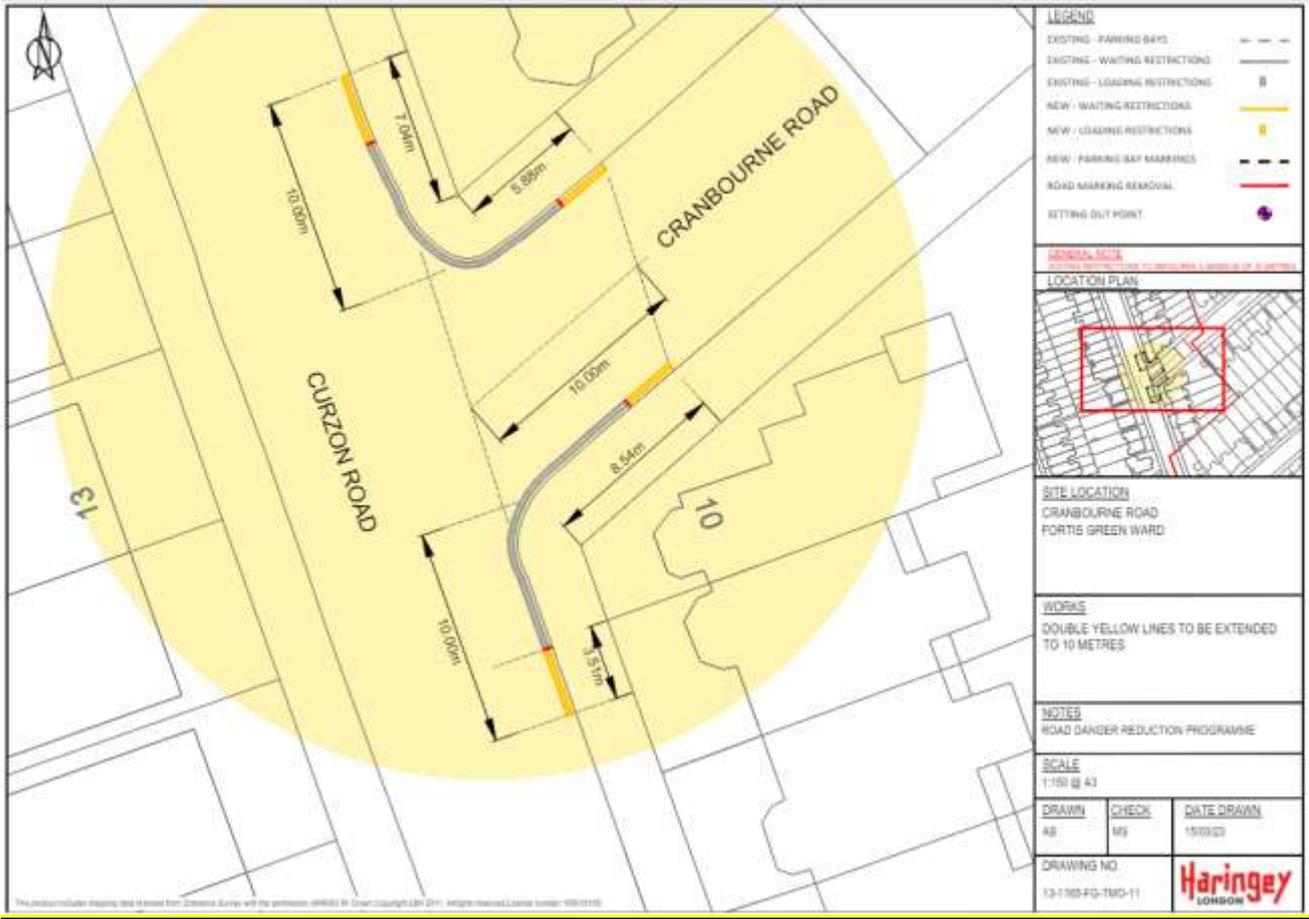


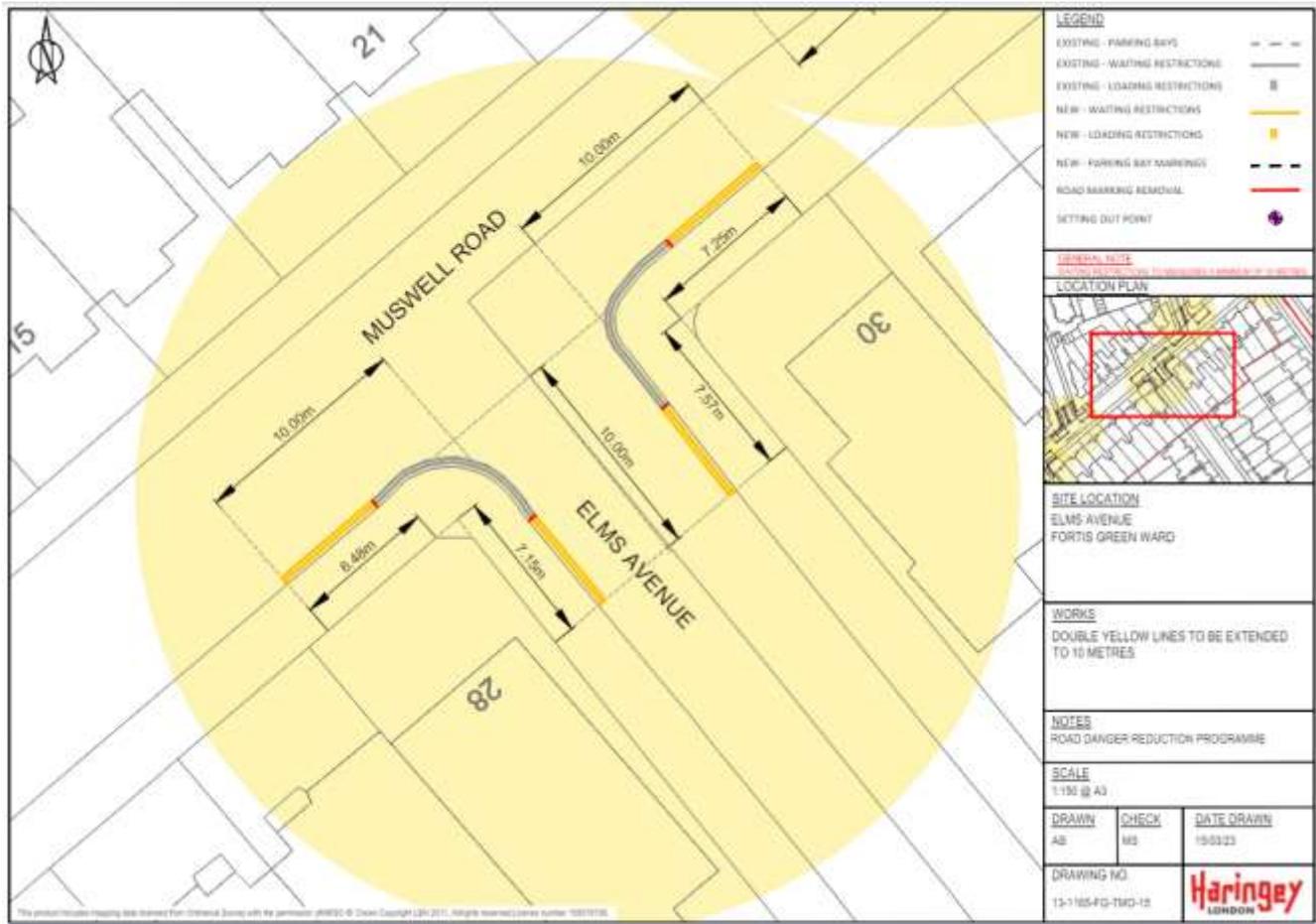
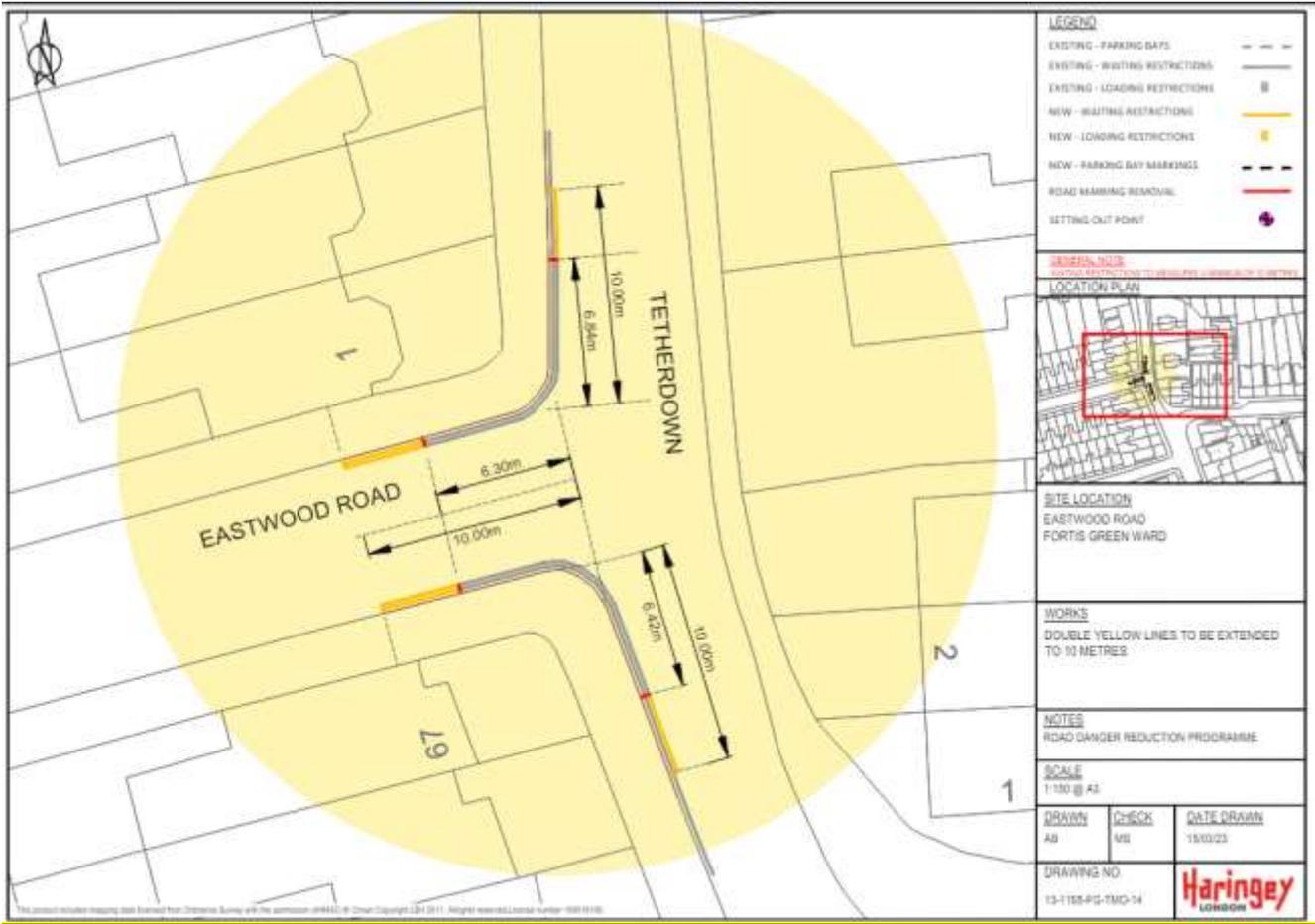


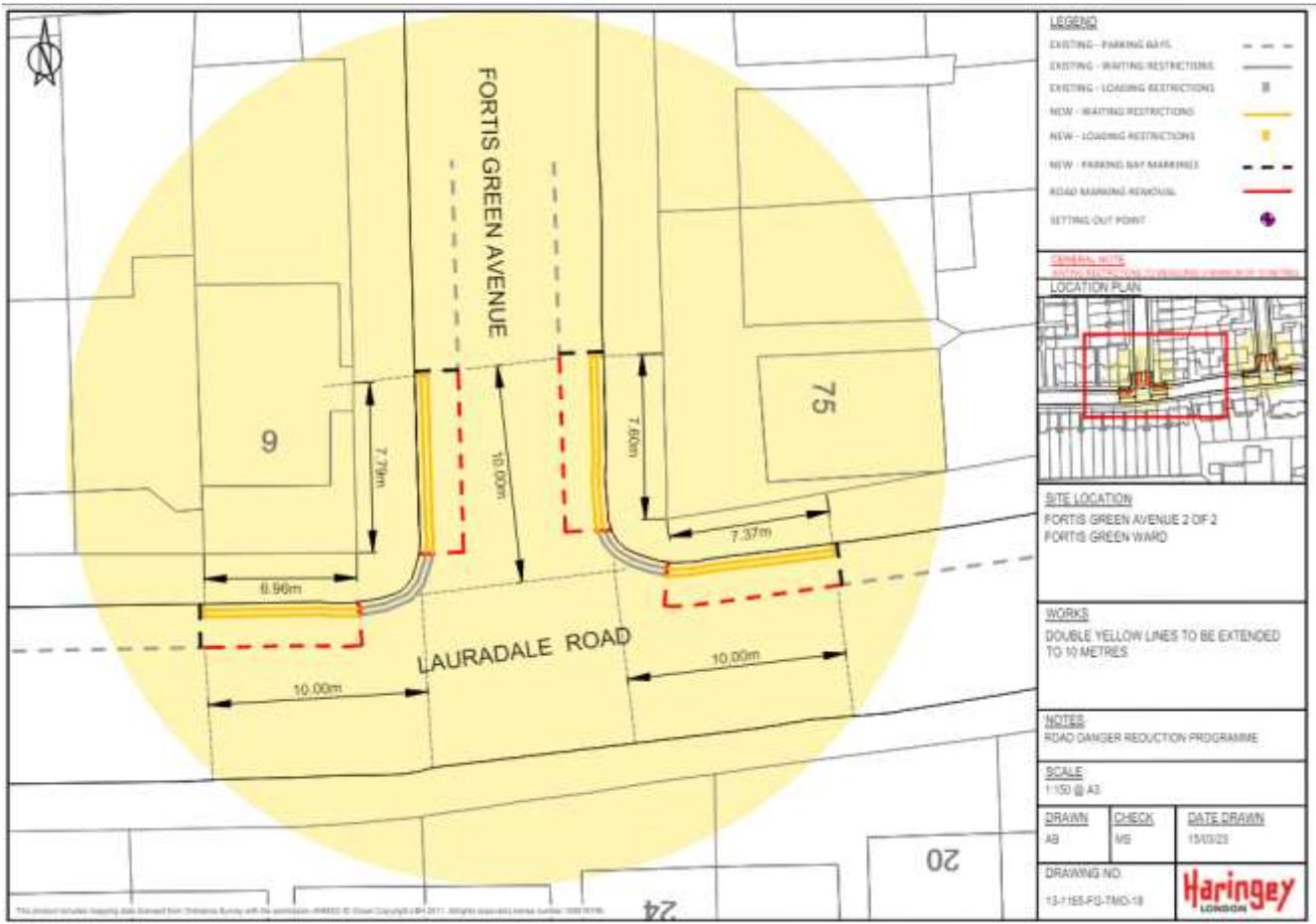
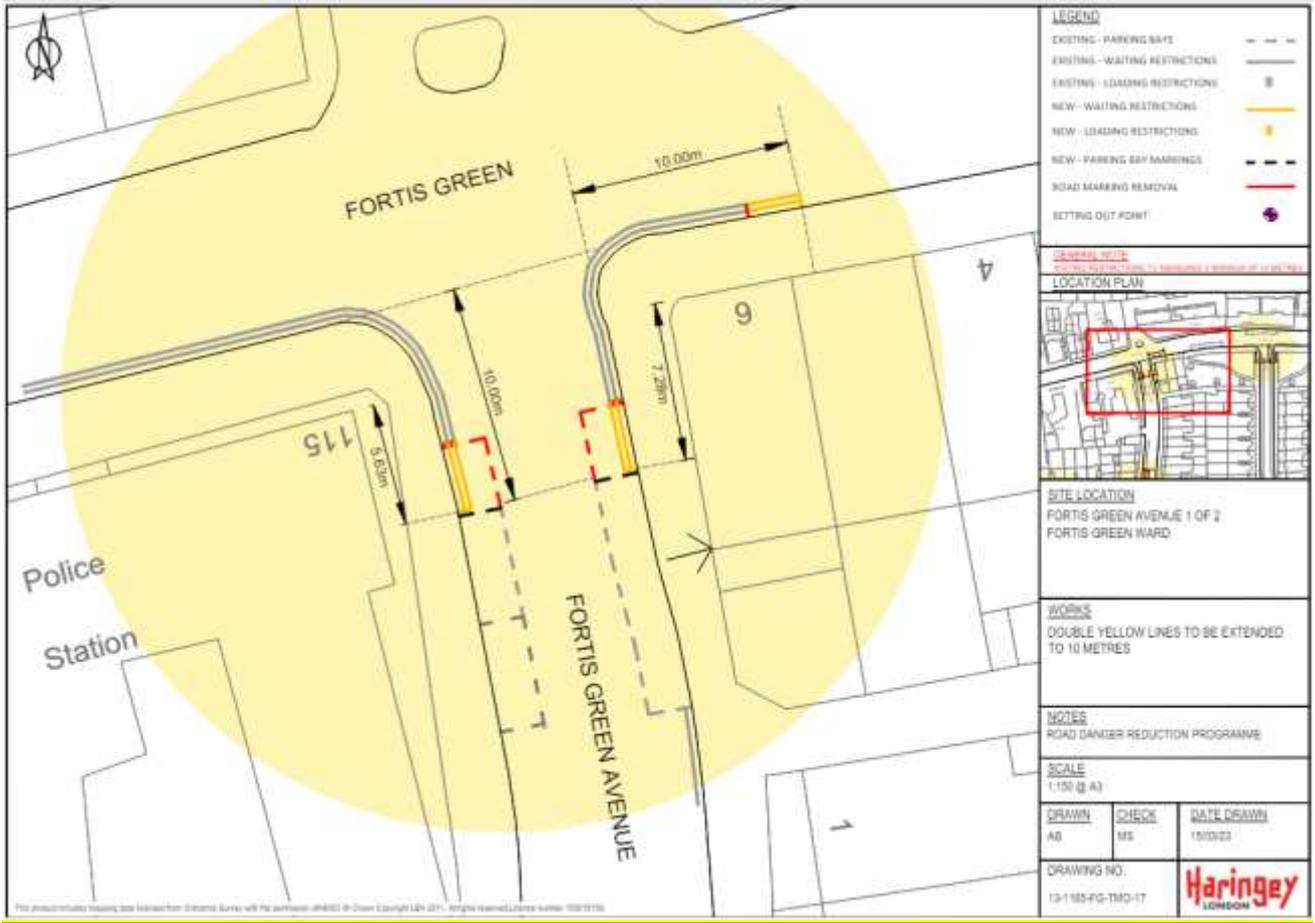


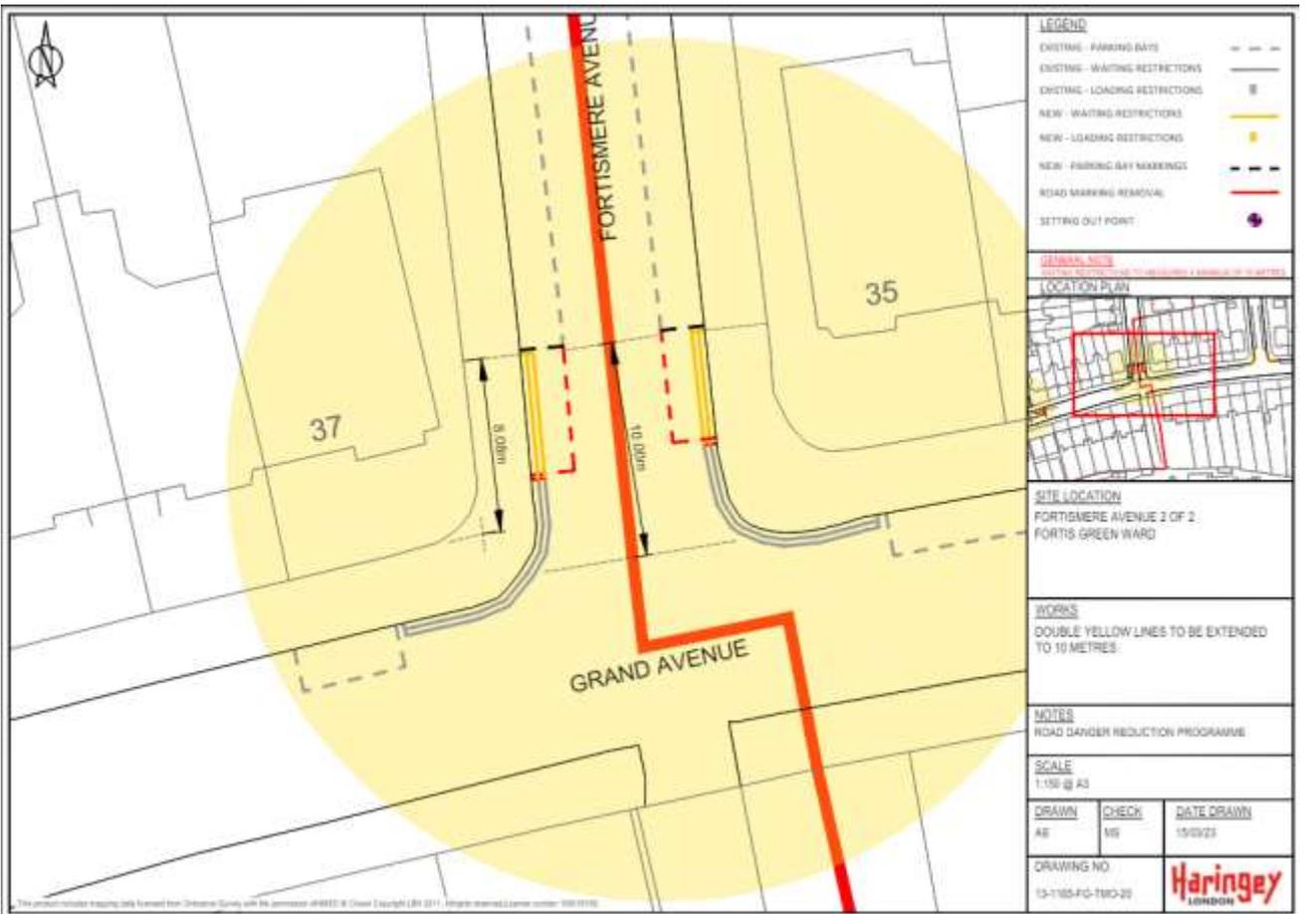
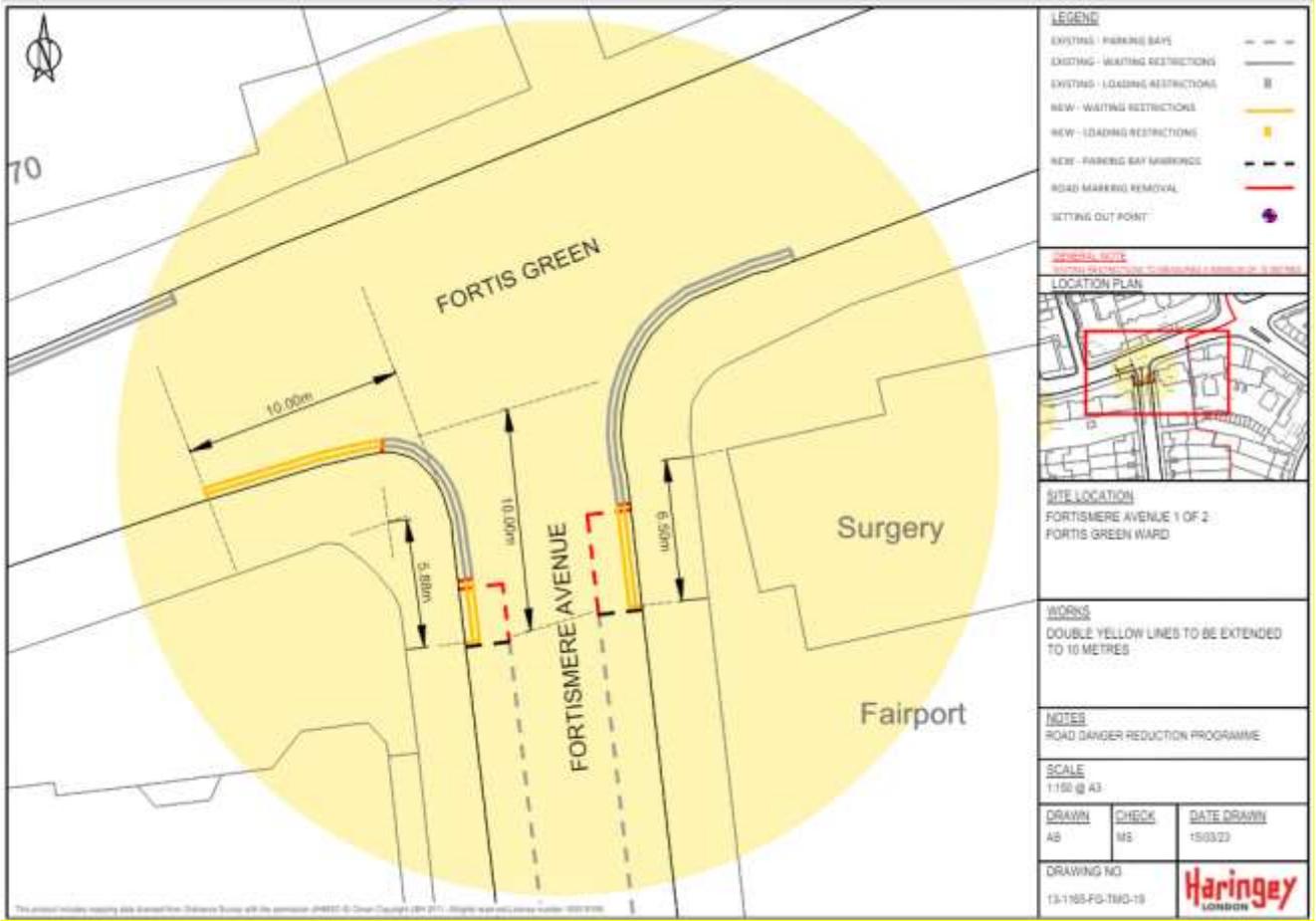


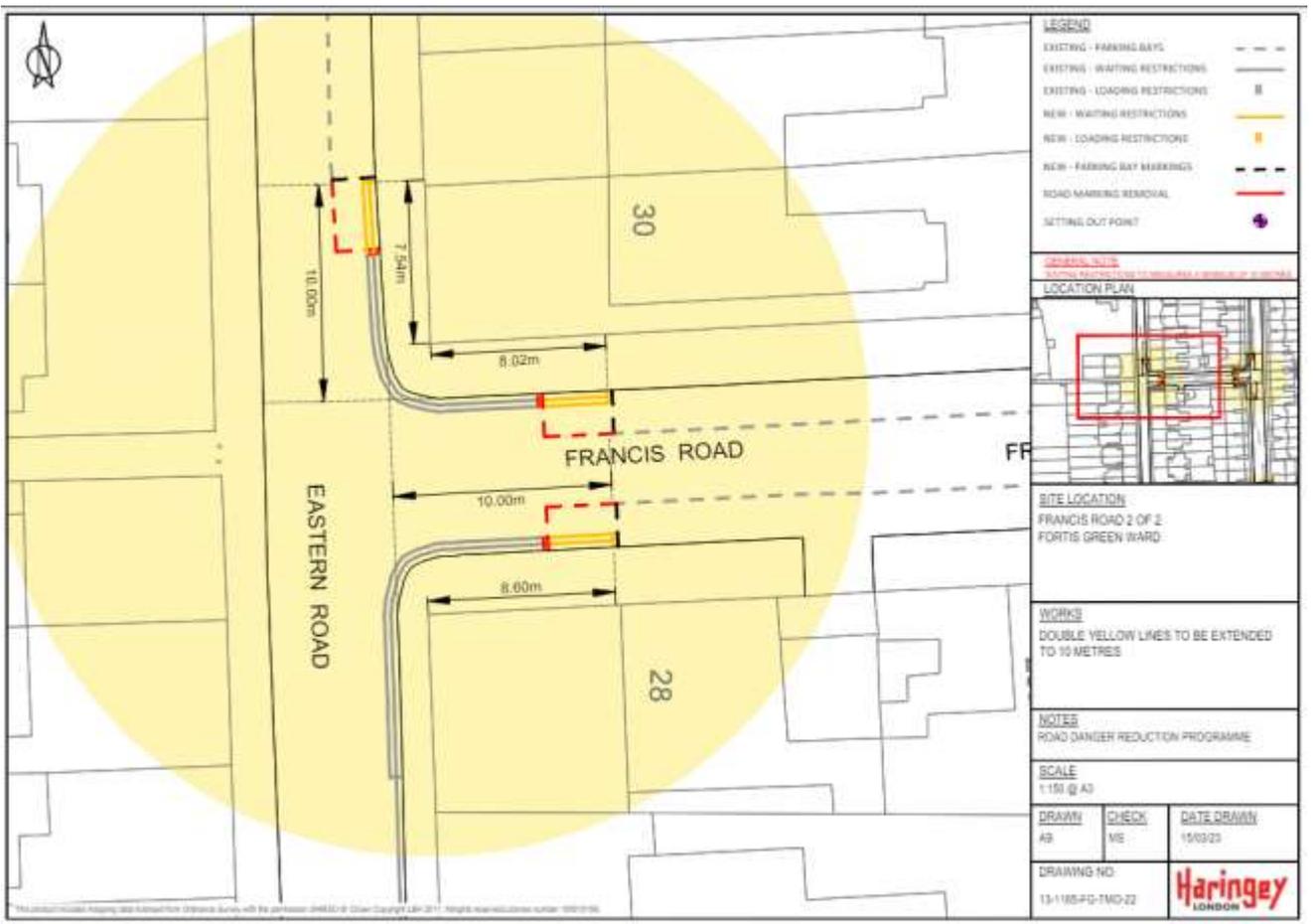
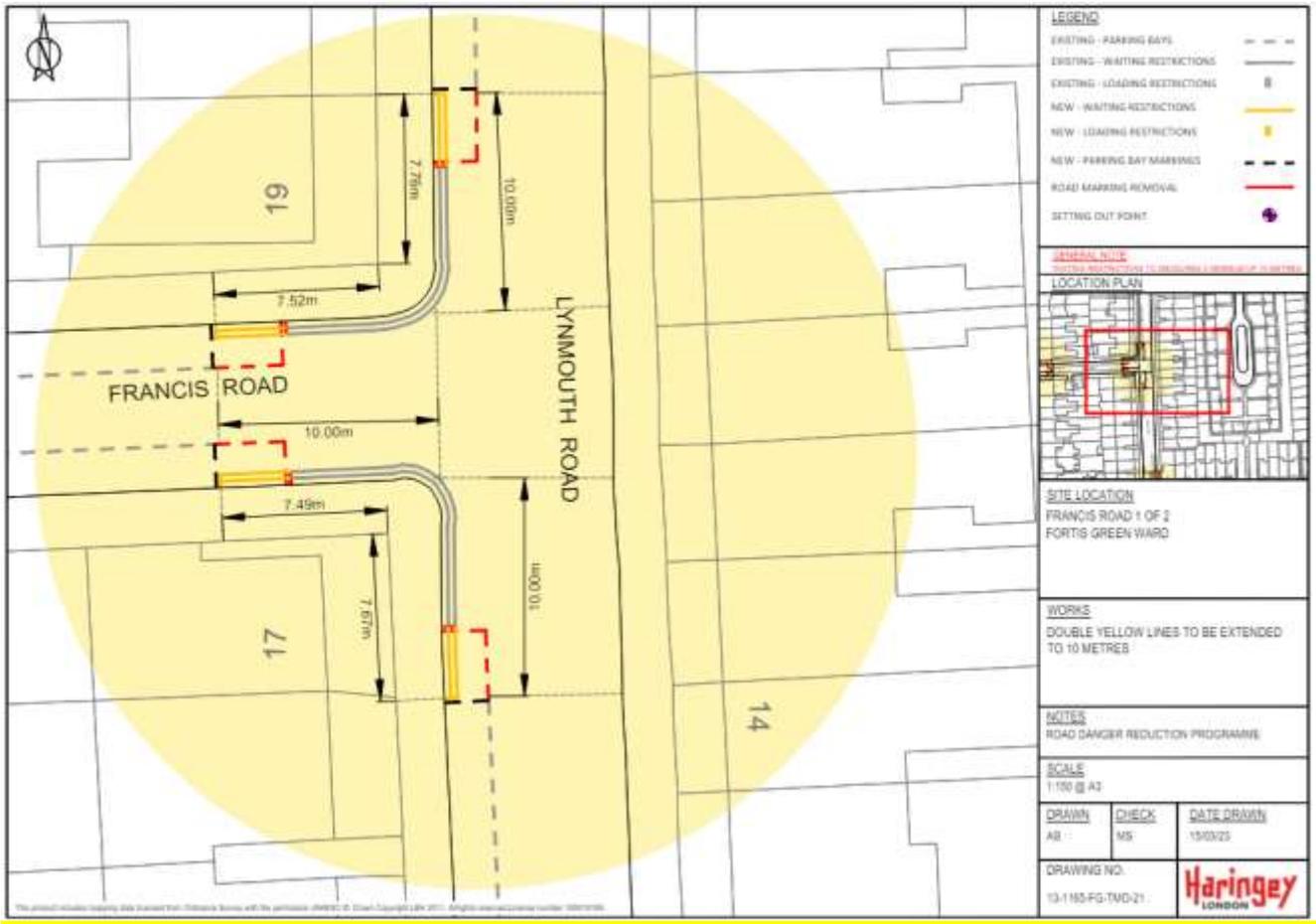


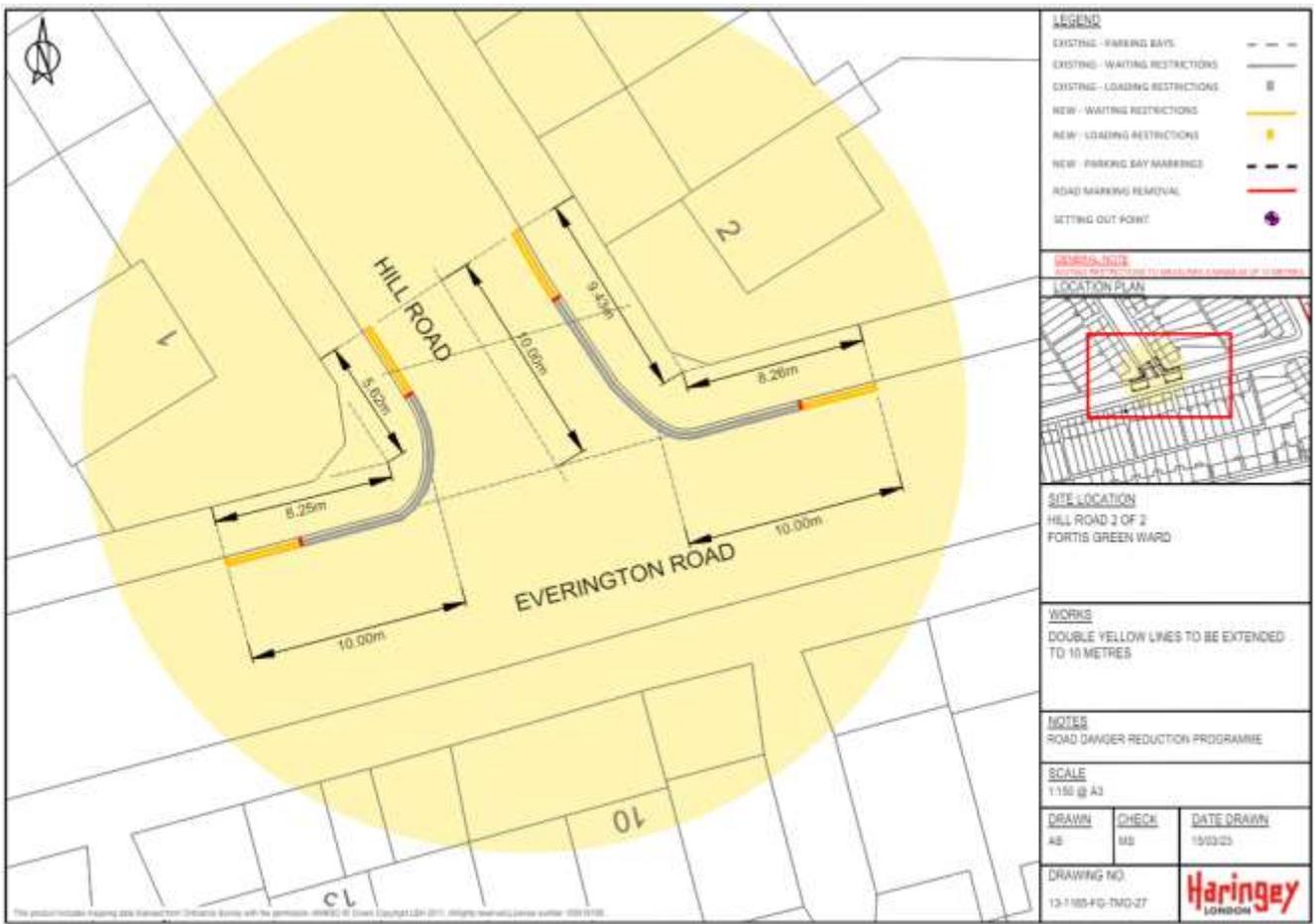
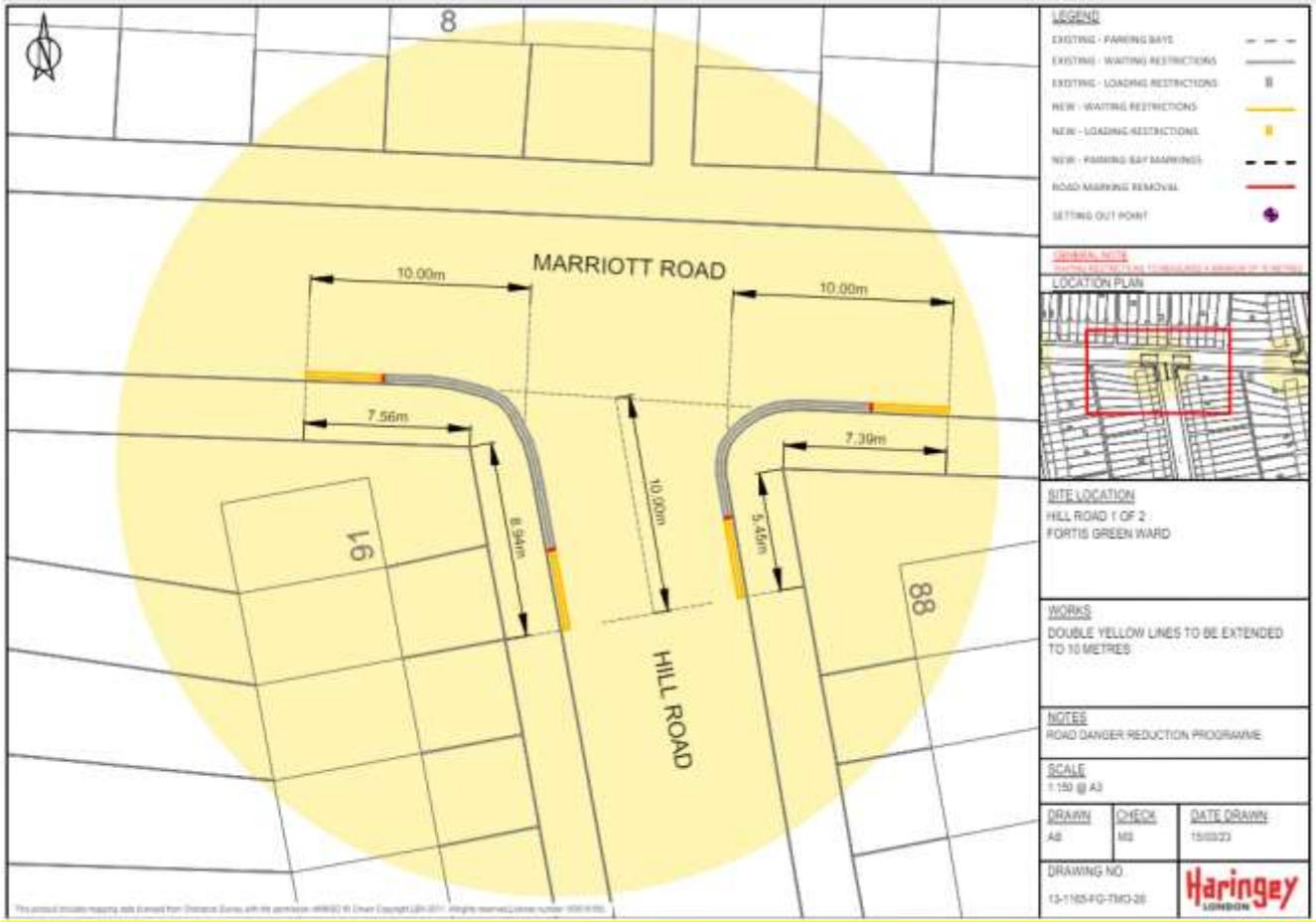


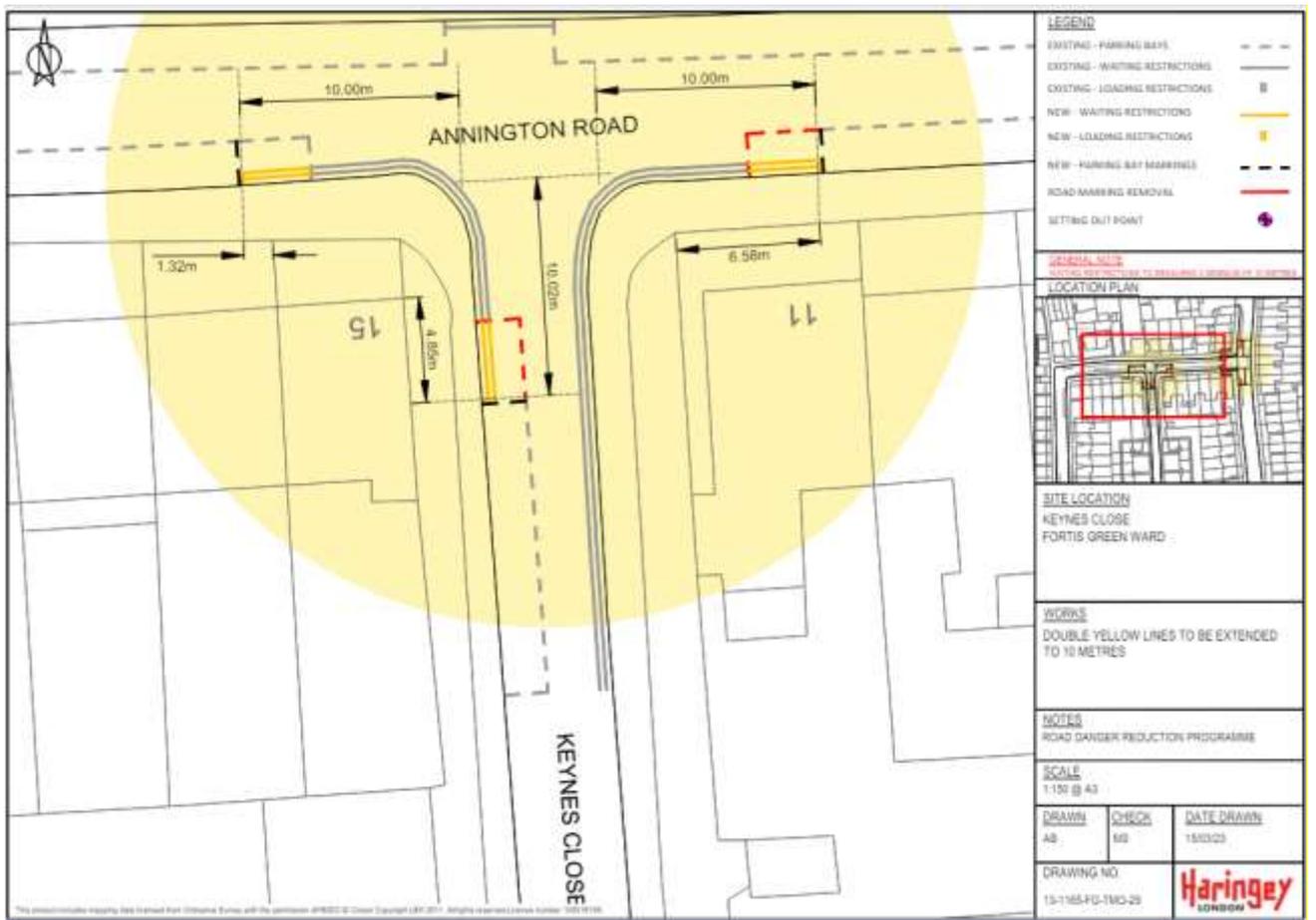
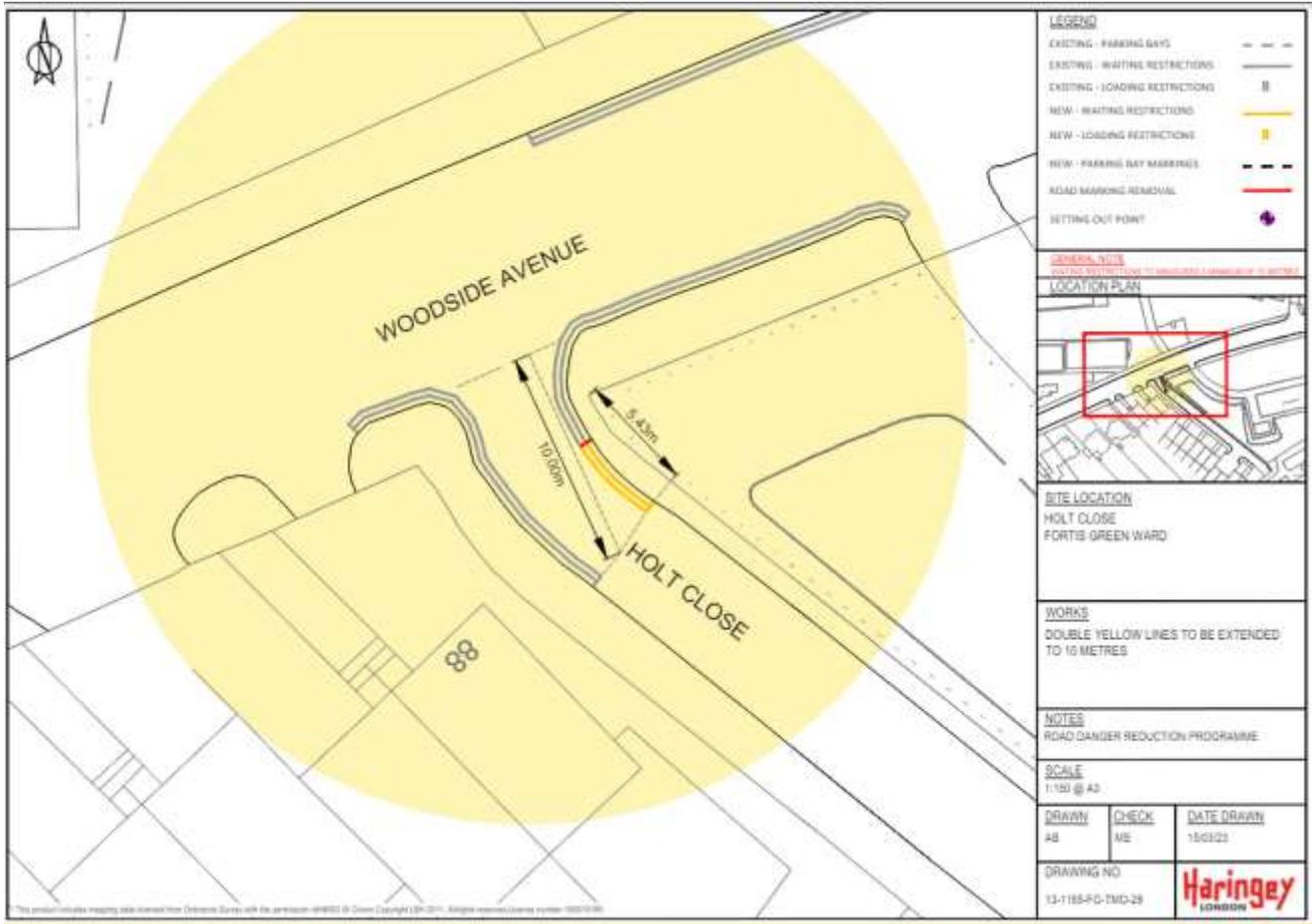


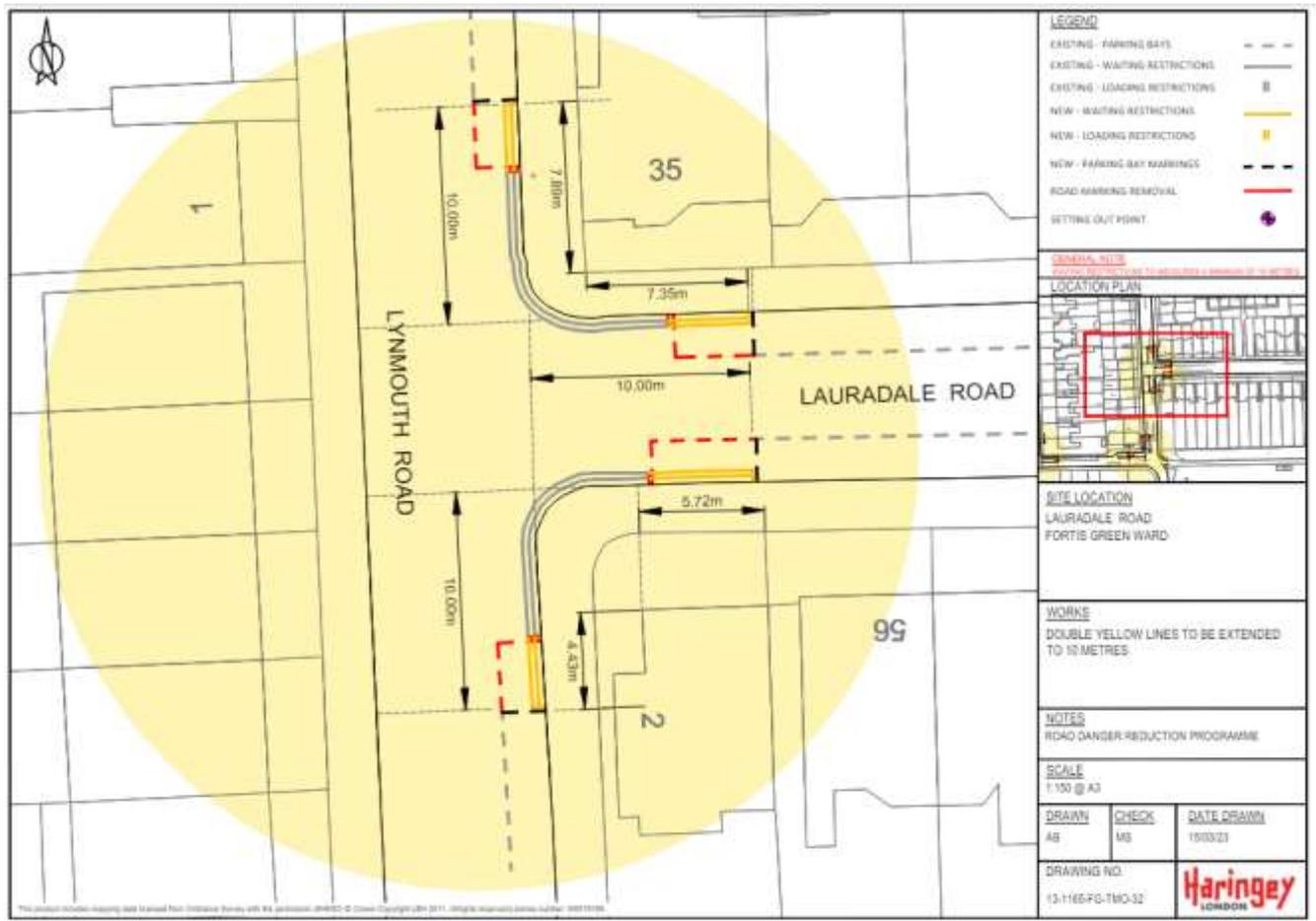
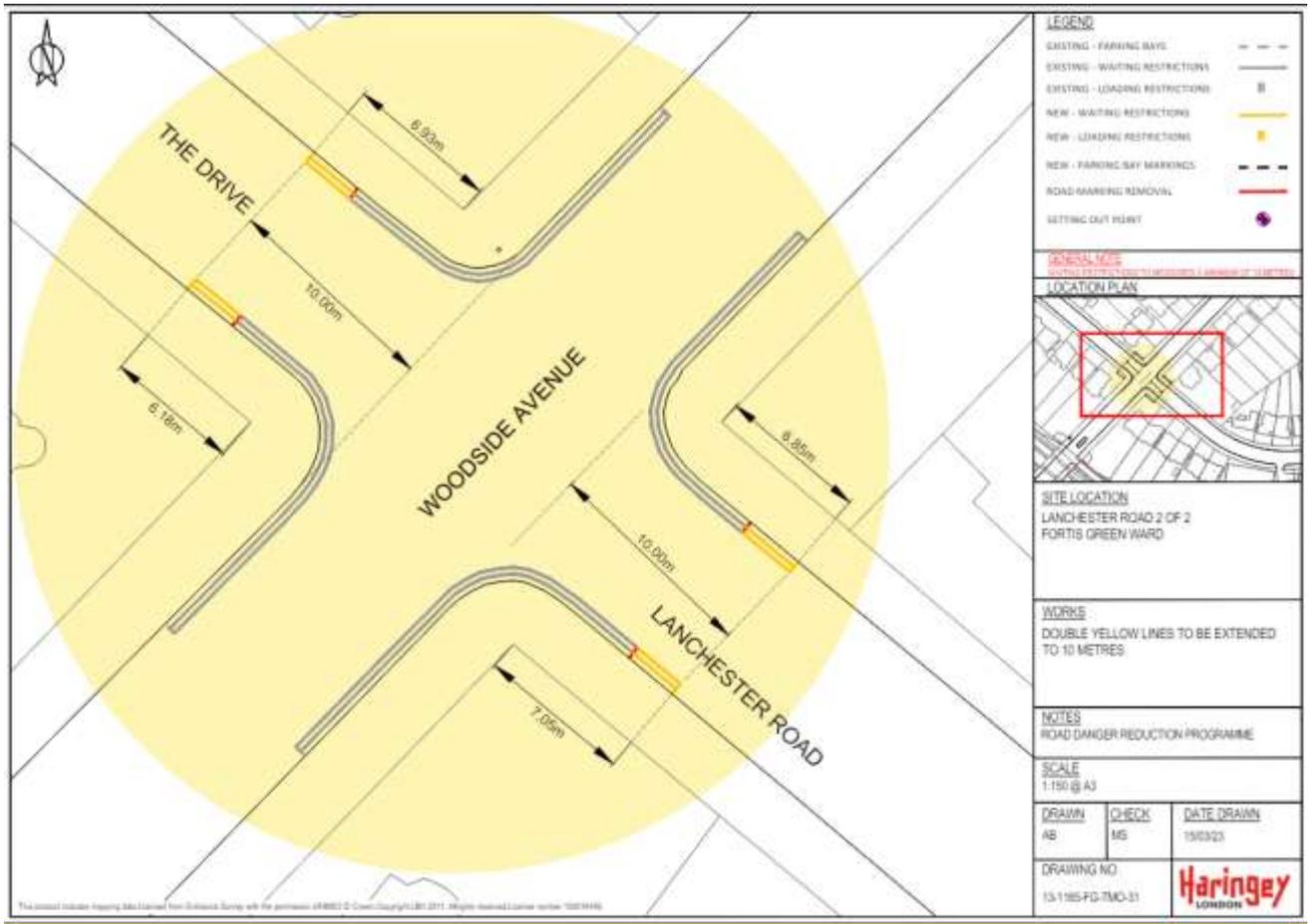


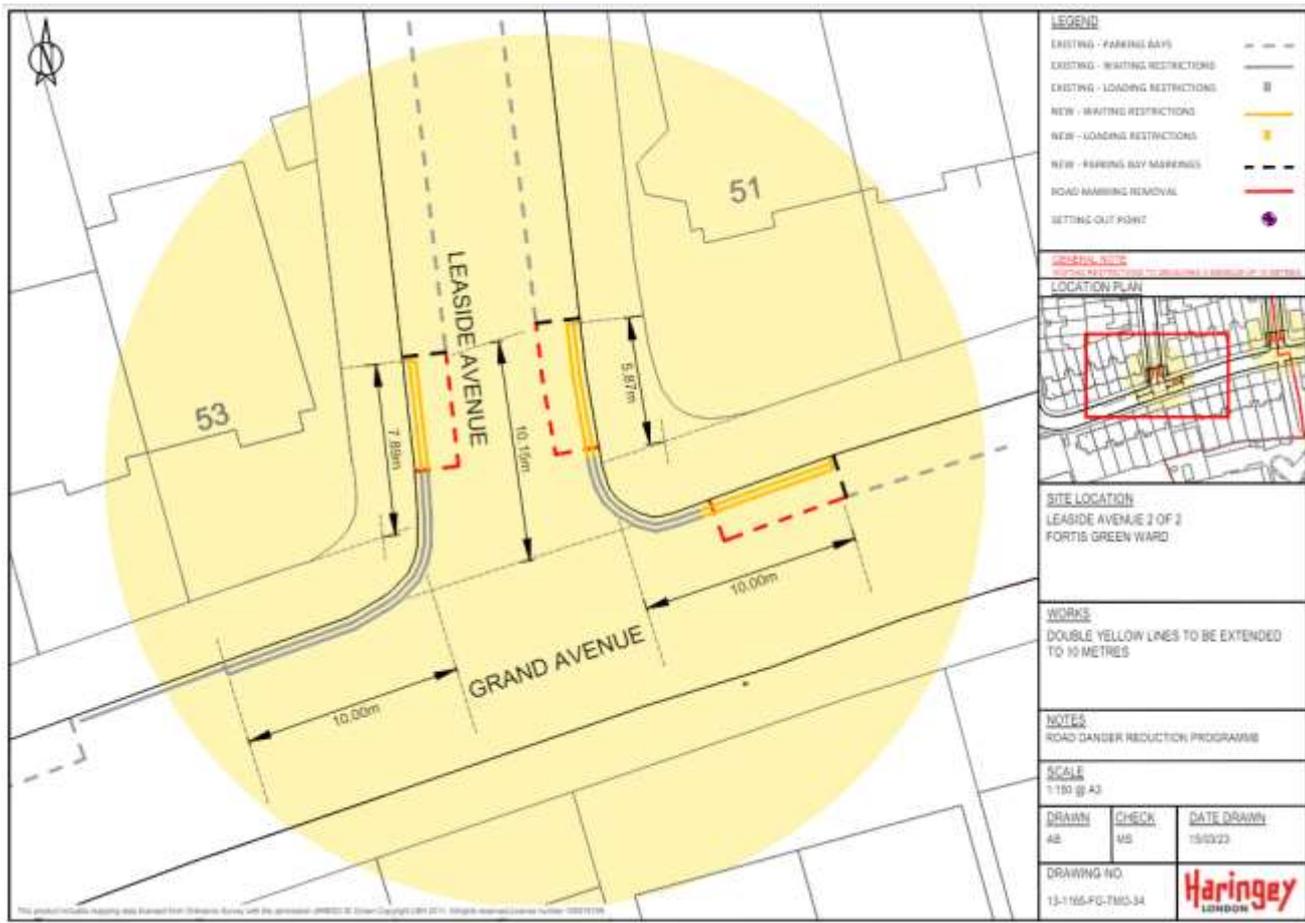
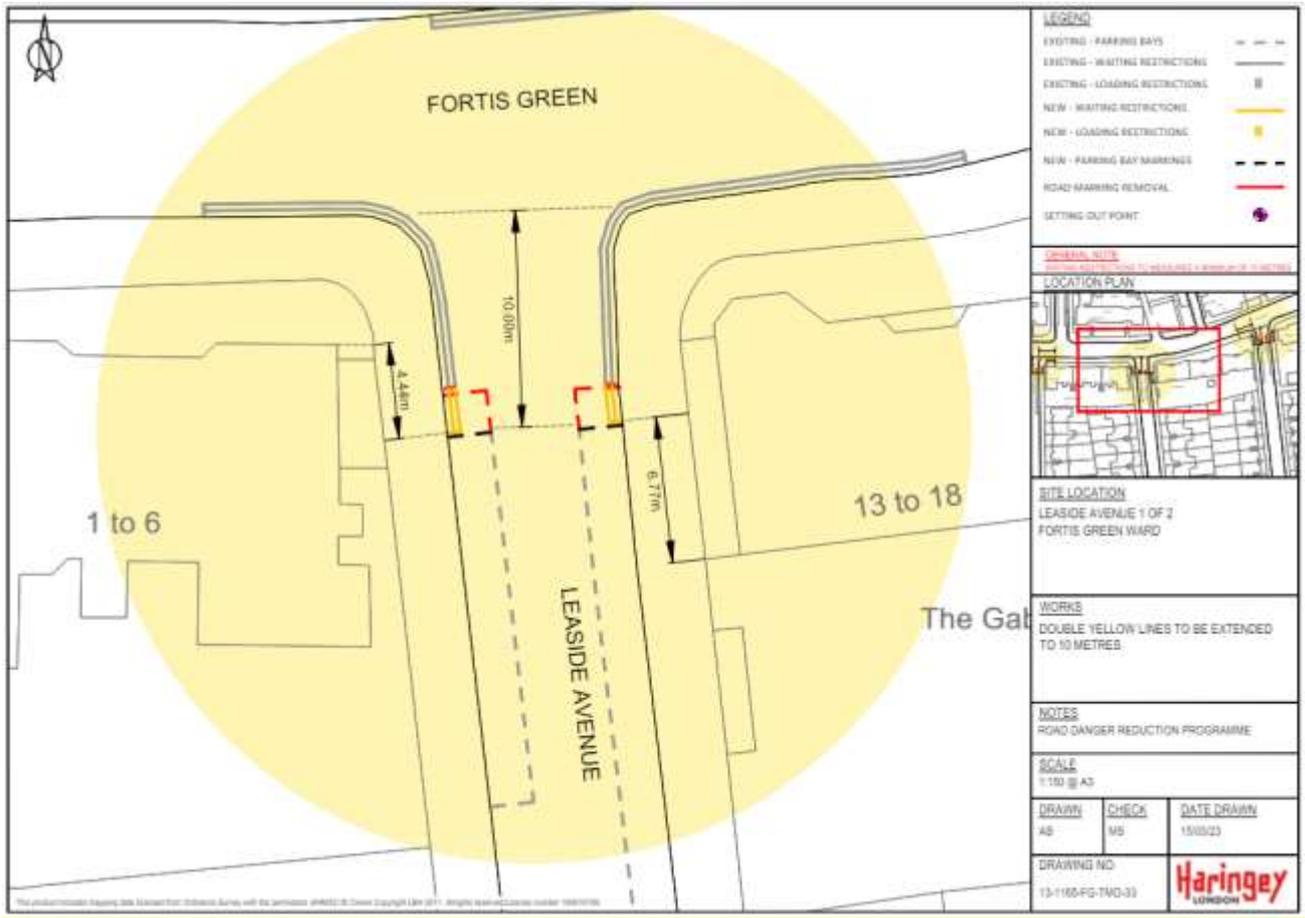


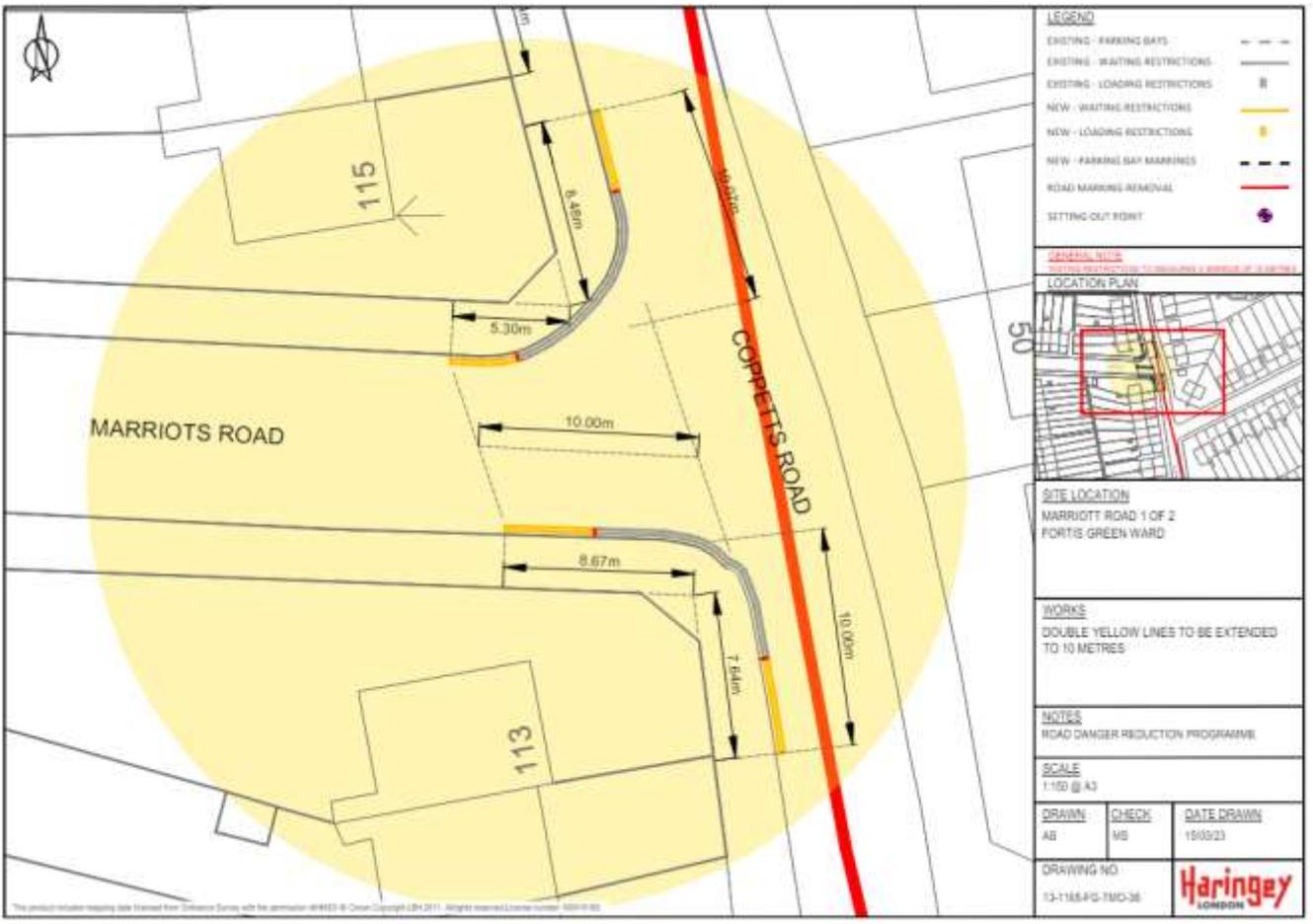
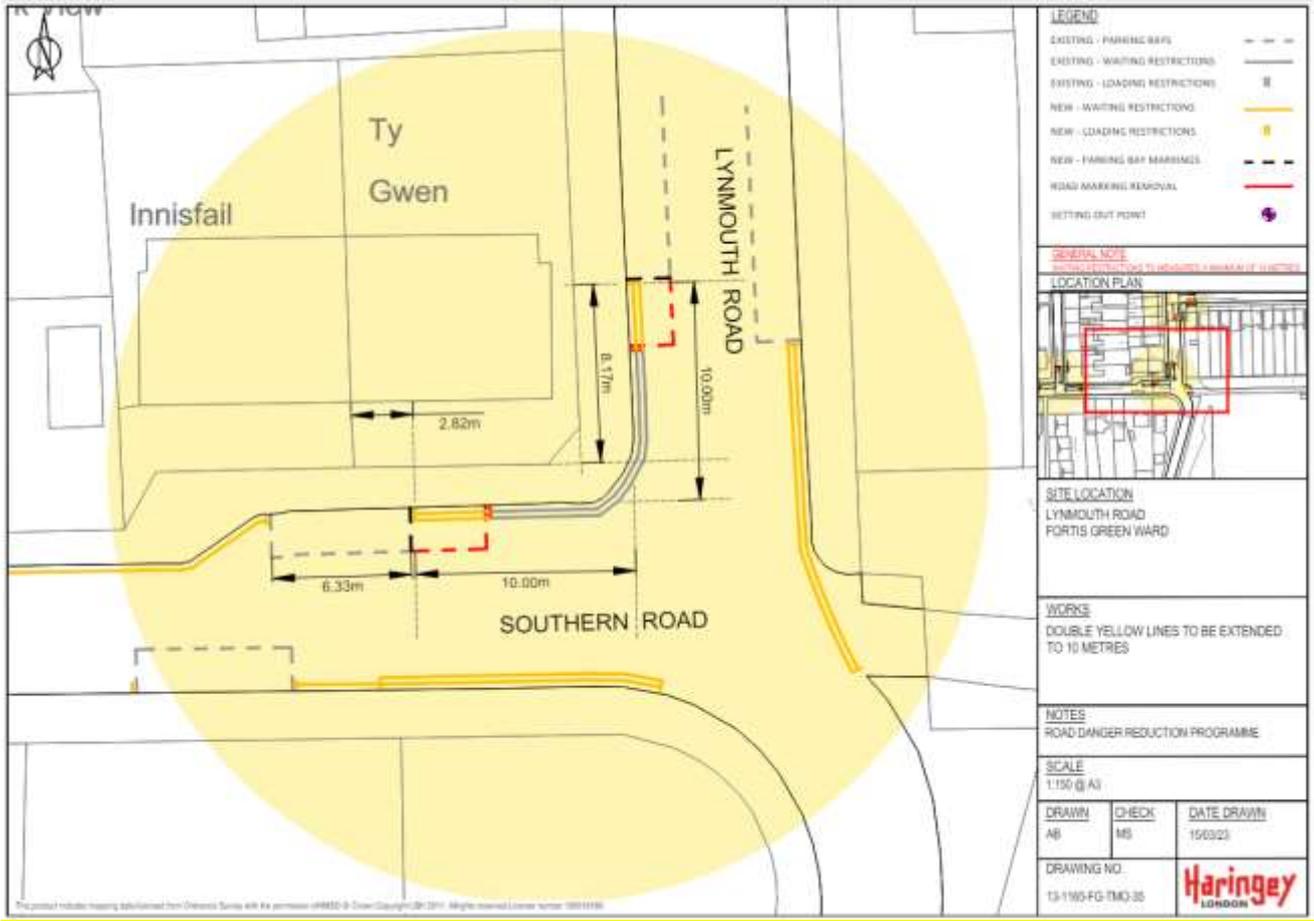


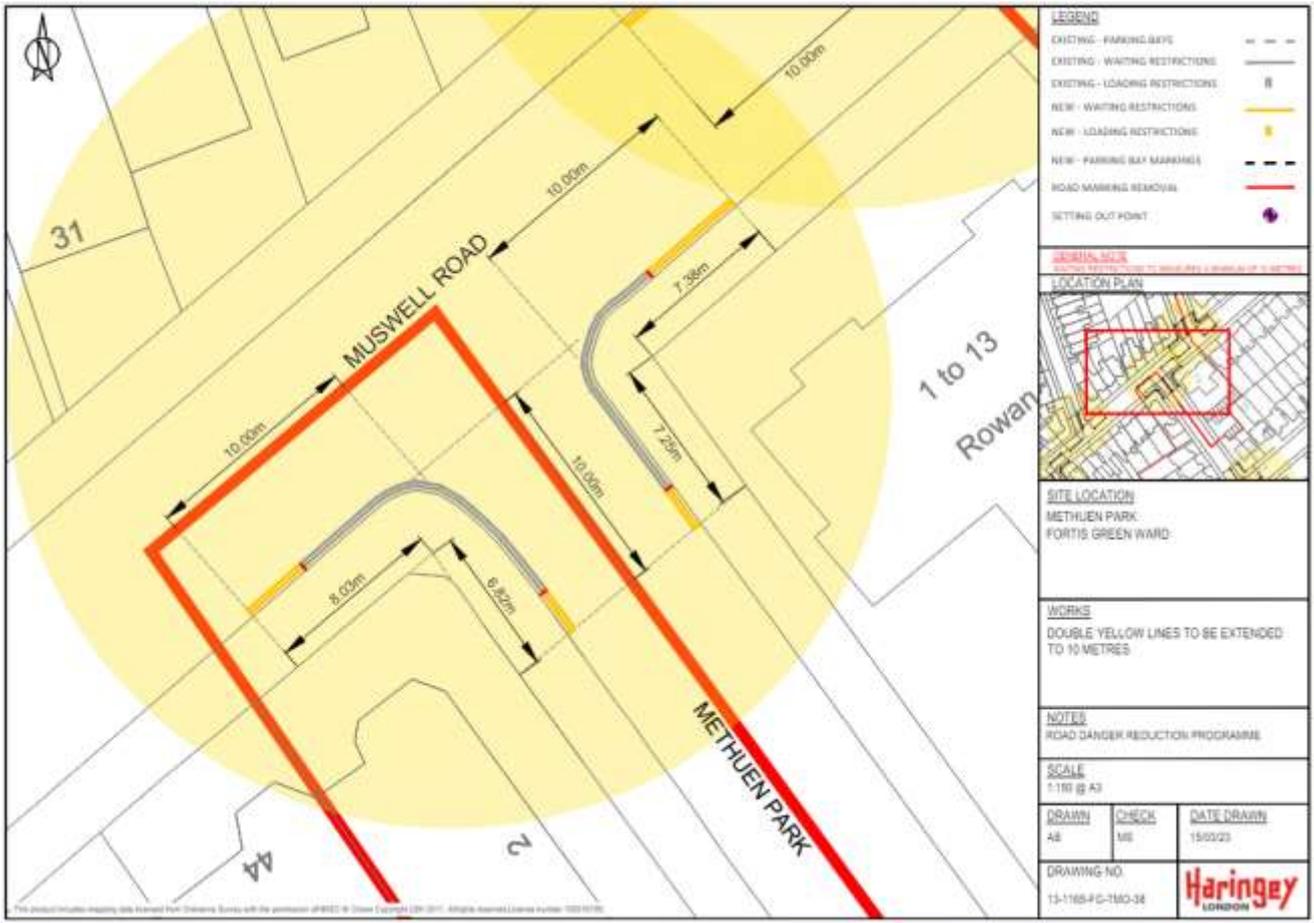


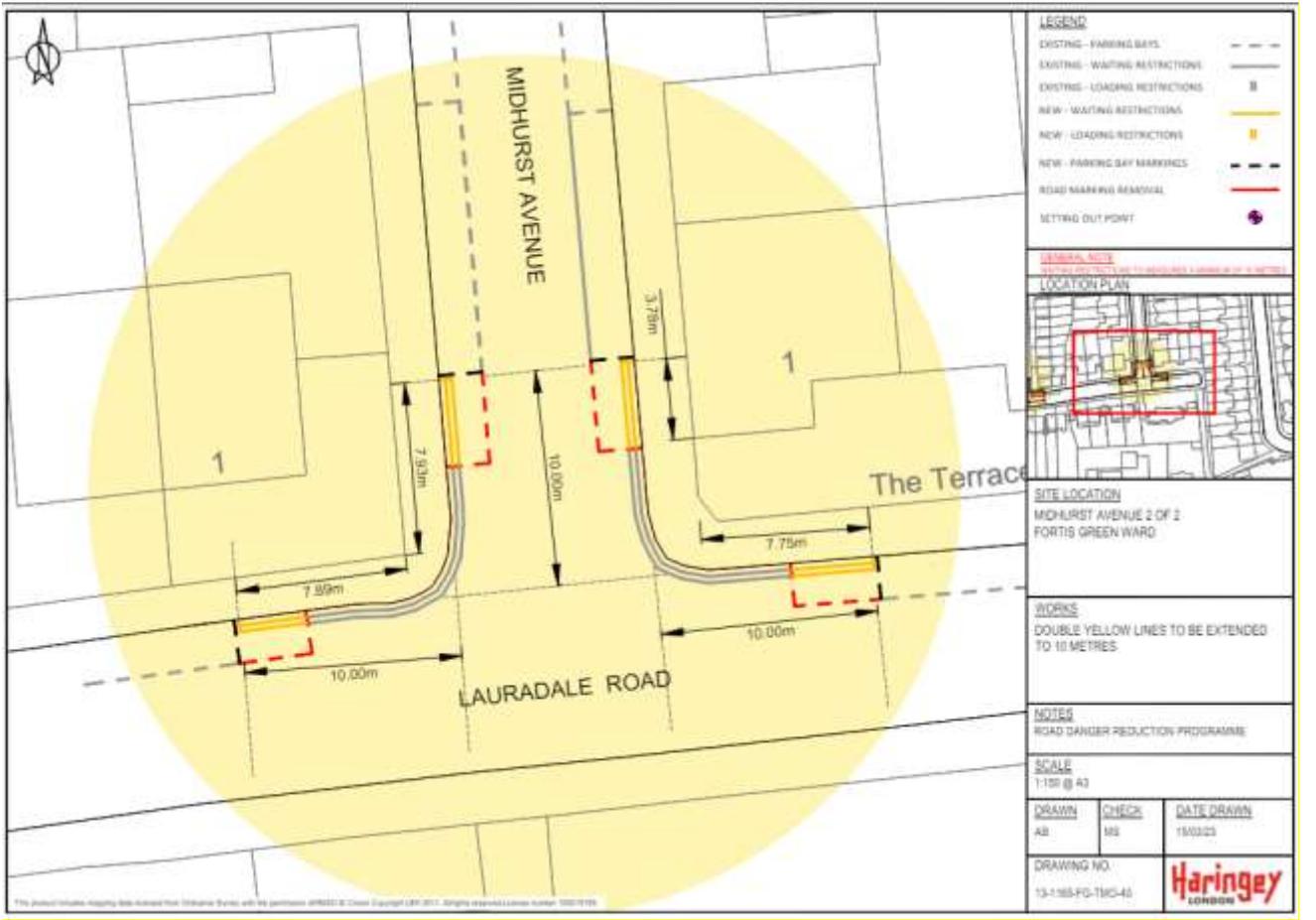
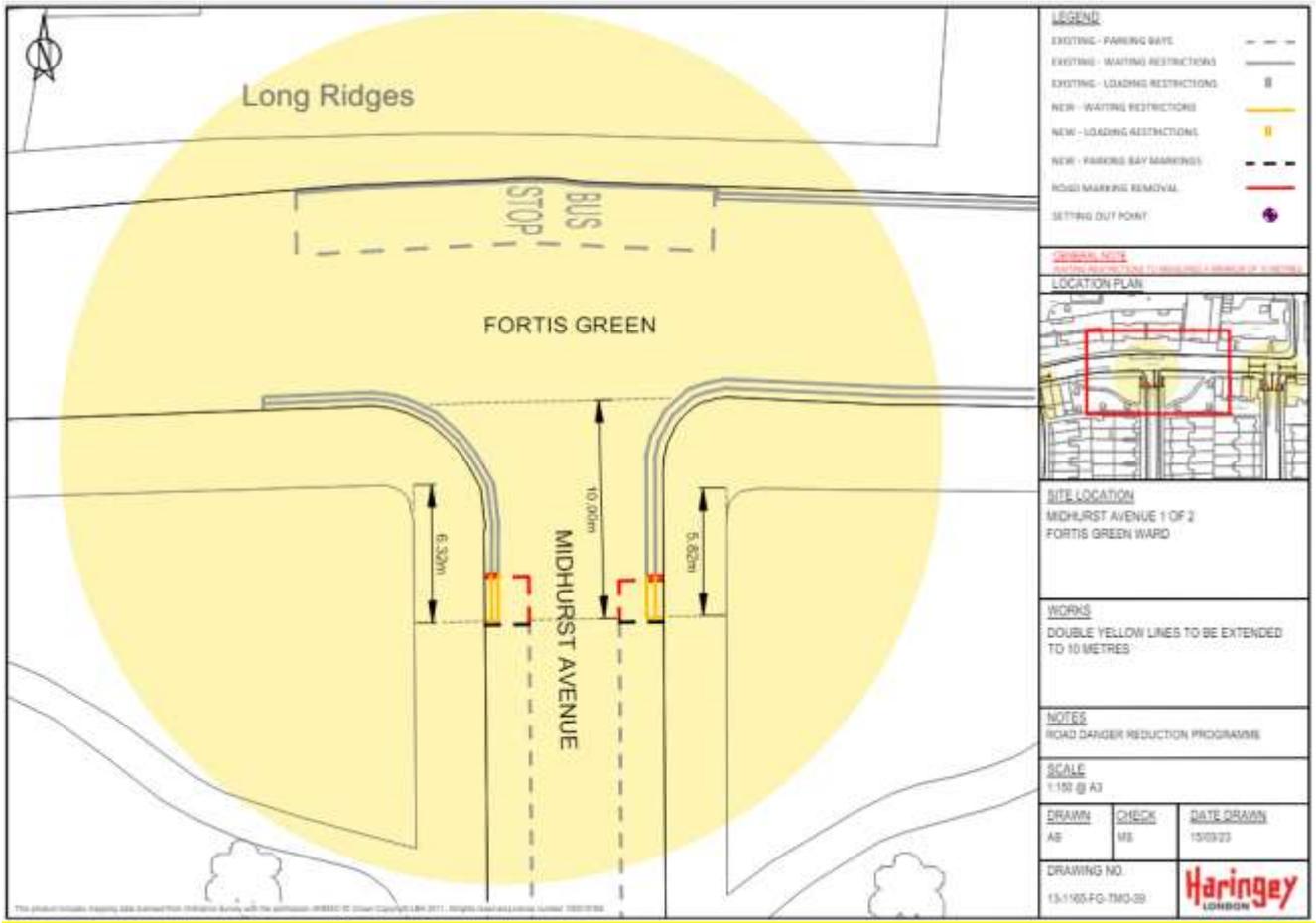


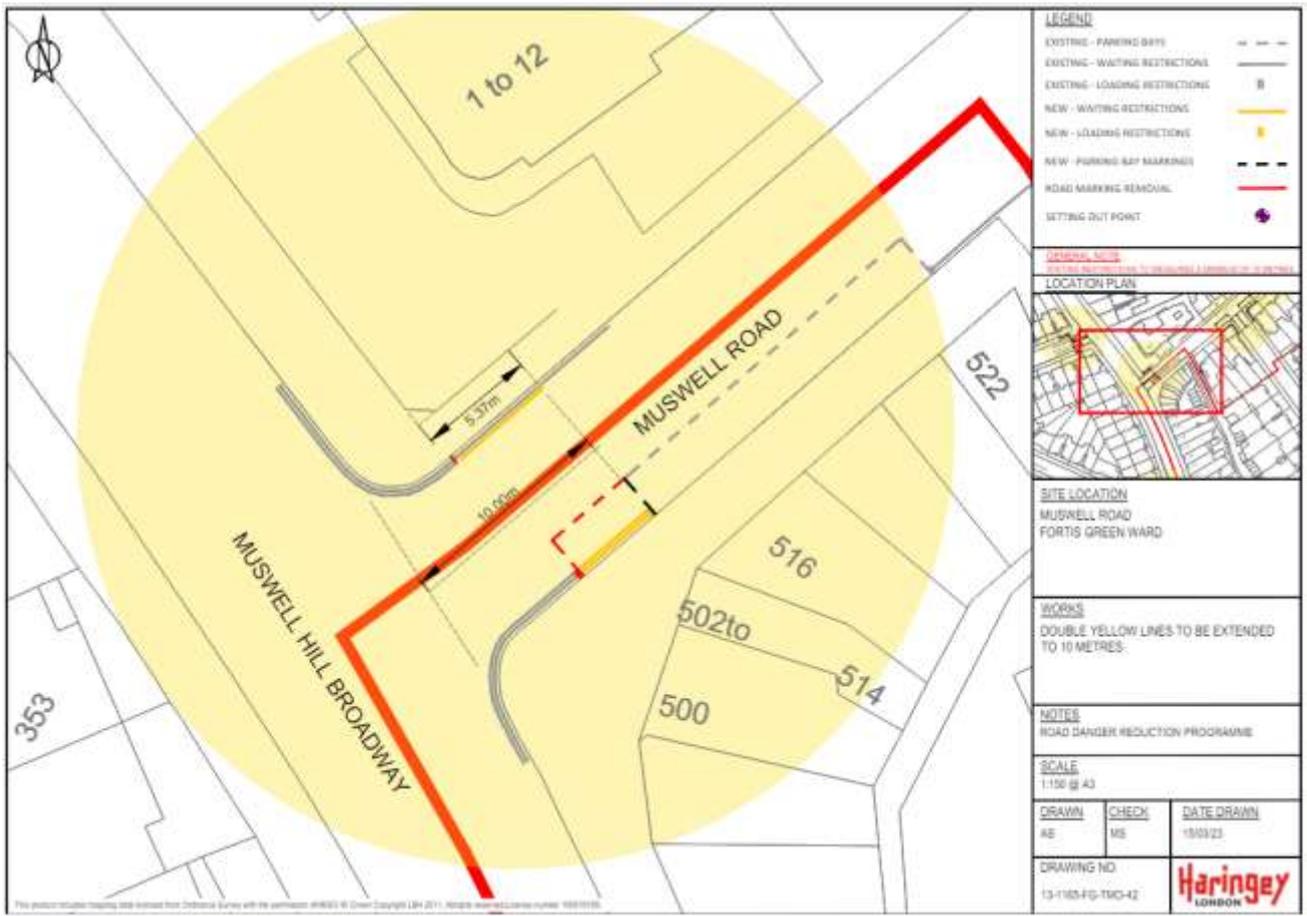
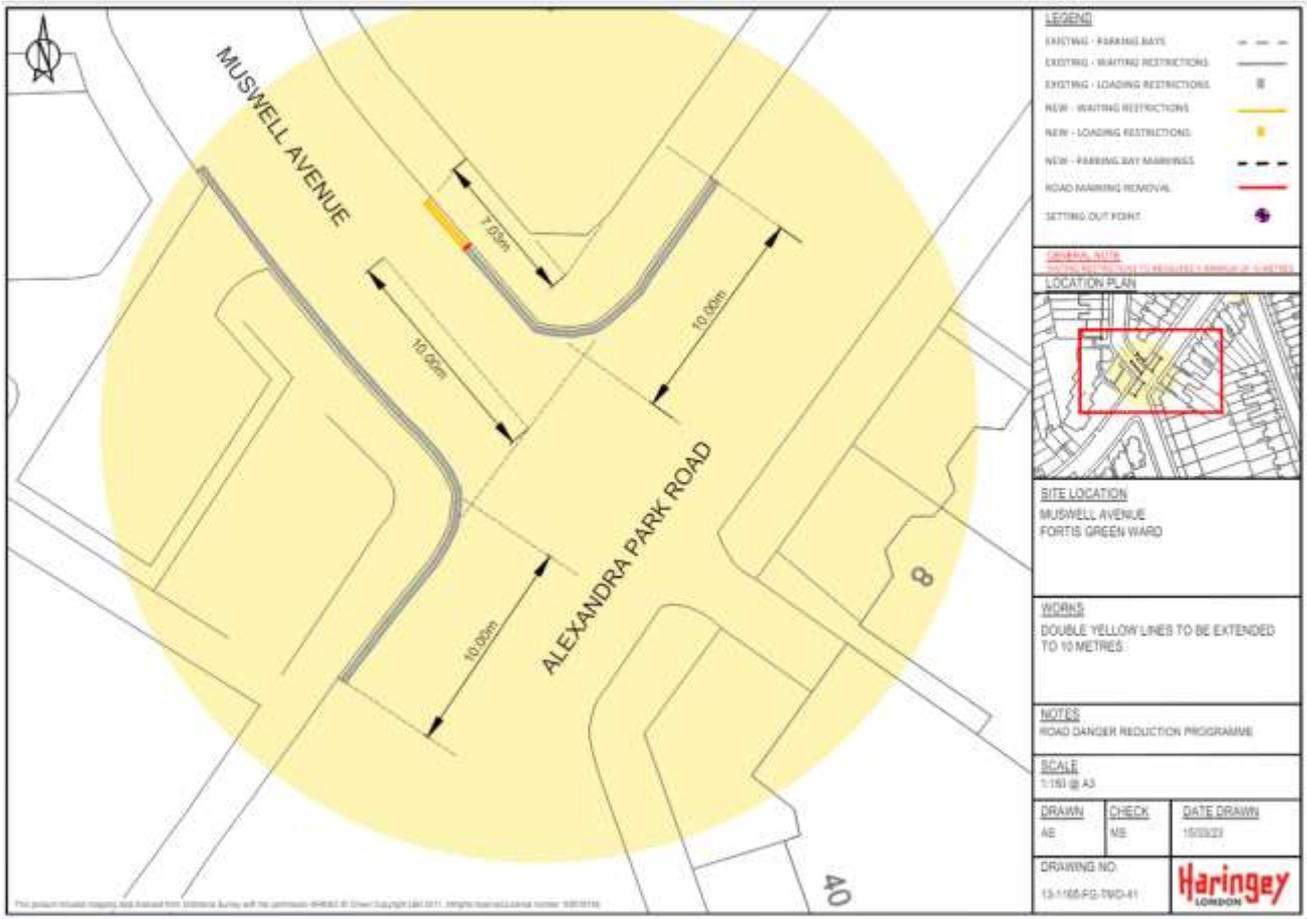


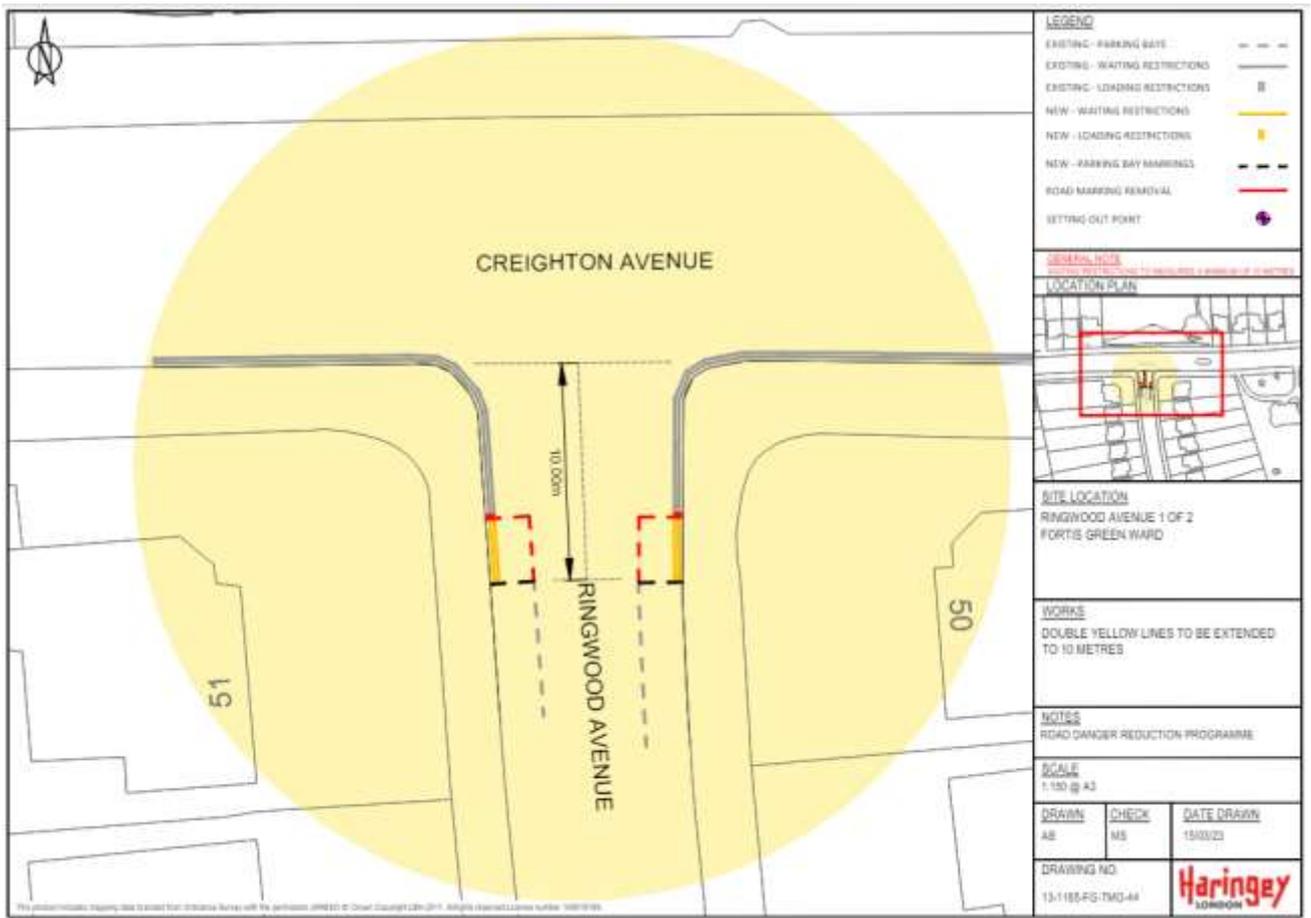
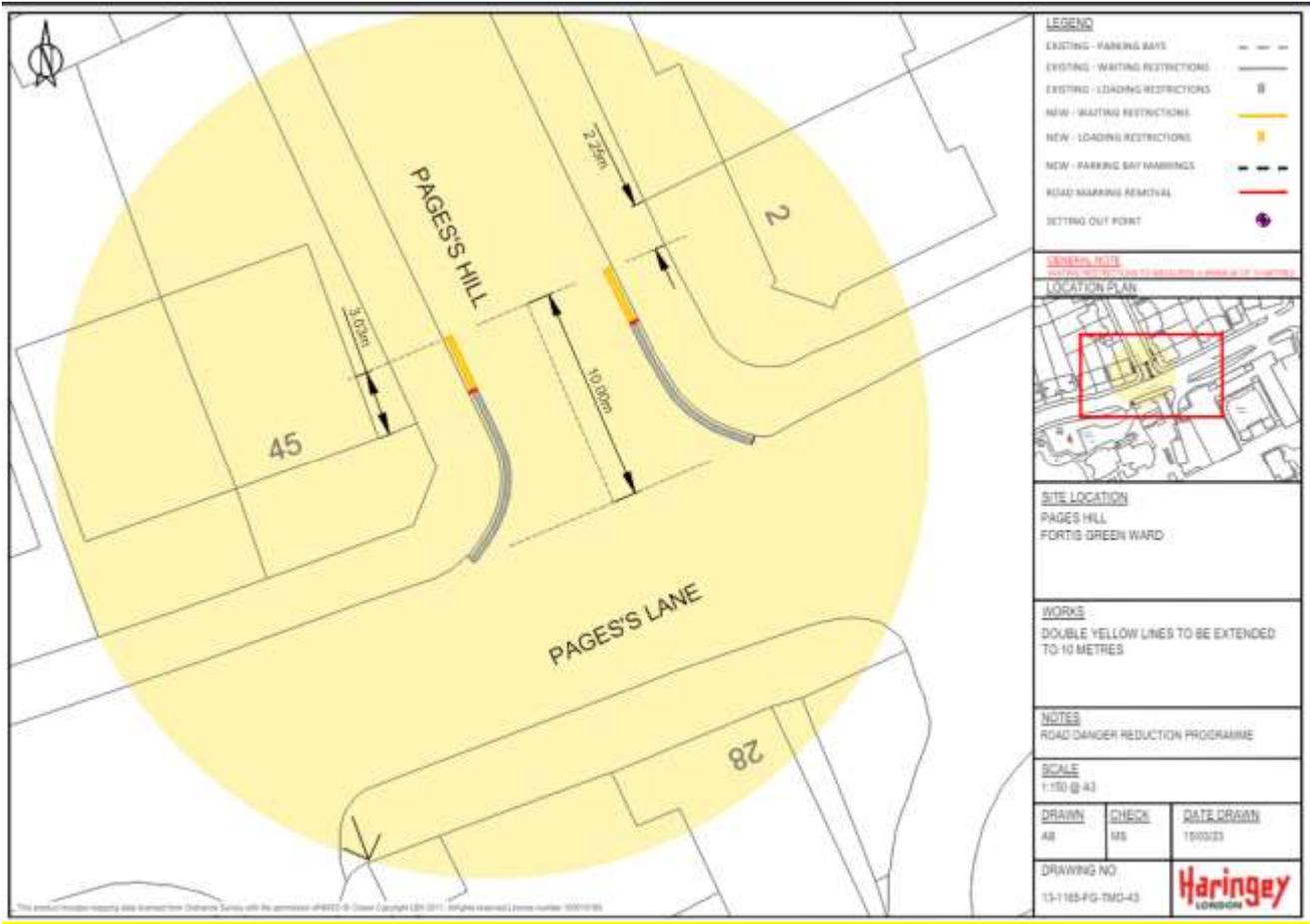


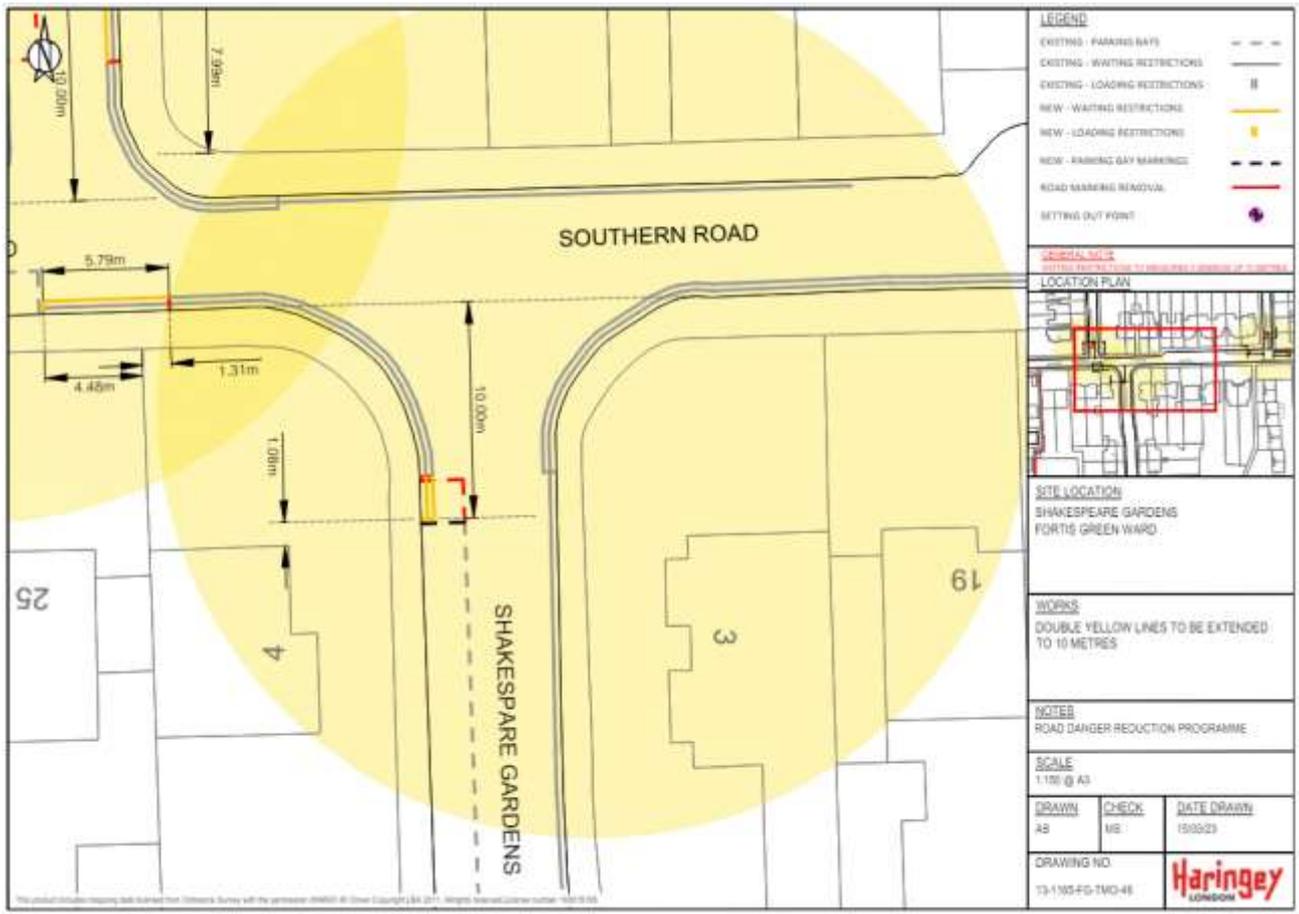
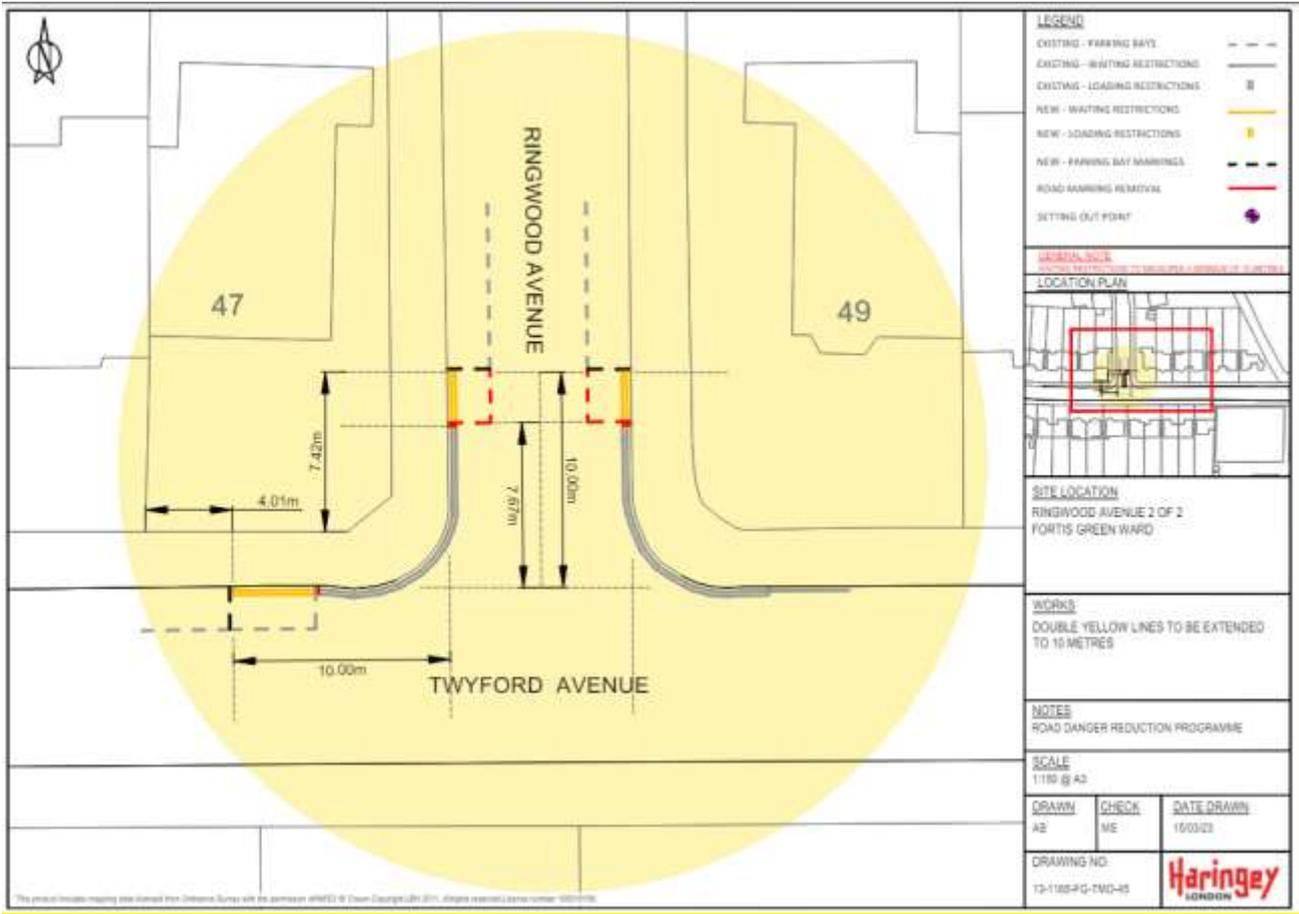


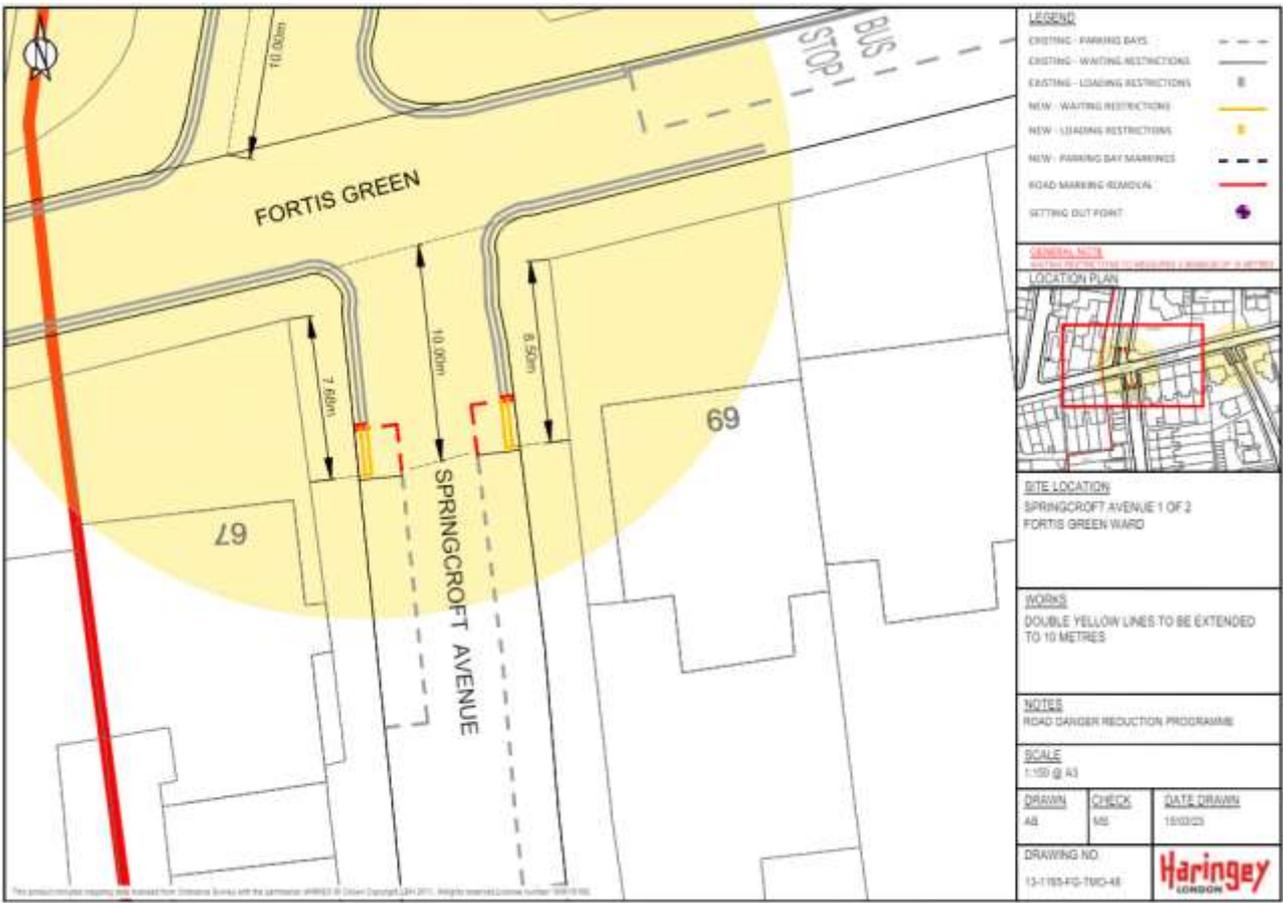
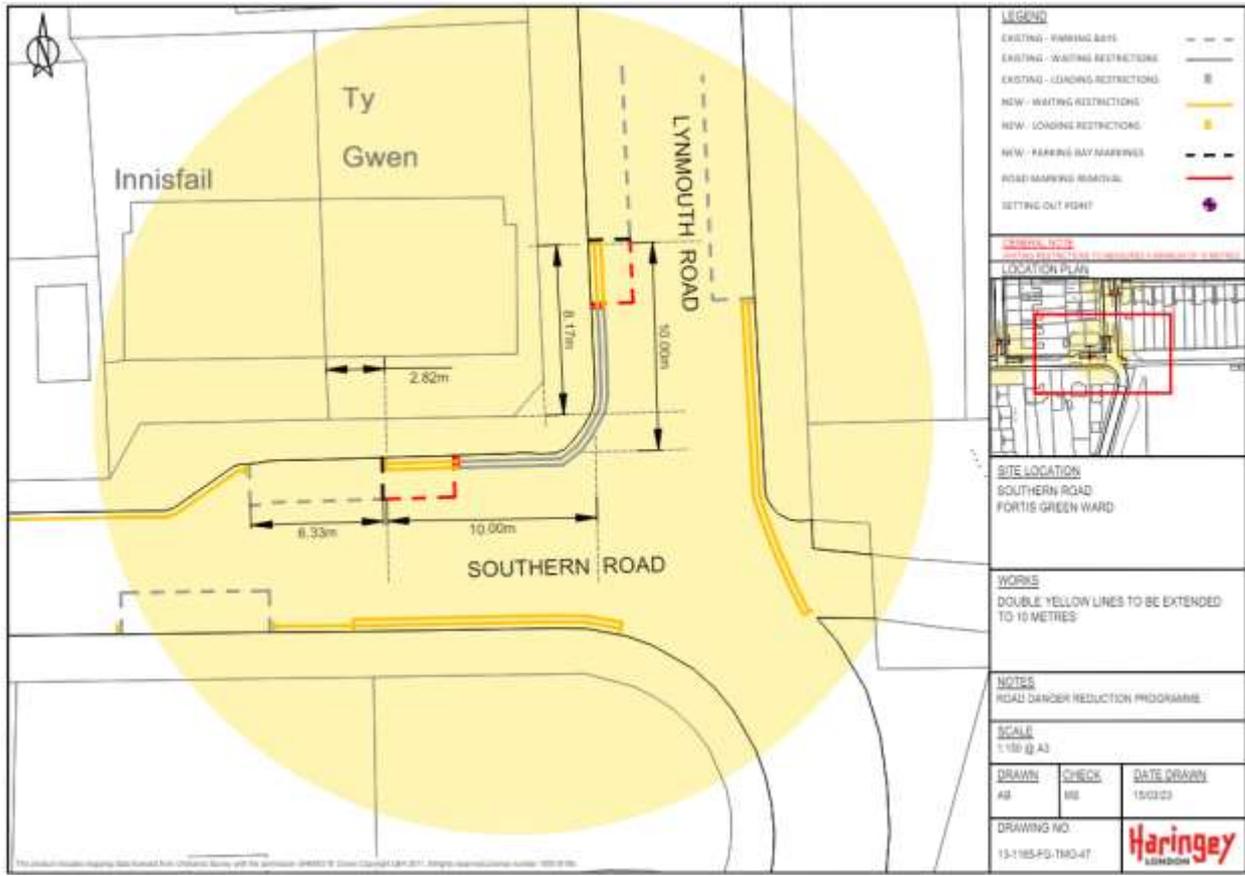


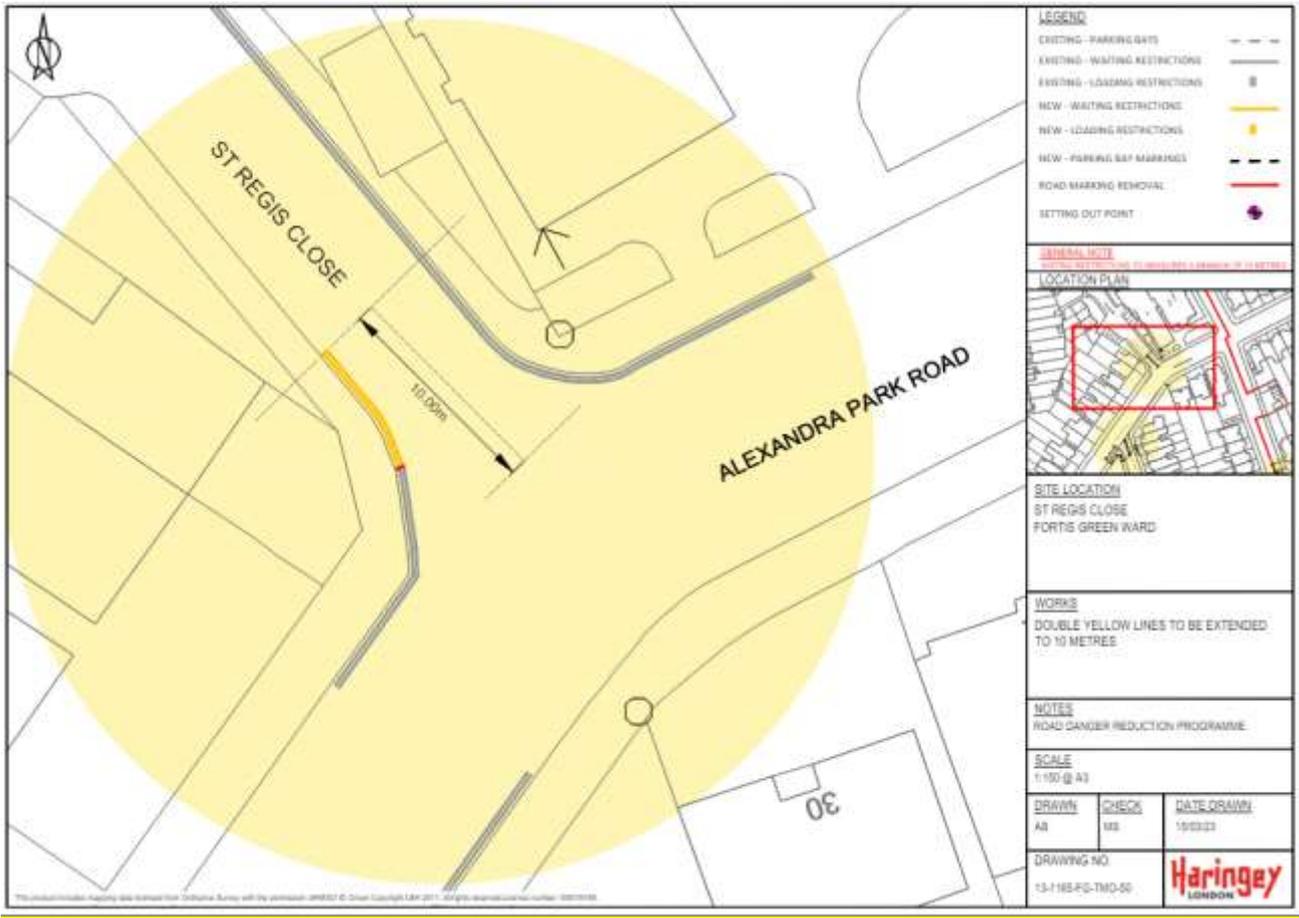
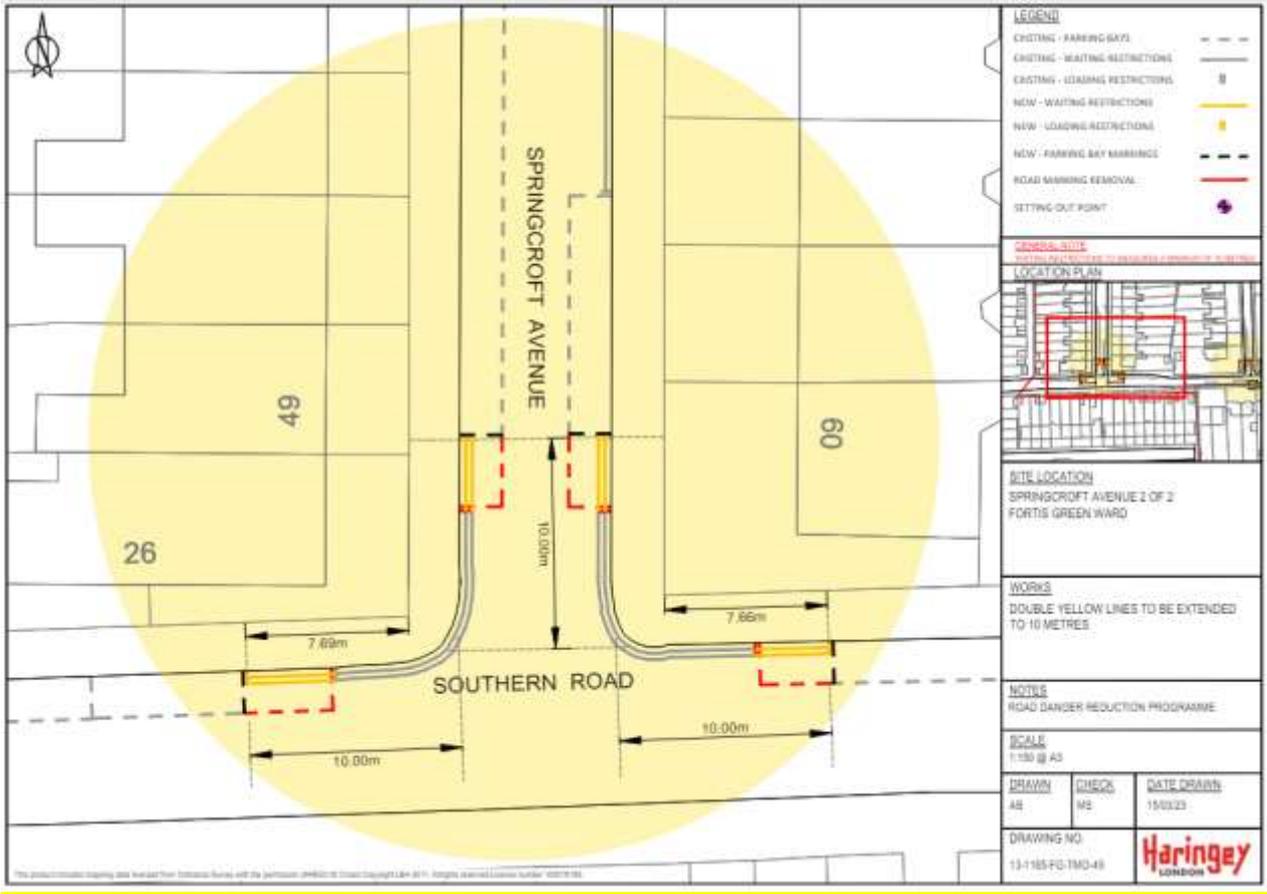


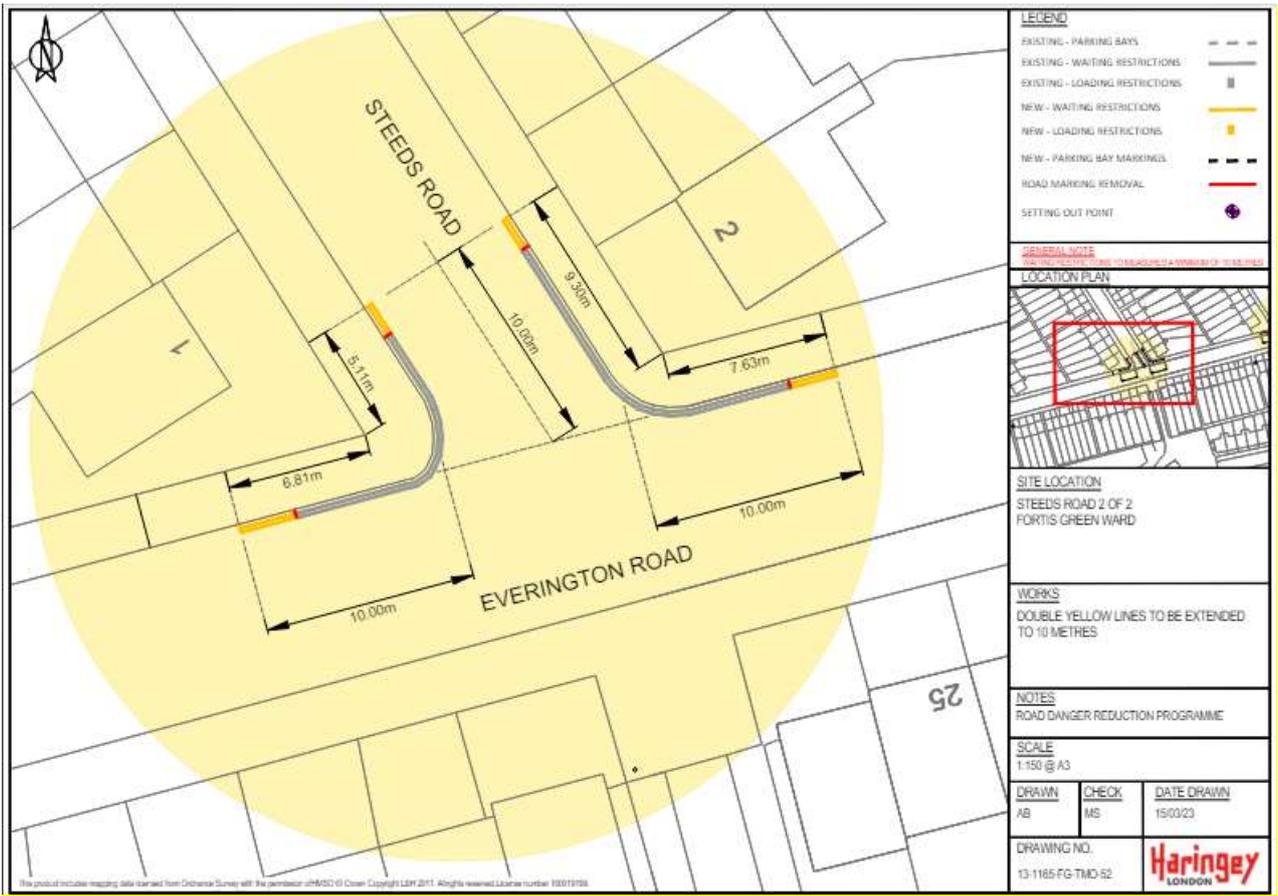
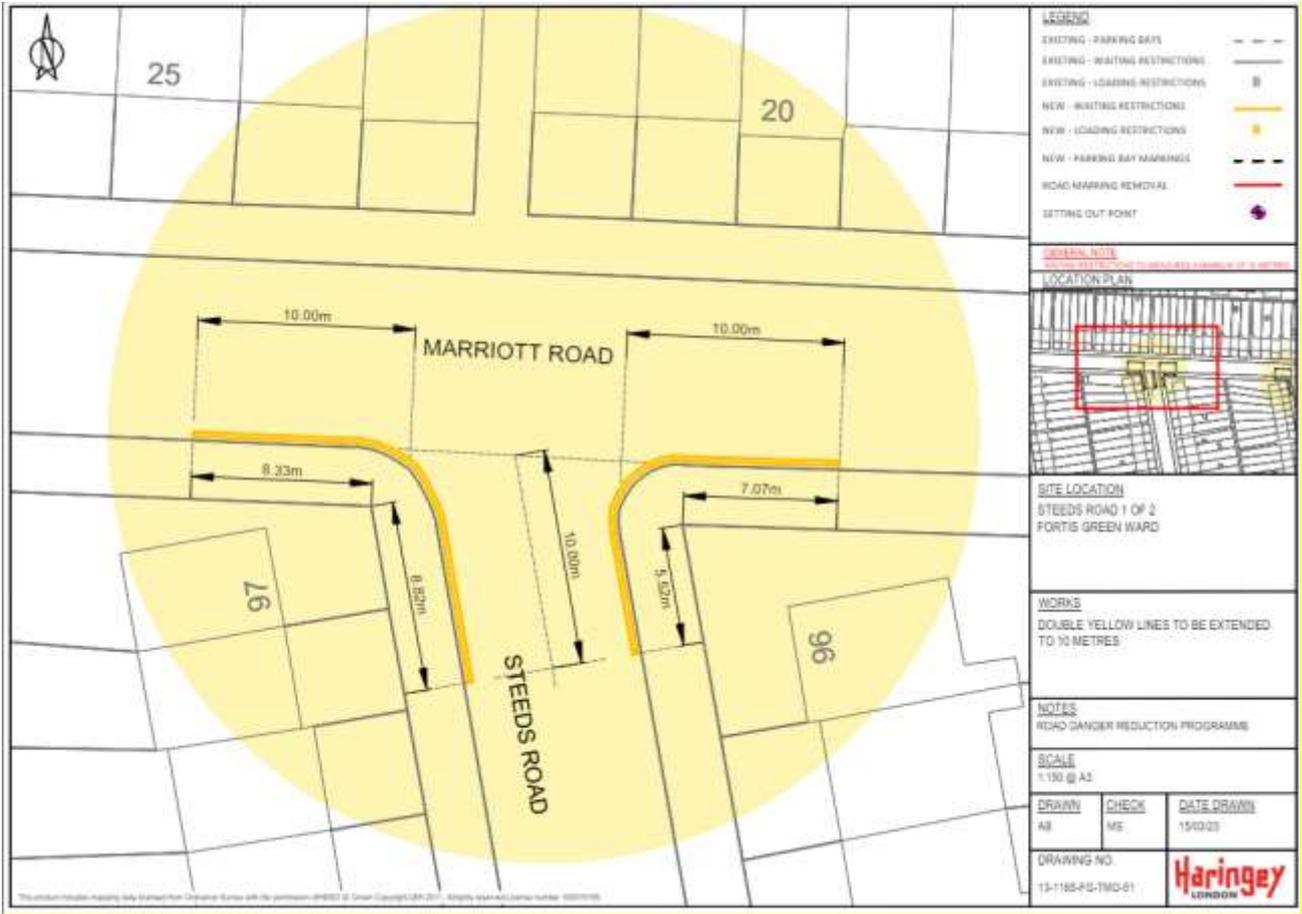


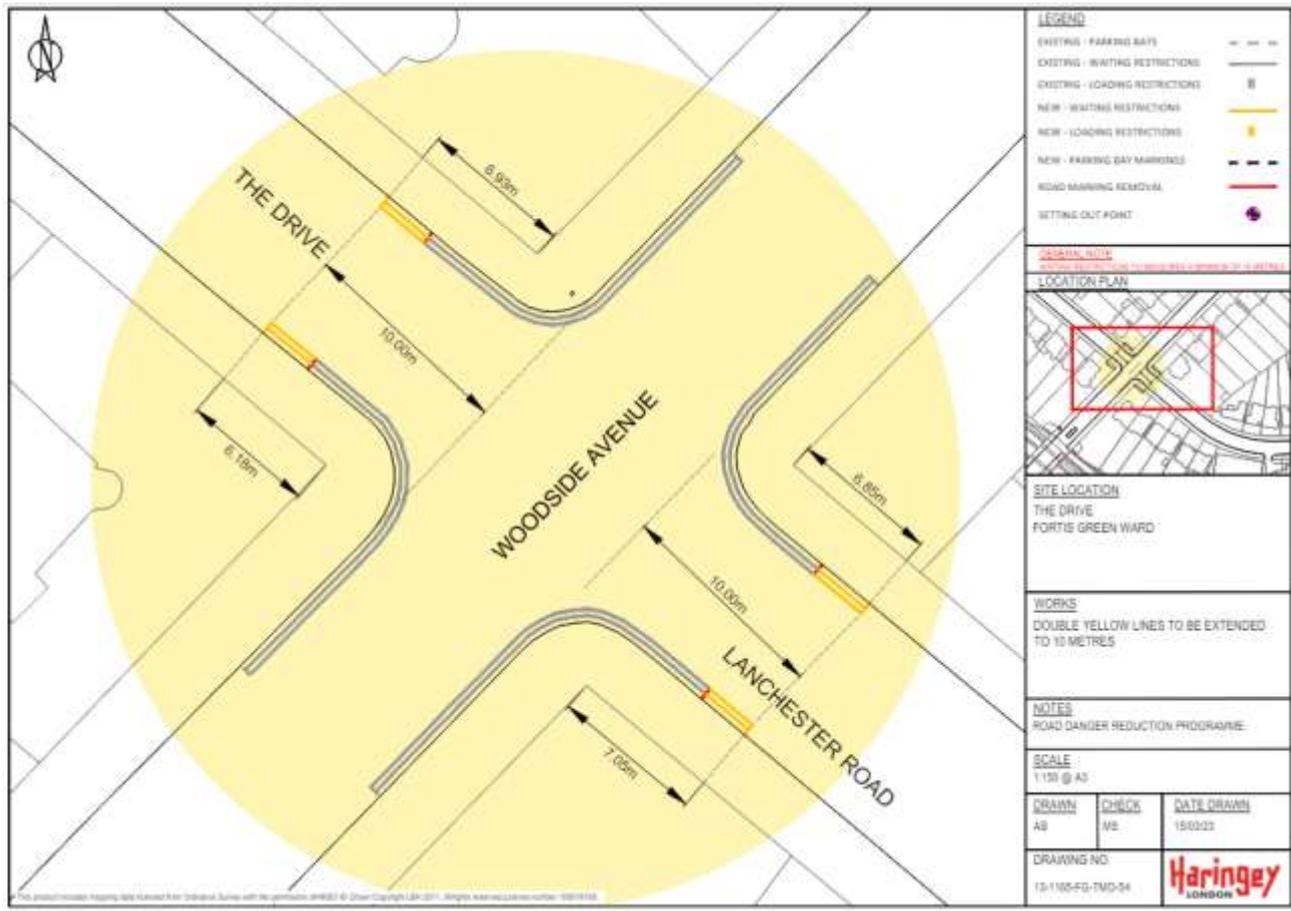
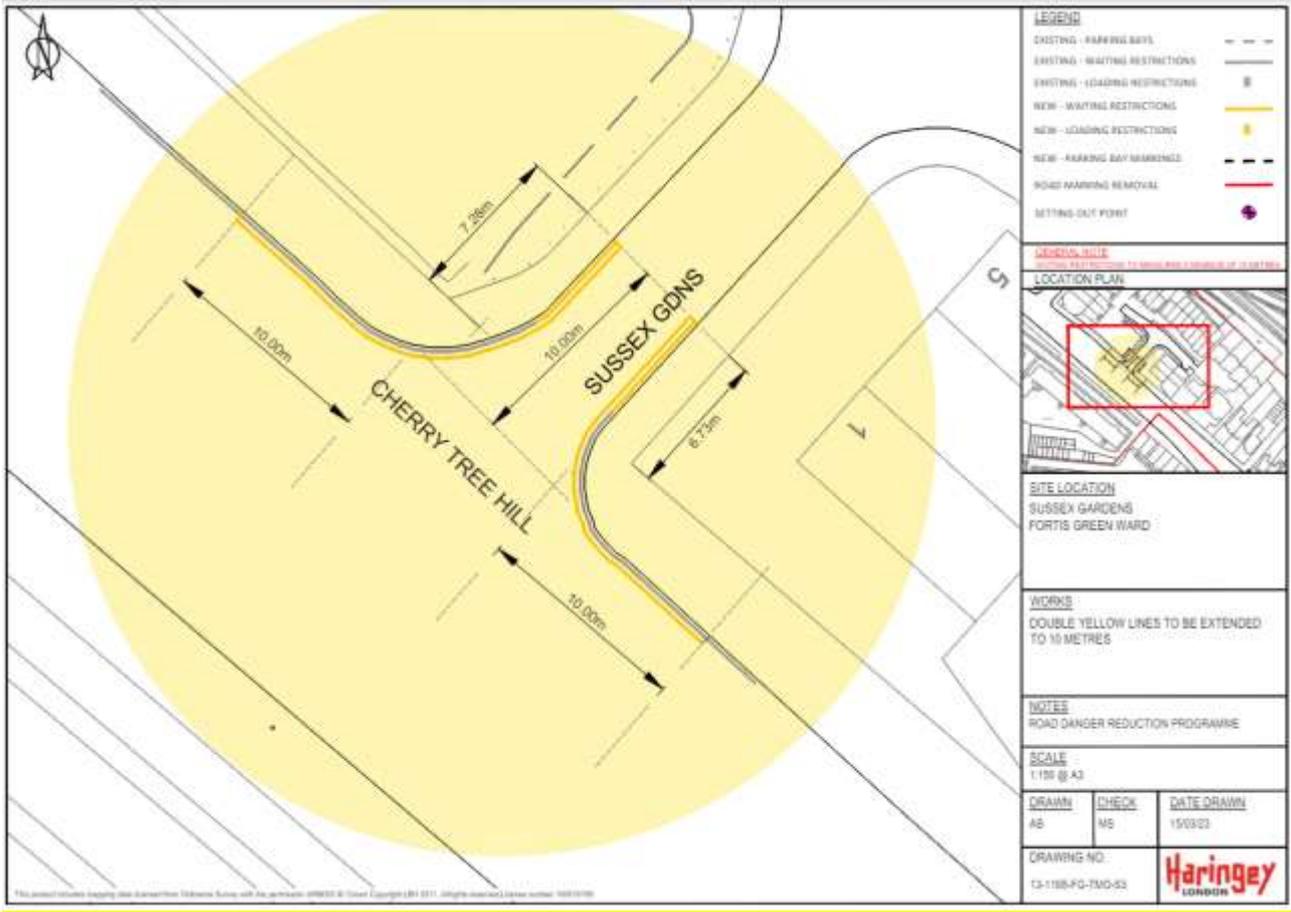


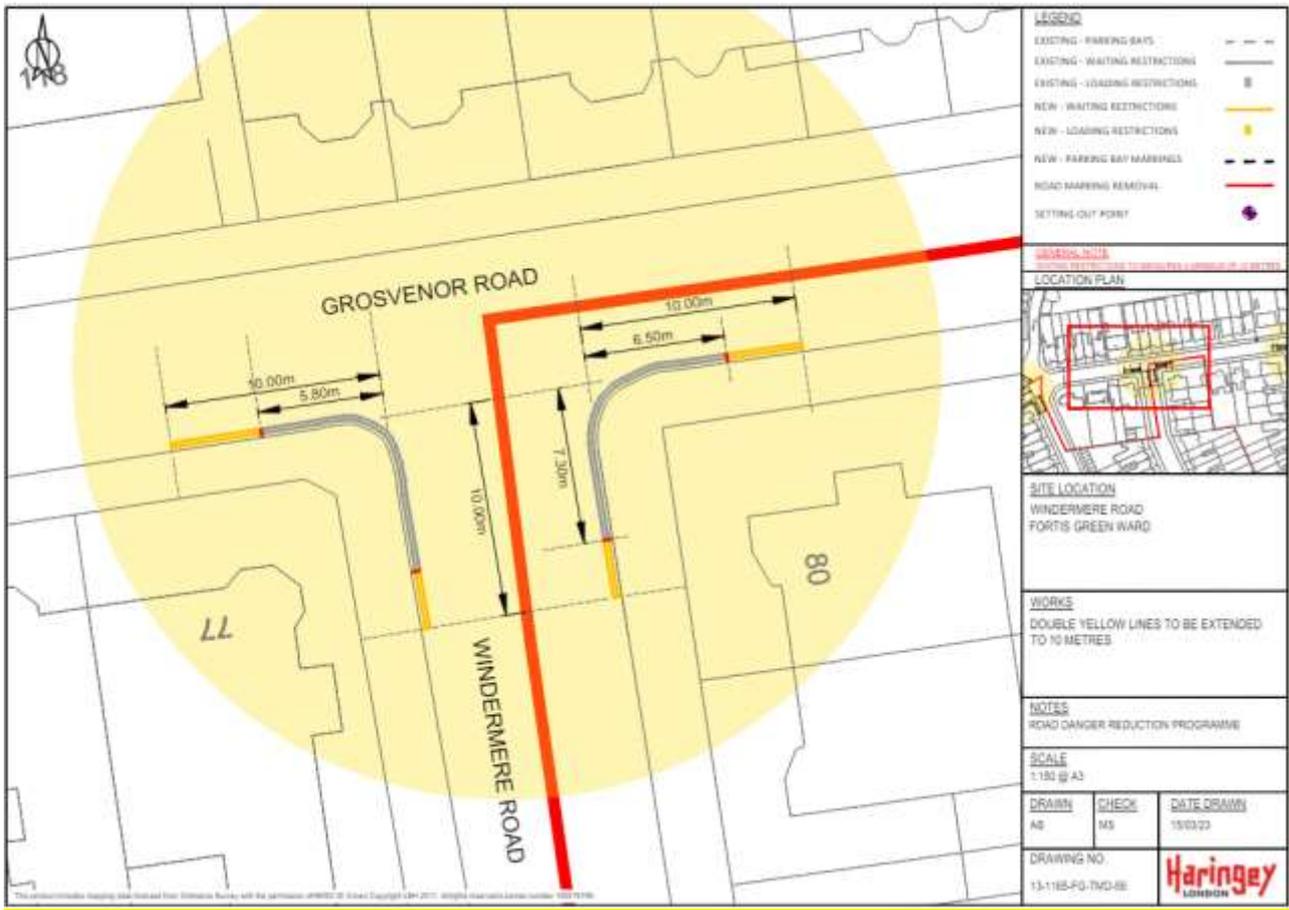
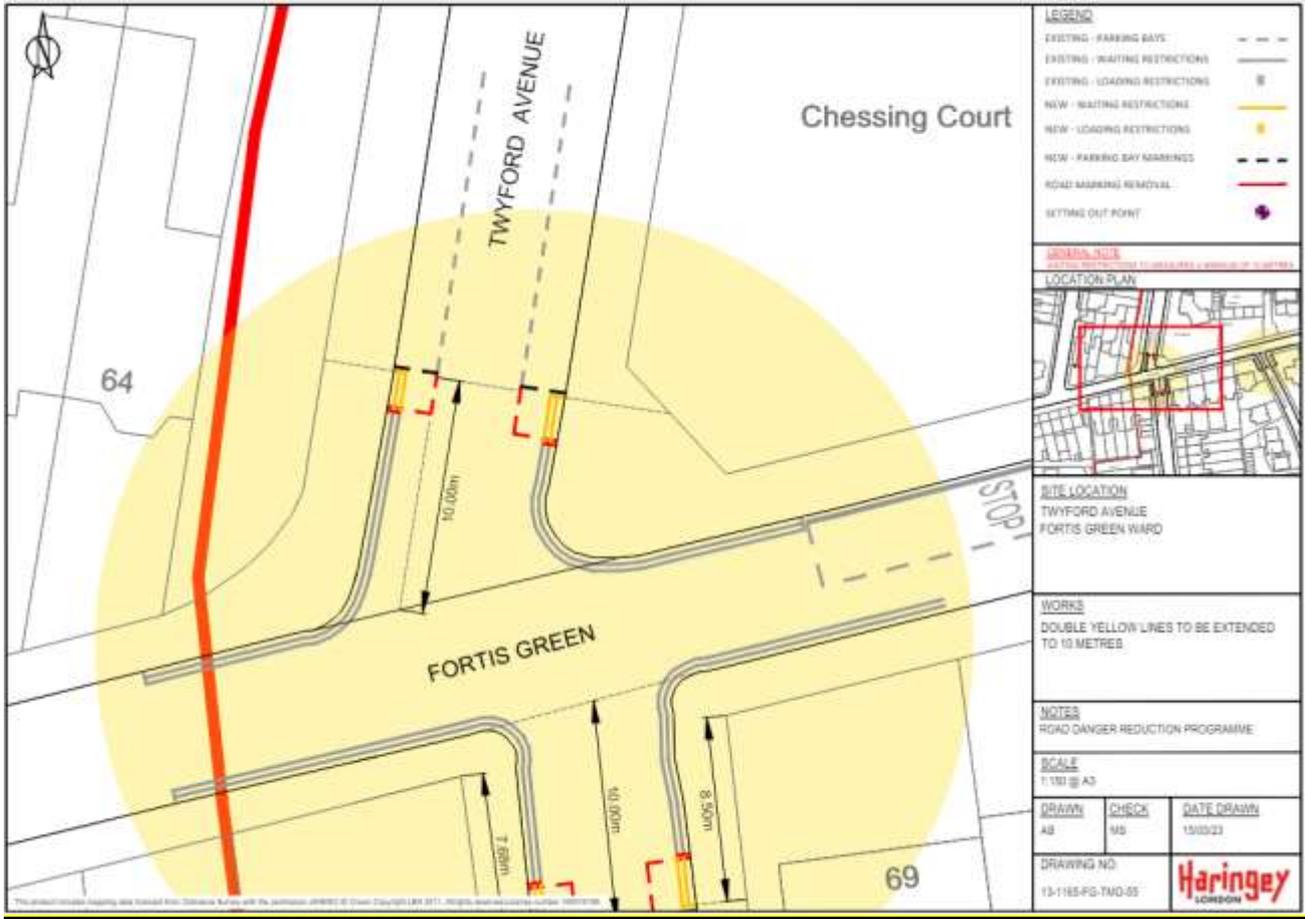


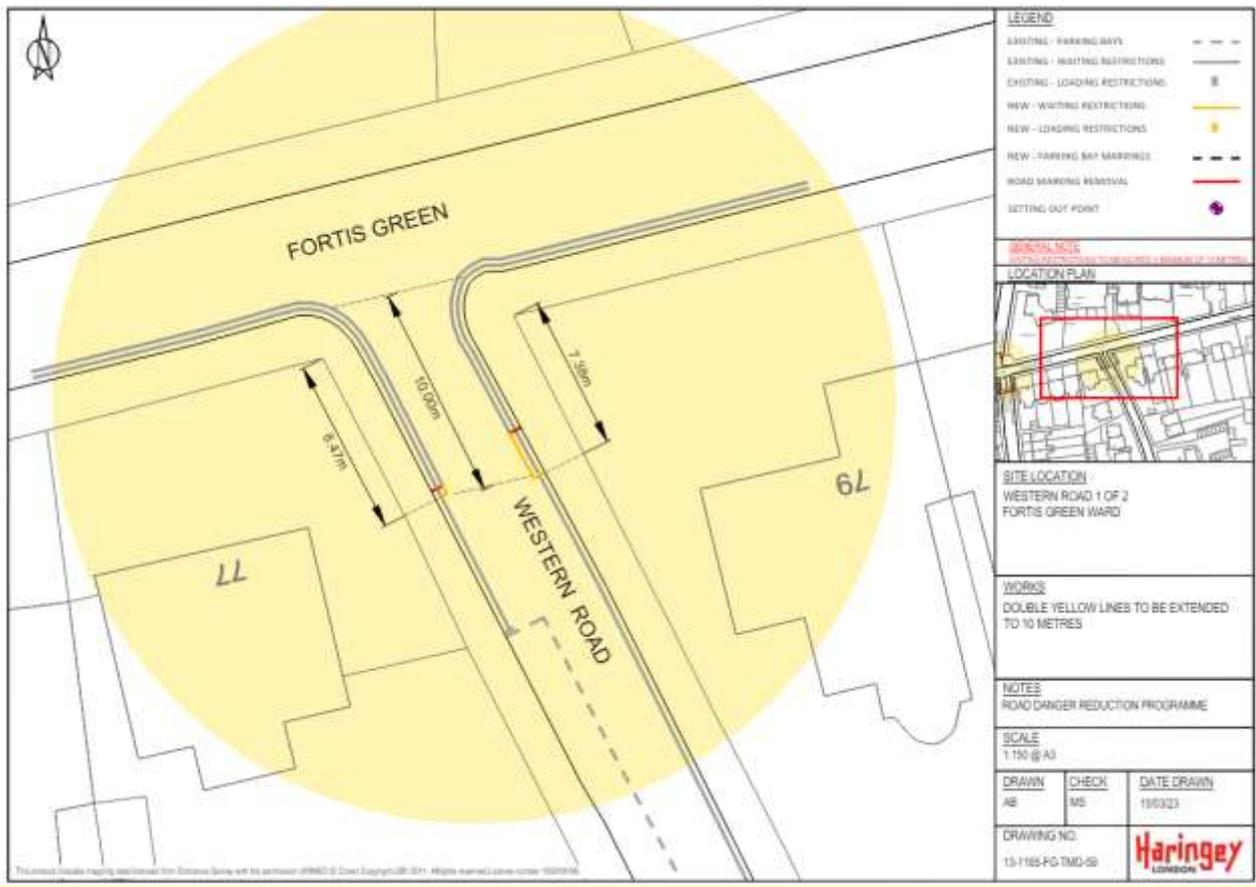
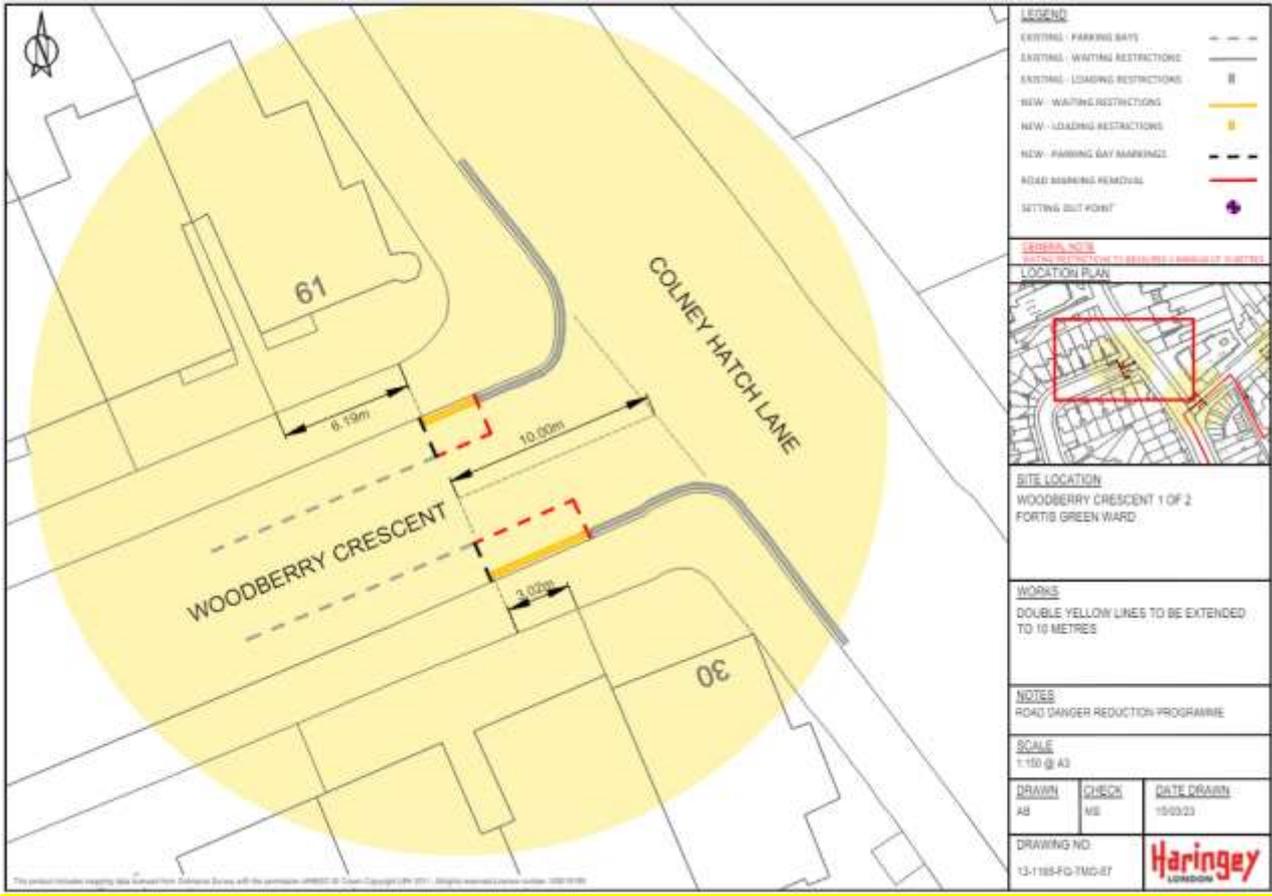


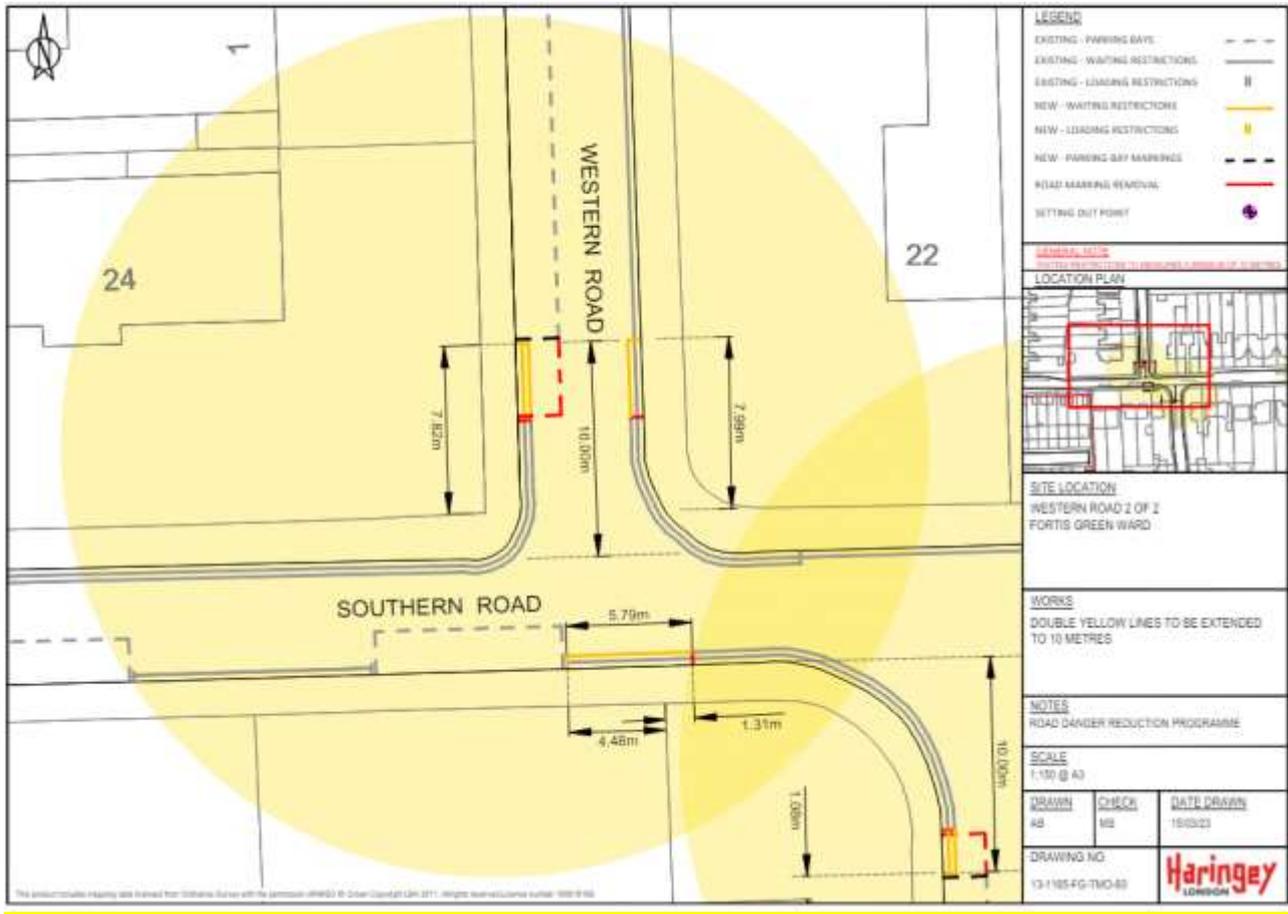












APPENDIX 2

Public Notice



	49) BOTH SIDES: At its southern junction with Woodside Avenue, southeast by 2.8 metres.
Lauradale road N2	50) NORTH SIDE: Adjacent to No.75 Fortis Green Avenue, east by 2.6 metres. 51) NORTH SIDE: Outside No.9, west by 1.3 metres. 52) NORTH SIDE: Outside No.1 The Terrace, east by 3.9 metres. 53) NORTH SIDE: Outside No.1, west by 3 metres. 54) BOTH SIDES: At its junction with Lynmouth Road, east by 4.7 metres.
Leaside Avenue N10	55) BOTH SIDES: At its junction with Fortis Green, south by 1.8 metres. 56) BOTH SIDES: At its junction with Grand Avenue, north by 5.5 metres.
Lynmouth Road N2	57) WEST SIDE: Outside No.19, north by 3.3 metres. 58) WEST SIDE: Outside No.17, south by 3.2 metres. 59) WEST SIDE: Adjacent to Tivoli, north by 3 metres. 60) EAST SIDE: Adjacent to No.35 Lauradale Road, north by 3 metres. 61) EAST SIDE: Outside No.2, south by 3.2 metres.
Marriott Road N10	62) SOUTH SIDE: Adjacent to No.91 Hill Road, west by 3.5 metres. 63) SOUTH SIDE: Adjacent to No.88 Hill Road, east by 3.5 metres. 64) BOTH SIDES: At its junction with Coppetts Road, west by 4.2 metres.
Midhurst Avenue N2	65) BOTH SIDES: At its junction with Fortis Green, south by 2.1 metres. 66) BOTH SIDES: AT its junction with Midhurst Avenue, north by 3.7 metres.
Muswell Avenue N10	67) NORTHEAST SIDE: At its junction with Alexandra Park Road, northwest by 2.8 metres. 68) BOTH SIDES: From its southernmost junction with Muswell Road, northeast by 1.8 metres.
Muswell Road N10	69) BOTH SIDES: At its junction with Muswell Hill Broadway, northeast by 4.5 metres (Single Yellow Line on the northern side will be converted to Double Yellow Line). 70) NORTHWEST SIDE: Outside No.21B, southeast by 7 metres. 71) NORTHWEST SIDE: Outside No.23, northeast by 7.7 metres. 72) NORTHWEST SIDE: Outside No.9, southwest by 4 metres. 73) NORTHWEST SIDE: Adjacent to No.2 Muswell Avenue, northeast by 3.6 metres. 74) SOUTHEAST SIDE: Outside No.28, southwest by 5.5 metres. 75) SOUTHEAST SIDE: Outside No.30, northeast by 5.5 metres. 76) SOUTHEAST SIDE: Outside No.8, southwest by 4 metres.
Pages Hill N10	77) BOTH SIDES: At its junction with Pages Lane, north by 2.6 metres.
Ringwood Avenue N2	78) BOTH SIDES: At its junction with Creighton Avenue, south by 1 metre. 79) BOTH SIDES: At its junction with Twyford Avenue, north by 2.6 metres.
Shakespeare Gardens N2	80) WEST SIDE: At its junction with Southern Road, south by 2 metres.
Southern Road N2	81) NORTH SIDE: Outside No.2, west by 2 metres. 82) NORTH SIDE: Adjacent to No.2 Eastern Road, east by 2 metres. 83) NORTH SIDE: Outside Tivoli, west by 3.4 metres. 84) SOUTH SIDE: Outside No.25, west by 5.8 metres (conversion of existing Single Yellow Line to Double Yellow Line). 85) NORTH SIDE: Outside No.26, west by 4 metres. 86) NORTH SIDE: Adjacent to No.60 Springcroft Avenue, east by 3.5 metres.
Springcroft Avenue N2	87) BOTH SIDES: At its junction with Fortis Green, south by 2.4 metres. 88) BOTH SIDES: at its junction with Southern Road, north by 3.5 metres.
St Regs Close N10	89) SOUTHWEST SIDE: At its junction with Alexandra Park Road, northwest by 6.5 metres.
Steeds Road N10	90) BOTH SIDES: At its junction with Everington Road, northwest by 2 metres.
Tetherdown N10	91) WEST SIDE: Outside No.67, south by 3.7 metres.
The Drive N6	92) BOTH SIDES: At its junction with Woodside Avenue, northwest by 2.7 metres.
Twyford Avenue N2	93) NORTH SIDE: Outside No.47, west by 4.1 metres. 94) BOTH SIDES: At its junction with Fortis Green, northeast by 2 metres.
Wellfield Avenue N10	95) BOTH SIDES: At its junction with Muswell Road, southeast by 2.8 metres.
Western Road N2	96) BOTH SIDES: At its junction with Fortis Green, southeast by 0.5 metres on the west side and 2.5 metres on the east side (conversion of existing Single Yellow Lines to Double Yellow Lines). 97) BOTH SIDES: At its junction with Southern Road, north by 3.7 metres (conversion of single to double yellow lines on east side).
Windemere Road N10	98) BOTH SIDES: At its junction with Grosvenor Road, south by 2.6 metres.
Woodberry Crescent N10	99) NORTH SIDE: At its junction with Colney Hatch Lane west by 2.7 metres on the north side and 4.8 metres on the south side. 100) BOTH SIDES: At its junction with Muswell Hill Broadway, west by 4.8 metres on the north side and 1.6 metres on the south side (existing Disabled Parking bay will be relocated 4.8 metres westwards).

2) To install new sections of Double Yellow Lines at the following locations listed in the table below (distances are approximate):

Road	Description
Barnard Hill N10	1) NORTHWEST SIDE: From its junction with Muswell Avenue, southwest for 10 metres.
Cherry Tree Hill N6	2) NORTHEAST SIDE: From the southeastern side of its junction with Sussex Gardens, southeast for 10 metres. 3) NORTHEAST SIDE: From the northwestern side of its junction with Sussex Gardens, northwest for 10 metres (conversion of existing Single Yellow Lines to Double Yellow Lines)
Coppetts Road N10	4) WEST SIDE: From the northern side of its junction with Osier Crescent, north for 10 metres. 5) WEST SIDE: From the southern side of its junction with Osier Crescent, south for 10 metres. 6) EAST SIDE: Opposite its junction with Osier Crescent for 32 metres.
Fordington Road N6	7) NORTHWEST SIDE: From its junction with The Drive, northeast for 10 metres.

Public Notice



ROAD DANGER REDUCTION PROGRAMME BATCH 1 – FORTIS GREEN

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

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

T31

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, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.

The general effect of the Orders would be:-

1) To extend the existing Double Yellow Lines at the locations in the table listed below by the following approximate distances so that they measure a length of 10 metres:

Road	Description
Annington Road N2	1) BOTH SIDES: At its junction with Fortis Green Avenue west by 3.1 metres (Bikehanger on north side will be relocated westwards by 3.1 metres) 2) SOUTH SIDE: Outside No 15, west by 3.1 metres. 3) SOUTH SIDE: Outside No 11, east by 3.1 metres.
Alexandra Park Road N10	4) SOUTHEAST SIDE: Outside No 26, southwest by 2.6 metres.
Barnard Hill N10	5) NORTHWEST SIDE: At the junction with Colney Hatch Lane, northeast by 3.6 metres.
Church Vale N2	6) EAST SIDE: Outside No.3 Twyford Avenue, northwest by 1.8 metres. The Single Yellow Line outside No.5 Twyford Avenue will be converted to Double Yellow Lines.
Coldfall Avenue N10	7) BOTH SIDES: At its junction with Coppetts Road, west by 3.5 metres.
Collingwood Avenue N10	8) BOTH SIDES: At its junction with Fortis Green Road, south by 3 metres.
Coniston Road N10	9) BOTH SIDES: At its junction with Alexandra Park Road, south by 2 metres. 10) BOTH SIDES: At its junction with Muswell Road, north by 6.6 metres.
Coppetts Road N10	11) WEST SIDE: Outside No. 1, north by 3.2 metres. 12) WEST SIDE: Outside No. 115, north by 3.7 metres. 13) WEST SIDE: Outside No. 113, south by 4.3 metres.
Cranbourne Road N10	14) BOTH SIDES: At its junction with Curzon Road, northeast by 2.9 metres.
Curzon Road N10	15) EAST SIDE: Outside No. 10, southeast by 3.3 metres 16) EAST SIDE: Adjacent to No 40 Cranbourne Road, northwest by 3.5 metres.
Eastern Road N2:	17) EAST SIDE: At its junction with Fortis Green, south by 2.41 metres (Disabled Parking bay will be relocated 2.41 metres southwards) 18) EAST SIDE: Outside No.30, north by 3.4 metres. 19) WEST SIDE: Adjacent to No.2 Southern Road, north by 3.4 metres.
Eastwood Road N10	20) BOTH SIDES: At its junction with Tetherdown, west by 3.6 metres.
Elms Avenue N10	21) BOTH SIDES: At its junction with Muswell Road, southeast by 5 metres.
Everington Road N10	22) NORTH SIDE: Adjacent to No. 1 Hill Road, west by 3.5 metres. 23) NORTH SIDE: Adjacent to No.2 Hill Road, east by 3.5 metres. 24) NORTH SIDE: Adjacent to No.2 Steeds Road, east by 2.3 metres. 25) NORTH SIDE: Adjacent to No.1 Steeds Road, west by 2.7 metres.
Forcington Road N6	26) SOUTHEAST SIDE: Adjacent to No.8, northeast by 5 metres. 27) NORTHEAST SIDE: Outside No.8, southeast by 4.2 metres.
Fortis Green N2	28) SOUTH SIDE: Outside No 1, west by 8 metres. 29) SOUTH SIDE: Outside No.6, east by 2.5 metres. 30) SOUTH SIDE: Outside 1 to 6 The Gables, southwest by 6.4 metres.
Fortis Green Avenue N2	31) WEST SIDE: Adjacent to No.1 Annington Road, south by 3.5 metres. 32) WEST SIDE: Outside No.8, north by 2.7 metres. 33) BOTH SIDES: At its junction with Fortis Green, south by 3.2 metres. 34) BOTH SIDES: At its junction with Lauradale Road, north by 8.1 metres.
Fortismere Avenue N10	35) BOTH SIDES: At its junction with Fortis Green, south by 4.5 metres. 36) WEST SIDE: At its junction with Grand Avenue, north by 5.8 metres.
Francis Road N2	37) BOTH SIDES: At its junction with Lynnmouth Road, west by 3.2 metres 38) BOTH SIDES: At its junction with Eastern Road, east by 3.2 metres.
Grand Avenue N10	39) NORTH SIDE: Outside No 51, east by 6.3 metres.
Grosvenor Road N10	40) SOUTH SIDE: Outside No.77, west by 4.2 metres. 41) SOUTH SIDE: Adjacent to No.80 Windemere Road, east by 3.6 metres.
Goodwyn's Vale N10	42) BOTH SIDES: At its junction with Colney Hatch Lane, northeast by 3.5 metres.
Greenham Road N10	43) BOTH SIDES: At its junction Colney Hatch Lane, southeast by 3.2 metres.
Hill Road N10	44) BOTH SIDES: At its junction with Marriott Road, south by 3.7 metres. 45) BOTH SIDES: At its junction with Everington Road, northwest by 3.6 metres.
Holt Close N10	46) EAST SIDE: At its junction with Woodside Avenue, southeast by 4.3 metres.
Keynes Close N2	47) WEST SIDE: At its junction with Annington Road, south by 3.7 metres.
Lanchester Road N6	48) BOTH SIDES: At its northern junction with Woodside Avenue, in a south easterly direction by 1.4 metres on the southwestern side and 3.7 metres on the northeastern side.

Public Notice



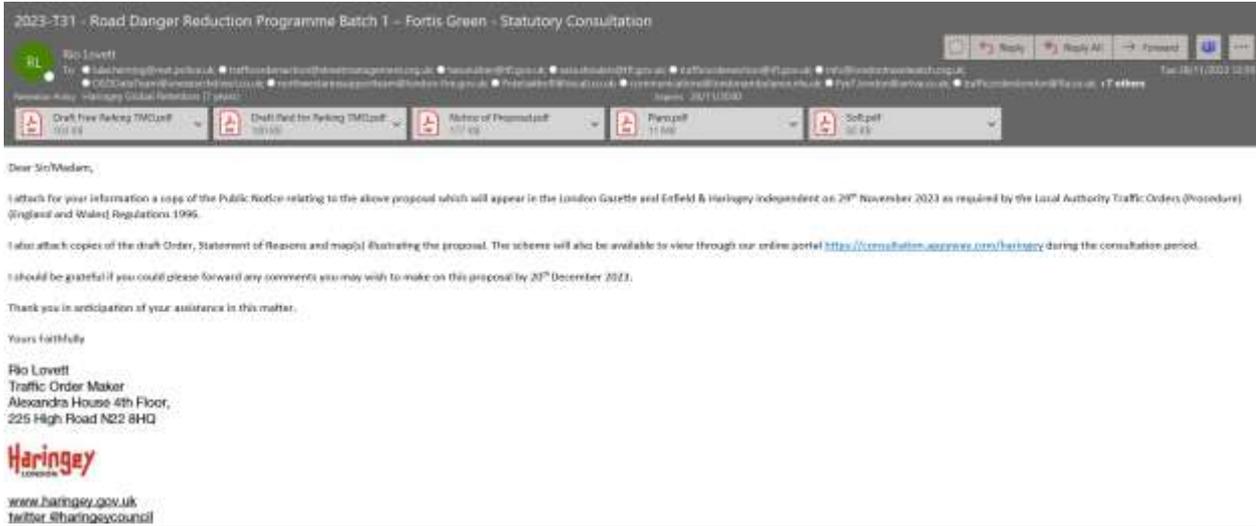
Fortis Green N2	8) SOUTH SIDE: From the end of the Zebra Crossing zig-zag markings outside No.1, west for 3.9 metres.
Goodwyn's Vale N10	9) BOTH SIDES: From its junction with Muswell Avenue, southwest for 10 metres.
Marriott Road N10	10) WEST SIDE: From a point in line with the boundary of No.117/119 Barringer Road, north then north west for approximately 12.2 metres. 11) NORTH SIDE: From a point in line with the boundary of No.36/37, west for approximately 15.5 metres. 12) SOUTH SIDE: From the eastern side of its junction with Marriott Road, east for approximately 10 metres. 13) SOUTH SIDE: From the western side of its junction with Marriott Road, west for approximately 10 metres.
Muswell Avenue N10	14) WEST SIDE: From its junction with Barnard Hill, northwest for 10 metres.
Steeds Road N10	15) BOTH SIDES: From its junction with Marriott Road, south for 10 metres.
Sussex Gardens N8	16) BOTH SIDES: From its junction with Cherry Tree Hill, northeast for 10 metres (conversion of existing Single Yellow Lines to Double Yellow Lines).
The Drive N6	17) NORTHEAST SIDE: From its junction with Fordington Road, northwest for 10 metres.

3) To revoke the relevant underlying Controlled Parking Zone restrictions at the locations mentioned in Section 1&2 of this notice.

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 Management Group, Alexandra House, 4th floor, 10 Station Road, Wood Green, N22 7TR quoting reference **2023-T31**, by 20th December 2023.

Dated: 29th November 2023
Ann Cunningham
Head of Highways & Parking



APPENDIX 4

Sent on: Monday, November 20, 2023 1:23:43 PM

To: Traffic Orders <traffic.orders@haringey.gov.uk>

Subject: OBJECTION TO 2023-T31 Road danger reduction programme Batch 1 Fortis Greeb

I Strongly OBJECT for the following reasons:

1. The 10m double yellow is excessive
2. This will take up valuable parking area for cars to park safely

Regards

Sent on: Monday, November 20, 2023 2:24:42 PM
To: Traffic Orders <traffic.orders@haringey.gov.uk>
Subject: Formal objection to proposed plans to expand CPZ Fortis Green Reducing available parking at Fortis Green Ward.

Categories: Rio

Dear Haringey Council

I received a notification letter through the post, about a reduction of parking in and around T3 junctions

As someone that has lived at Colney Heath last for 23 years now, I can tell you that this will cause issues for parking. The area is already struggling to cope with the number of vehicles already here, introducing controlled parking zones will just reduce the traffic into non controlled parking zones. Which will cause the following issues

1. More vehicles leaving areas that looking for parking, more frustrated drivers and road users on the road, increasing the chances of RTC's
2. Vehicles parked in areas where before there was more parking available, meaning residents have to park further and further away to reach their homes
3. Parking both the vehicles parked, although making it relatively safe, if the better solution would be to implement zebra or tactile crossings at these junctions, clearly not requiring a reduction in parking spaces available and giving safer places for pedestrians to cross, instead of unmarked dipped curbs
4. A local enforcement campaign, making everyone aware of the law changes, which give pedestrians right of way, which is a separate matter entirely and unnecessary any agencies towards making the roads safer, as this just encourages people to walk out without checking if they're crossing they have right of way to a car let alone a TD truck.
5. Introduction of STOP signs, just before the crossing, and installation of cameras to enforce this stop, with PCN's
6. We should be seriously looking to increase both the parking capacity of the T312 area, in addition to creating wider crossing points.
7. We should be seriously tackling the issues of reducing vehicles to stop at tactile crossings, and junctions, due to the excessive high volume that travel through in general in suburban areas and main routes. The amount of times I've been waiting at a traffic light to go green and watched dozens of cyclists go through with no regard for safety, or crossing the road and almost being hit by one.
8. Dealing junctions as right of way to pedestrians, and getting them in the name regard as tactile crossings, without parking, is what is causing a lot of these safety issues.
9. Cost of living rises, a lot of people cannot afford to pay for resident permits, as what is already a heavily taxed and regulated industry. Bill of rights 2008, is the ability of a government to create tax on their population, which is what you are approaching as traps and bombs with the approach taken towards vehicles on the roads.

Hope above I have covered all the points raised in your letter, highlighting discrepancies between what is being to be achieved, and how this will increase problems more so further away than "VisionZero"

I trust your expertise and hope that you do not get ahead with either of the parked plans, decreasing the safety of this neighbourhood. To also give you back story, I have worked in and around schools in Haringey for 8 years, have cycled for 18 and driven both back for 3 years and care for 8. Granted I have travelled close to a million miles in the last 8 years, and have received numerous training on reliable road users and economic and environmental driving techniques as part of my category C entitlement. I would like to thank the advice given above, as coming from both an extensive knowledge base and experience in these areas.

Regards, long term resident and proud to be part of Haringey

Sent on: Wednesday, December 6, 2023 5:44:46 PM
To: Traffic Orders <traffic.orders@haringey.gov.uk>
Subject: Increased yellow lines on Lonsdale road n2

Categories: Rio

Dear Ann Cunningham,

I need to deplore plea against extending the yellow lines around 1 the terrace Lonsdale road.

We moved specifically for ease of transport after my dad was diagnosed with motor neuron disease and access became paramount. As a consistency, we rely on public transport, but on occasion a car is required, and as such, so is parking.

Since we moved here the council has already limited parking with a permit system and new lines that reduced the amount of spaces.

I can't see any benefit of reducing parking other than to inflict misery.

I am a chartered civil engineer so would happily receive a technical explanation.

Please acknowledge my objection to this parking change on Lonsdale road.

Thank you,

Sent on: Friday, December 8, 2023 10:38:47 AM
To: Traffic Orders <traffic.orders@haringey.gov.uk>
CC: Sotgi Green <Sotgi.Green@haringey.gov.uk>
Subject: Arrington Road - Traffic Green

Categories: Rio

Good morning,

While we understand the intention behind extending the double yellow lines in and adjacent to Arrington Road, we feel this proposal will actually reduce safety not increase and create further unconsidered problems.

We have lived in Arrington for over thirty years, during this time we are aware of only one incident, one with no pedestrians involved. The average speed for this narrow and short road is normally between 15 mph to 20 mph. Speaking with a Police Traffic Officer he informed that drivers tend to increase their speed when turning into a road which appears to offer plenty of space, currently drivers approach Arrington with due care and attention something which will probably change creating a more dangerous area for pedestrians wishing to cross.

Since double yellow lines were made more visible in this area, parking has been squeezed. I am aware of at least recent two road rage incidents when previously there were none. Reducing the spaces available will probably increase this issue.

Where will tradespeople needing to carry out building works park? This seems unlikely to be possible if the double yellow lines are extended.

About half way along Arrington Road is the entrance to Keynes Close, as the name suggests this is a cul-de-sac. This small estate provides homes for the elderly and those with special needs. Parking is already tight, this will reduce it even further creating possibly unconsidered issues. Where will cars park? Where will those needing to carry out maintenance and repair works park, these primarily being council contractors? Any other support for those who need it including friends and family will not be able to park in the immediate area. Collecting residents will become highly problematic, forcing partially on the pavement is a serious hazard for residents both the blind and the less physically mobile.

While the intentions are good, the downsides is probably greater than the positives. We are against this proposal for all of the above reasons.

We are happy to discuss this further if required.

Please confirm receipt of this email. Thank you.

Yours sincerely,

Sent on: Tuesday, December 12, 2023 11:35:39 AM
To: Traffic Orders <traffic.orders@haringey.gov.uk>
Subject: Traffic proposal 2023-T31

We wish to oppose this proposal on the following grounds:

1. Extending the double yellow lines will encourage motorists to drive at high speed around the corner of Arrington Rd and Lonsdale Rd, knowing there are no parked cars on the corner. This will therefore create risks for pedestrians and other road users reaching in the opposite effort to what these proposals are for.

Sent on: Wednesday, December 13, 2023 10:36:47 AM
To: Traffic Orders <traffic.orders@haringey.gov.uk>
CC: Cllr Diane Brown <diane.brown@haringey.gov.uk>
Subject: 2023-T31 Road Design Redesign Programme (Part 1) Fines Green

Categories: Rio

Dear Traffic Officer

Re above proposed implementation of extension of double yellow lines.

I am concerned on a long post and understand a few neighbours in my Avenue received a flyer we at 20 did not receive this.

I find it amusing that the council has decided to notify, (or in one case not) residents during the Christmas period when most people are away from their homes!

I think generally we would want to see anything that reduced accidents, however both us and other residents believe that this plan would not help. What this actually does is make life more difficult for residents, shopkeepers and visitors to our area by reducing the parking spaces.

I wish we could introduce more roads for our shopkeepers not hinder their businesses by putting off people - making Maxwell ME6.

Residents of the Ben along Fines Green park in Colingwood, Lonsdale and Fortunate Avenue as they have no other options. (Especially as some parking restrictions are in place in Regent Road).

The extension of the yellow lines will just squeeze an already difficult parking situation in Lonsdale Avenue.

I don't understand the recommendations in the extension proposed. They are unrealistic and seem to me that much longer than actually needed.

This implementation will not ensure residents applying for a resident's parking disc are successful as we will become like other long-term work force of local gardens and generally also before making general parking very difficult.

Long term I believe recommendations that will have no effect on our area.

We totally oppose these plans which also will make the already existing parking situation even more eager to apply fines!

I trust that the Council will not implement these proposals without a full discussion with all residents.

We suggest a general meeting perhaps in Blackwood Avenue to discuss this!

I look forward to your comments.

Regards

Sent on: Tuesday, December 19, 2023 09:03 AM
To: Traffic Orders <traffic.orders@haringey.gov.uk>
Subject: Roadside extension of 2023-T31 - proposed extension of double yellow lines to road corners on 11 new Fines Green Avenue

Categories: Rio

Dear Ann Cunningham,

Re: Traffic order 2023-T31, extension of double yellow lines and extension of yellow lines to Fines Green Avenue and Lonsdale Road.

I am a local resident of Fines Green Avenue, London EC2P 3EP.

I am writing to object to the proposed extension of double yellow lines to road corners on 11 new Fines Green Avenue.

1. Extending the double yellow lines to the road corners is a major safety concern for all residents who wish to use the road. Fines Green Avenue (FGE) and Arrington Road (ARR) are narrow roads with many parked cars and the road is very dangerous to drive. If the Council extends the double yellow lines to the road corners, it will reduce the amount of parking spaces available on the road and make it even more dangerous to drive.

2. The proposed extension of double yellow lines to the road corners will also reduce the amount of parking spaces available on the road. This will make it even more difficult for residents to find a place to park their cars. The Council should consider other ways of increasing parking spaces, such as creating more cycle lanes or using the road for other purposes.

3. The proposed extension of double yellow lines to the road corners will also make it more difficult for residents to access their homes. Many residents in the area have limited mobility and it will be difficult for them to get to their homes if the road is closed off by double yellow lines. The Council should consider other ways of increasing parking spaces, such as creating more cycle lanes or using the road for other purposes.

4. The Council should be taking steps to reduce the amount of parking spaces on the road. This can be done by creating more cycle lanes, using the road for other purposes, or by creating more parking spaces in other areas of the road. The Council should also consider other ways of increasing parking spaces, such as creating more cycle lanes or using the road for other purposes.

5. The Council should be taking steps to reduce the amount of parking spaces on the road. This can be done by creating more cycle lanes, using the road for other purposes, or by creating more parking spaces in other areas of the road. The Council should also consider other ways of increasing parking spaces, such as creating more cycle lanes or using the road for other purposes.

I am sure that you will be a good listener and that you will be able to help me with my concerns. I am sure that you will be able to help me with my concerns. I am sure that you will be able to help me with my concerns. I am sure that you will be able to help me with my concerns.

Yours sincerely,

Sent on: Wednesday, December 20, 2023 6:48:41 PM
To: Traffic Orders <traffic.orders@haringey.gov.uk>
Subject: Petition

Petition against the installation of extended double yellow lines to 10 meters on muswell road and neighbouring streets.

Dear Haringey Council that in a lot of cases we as a community have decided to forward to you to petition against the order to extend the yellow lines on muswell road and in the vicinity.

It is difficult to comprehend how this order from the council benefits the community in any way. Some of the concerns and reasons raised from the are listed below. The rest will follow by individual correspondences and via our local councillors.

- The extension of yellow lines is further reducing the parking spaces available to locals. Therefore applying unnecessary pressure on the community to accept the council will to install parking restrictions which were rejected some time ago. Please consider that in the numerous petitions of the council.
- The extended yellow lines encourage irresponsible drivers to take corners even faster than they already do, without the shade of a car. This is a concern given the street has many children and elderly living nearby.
- The extended lines create further space and exacerbate the issue we have with delivery vans using double yellow lines as parking spaces. Blocking a clear view around corners.
- There is no policing of these yellow lines and therefore people will not do as they are told to park on.
- If the council decide to extend or even more power to police the yellow lines then this is constant fee payer money being wasted on an unnecessary and counter productive initiative.
- There has been no clear warning to the community that the council intended to implement these double yellow lines.
- The fact that none to put the lines on the corner of muswell and Cresson road suggested themselves, when queried, that it was probably a tactic deployed by the council to apply pressure on us to accept the implementation of parking restrictions.

Reasons on Muswell Road -

Sent on: Monday, January 8, 2024 4:26:17 PM
To: Traffic Orders <traffic.orders@haringey.gov.uk>
Subject: 2023-T31 - RDOP March 1 - Fortis Green

I wish to strongly object to this Proposal:

Spaces will be lost on Leaside Ave and at the Fortis Green and Grand Avenue junctions with Leaside. The same will also apply in the other Avenues running from Fortis Green to Grand Avenue, leading to a large reduction in the number of available parking spaces for the same number of vehicles. (It would be informative to know the total number of spaces it is proposed to take away in the St Luke's CPZ.)

Before the CPZ was introduced we frequently had to double park the car to unload and then drive around the block, sometimes two or three times, to find a space, and often in neighbouring avenues. I have mobility issues (I am a blue badge holder) and my wife suffers from Rheumatoid Arthritis with constant pain, particularly in her legs and spine. I am sure there will be many others who are similarly afflicted and would be seriously affected by this proposal. Mothers with babies and young children will be similarly inconvenienced.

Grocery and other Delivery Vans (e.g. Amazon) will have to double park, and it will be a nightmare for tradesmen, window cleaners, tree surgeons, gardeners, and the like, who are usually carrying heavy equipment and materials. There will be the same number of vehicles vying for far fewer spaces. You simply cannot put a quart into a pint pot.

What specific evidence is there to show that this programme will be effective as to justify the cost involved?

Object to the extension of the double yellow lines down into Midhurst Ave from Fortis Green. These are additional parking spaces used by residents of the mansion flats across Fortis Green further down Midhurst Ave. This is a lot of money for other residents. I pay a lot of money for a CPZ on our road and can barely park there as it is - this will make it worse for no discernible benefit. The traffic that backs up on Fortis Green will not be improved by this - and the junction is a danger to residents.

The current parking arrangements in the Fortis Green area work well and the number of parking spaces is about right for the number of local residents.

Importantly, drivers, and especially drivers of longer wheelbase vehicles, are currently forced to slow down when reaching a junction.

Extending the length of double yellow lines near junctions to 10 metres would mean that drivers (and, in particular, drivers of delivery vehicles) will not need to slow down as much when going around corners (i.e. junctions).

Simply put, longer radius corners can be taken at higher speeds. Providing 10m of double yellow lines at junctions would increase the turning radius at these junctions and permit higher cornering speeds.

This will inevitably lead to increased vehicle speeds on residential roads and thus result in reduced safety for pedestrians. This is in direct contradiction to the Statement of Reasons given for the proposed changes.

As you will be aware, there have been reports in the national media recently describing the danger to pedestrians due to delivery drivers being under relentless pressure to get to their next stops. A large proportion of these pressures are made to residential areas.

Delivery vehicles make up a significant proportion of traffic on residential roads in the Fortis Green area. There is a large primary school at the end of Lauradale Road and we do not need delivery vehicles to drive any faster than they already do.

Only last month, our (parked) car was significantly damaged when hit by a speeding delivery driver.

Separately, removing a significant number of parking spaces from the Fortis Green area can only make it more difficult (for everyone) to park close to where they live.

In summary, the proposed changes are unnecessary, will mean that residents (including elderly people and those with young children) will find it more difficult to park near their homes and, of greatest concern, is very likely to result in delivery vans driving through residential areas at higher speeds.

The proposed changes would therefore be detrimental, both to the amenity of residents and to the safety of pedestrians.

Object to the proposals for removing parking spaces in the area, because I don't feel there is sufficient justification for them. Also parking spaces in Springcroft Avenue are already much reduced because of the number of properties with off-road parking.

Object to the main part of the proposals to extend double yellow lines at both ends of Leaside Avenue, N10. The proposals will significantly impact the ability of residents to park near their homes. The extension of double yellow lines at the top and bottom of Leaside Avenue will effectively come at the expense of 8 parking spaces. Assuming each house has 1 car this alone equates to a reduction by about 10%. The effect on parking will be compounded by the extension of double yellow lines on neighbouring streets including Fortis Green, the net effect of which will make it significantly harder to park on the street and will likely result in many homeowners paving over their front gardens to install a driveway. This will increase hardstanding which will negatively affect drainage; further reduce parking spaces due to the addition of dropped curbs; reduce the number of trees and shrubs which will have a detrimental impact on the environment and impact the visual appeal of the area. Further, BT has recently proposed to re-purpose their green cabinets to electric car charging stations. The green cabinet on Leaside Avenue is situated on top part of the street where the extension of double lines is proposed. This will likely rule out use of the BT green cabinet for much needed EV charging. I do agree that extending the double yellow lines on Fortis Green a short way either side of Leaside Avenue will improve visibility (and safety) for cars turning left or right from Leaside Avenue onto Fortis Green.

This seems to be a draconian over reaction. I can understand and would support the application of double lines within 2 metres of a corner to allow visibility and ease of access. However, 10 metres is far too excessive and will increase parking problems. This will in turn add air quality problems as motorists would be forced to drive fast and find a suitable parking space. This just seems to be a further, needless restriction designed to hit the motorist even harder with fines. I note that after Newham, Haringey already has the second highest level of parking fine revenue in the country (137,415 fines; £9.89 million revenue). This just seems an excuse to raise further taxes at the expense of the motorist and the public.

I am objecting to the proposal part I which proposes extending the double yellow lines at the top of Pages Hill. I do not agree that it will improve public safety. Nevertheless I think the bigger risk is the bus stop at the top of Pages Hill on Pages Lane. These cause many more public safety issues and the extension of the double yellow lines will have no impact on this and is not necessary.

Object to extending the yellow lines on Pages Hill. It's difficult enough to park there and it would not enhance pedestrian safety. The biggest risk to extending the safety on Pages Hill is to restrict the bus stop at the junction, restricting drivers and pedestrian views and cars overtake the bus at the junction which is high risk for pedestrians. If that could be moved further back on Pages Lane, that would be much safer.

I strongly oppose the introduction of extended double yellow lines at the top of Pages Hill. The proposed extension of the double yellow lines here is unnecessary and will further encroach on the limited parking available in the road. We have in recent years lost local parking due to the addition of a disabled bay (very rarely used) and restrictions placed in the adjacent Pages Lane. I feel that the existing double yellow lines at the top of Pages Hill are quite adequate to allow people to cross safely, traffic coming from the street to the junction and the narrowness of the street. In nearly 23 years of living here I have not been aware of any safety issues or incidents.

My objection is that there is a need for parking on Annington Road/ Fortis Green Avenue junction, that has already been reduced by the introduction of the bike park, and that visibility is good and safety doesn't require the length of double yellow line proposed.

Object to 2023-131 Batch 1 Fortis Green, specifically the plans for Lauradale Road and Fortis Green Avenue:

- LACK OF LOCAL CONTEXT.** The proposal appears to apply a one-size-fits-all approach, resulting in excessively long double yellow sections. There appears to have been little local context taken into account - e.g. some roads are heavily trafficked by pedestrians and cars, others are not, and yet they are treated the same. It would be easier to determine the local context on parking seen taken into account. By choosing arbitrary 10 metres, some households are very adversely affected; 7 and 9 Lauradale Road, 75 and 73 Fortis Green Avenue lose ALL of the spaces they might normally park in.
- REDUCED PARKING SPACES.** Lauradale Road has 3 junctions yet is a short road. Parking for residents is already a challenge. By extending parking bays on all three junctions, you are taking away a very considerable number of parking places for residents. This proposal will force householders, who already pay a CPZ fee to Haringey, to look for spaces even further from their front door or in adjacent roads. Due to the approach speed in 41 above, Lauradale Road is disproportionately affected. And for little gain, given it is not a road cars tend to drive fast along.
- REASONS FOR THE SCHEME PROVIDED BY COUNCIL LACK DETAIL.** The Council has provided only two very short bullet points as justifications for such a vast scheme affecting huge numbers of residents. There is no evidence provided by the Council that this proposal will materially improve road safety and it is laughable that the Council's resources could be spent across the area on two short sentences lacking any real details.
- INCREASED TRAFFIC SPEEDS.** My experience is that the narrow side roads in my local area, which contain parked cars, do not experience excessive speeds of cars - since the vehicles have to drive with some caution. Particularly at the junction with Lauradale Road and Midhurst Avenue, when there are few parked cars there, moving vehicles tend to drive much more quickly. The parked cars force the moving vehicle to slow down at the corner. This double yellow proposal could see vehicles actually taking the junctions more quickly.
- ORDER AND PLANS DO NOT MATCH.** The plan provided in the consultation for directly opposite our house (drawing 13-1165-FG-TMO-18) shows northside Lauradale Road west extension of 6.96m and east extension of 7.37m, but the Order says 1.3 metres and 2.6 metres, respectively, for the same locations. The consultation documents and Order cannot there be relied upon and I do not see how the Council can implement a scheme on inconsistent drawings and plans.

We wholly object to the proposals outlined by Haringey Council in the T31 Road Danger Reduction Programme Batch 1 - Fortis Green for a number of reasons:

- There is no supporting information to explain why a distance of ten metres for double yellow lines on approaches to junctions is recommended, where this recommendation comes from and why it is to be adopted as the desirable distance for every junction in the Batch 1.
- There is no analysis of historic data on how dangerous each junction in Batch 1 has been and how many accidents or deaths have occurred.
- There is no analysis of traffic volumes, sight lines or other features specific to each junction in the Batch 1.
- Although it is stated that Haringey Council is proposing to spend £3.5m over the next 12 months, the documents made available provide no financial information as to what it will cost to undertake the works proposed for Batch 1.
- As such, there is no detailed analysis incorporating traffic, safety, financial or other parameters to support the case that the proposals will reduce road danger at junctions and help Haringey Council achieve the Mayor of London's target to eliminate all road deaths by 2041.
- Instead, there is one single solution being put forward that will reduce available parking spaces on many residential streets and no account has been taken of the knock on effect this may have on road safety, such as increased double parking by delivery vans and greater congestion as residents circulate to find a parking space.

I wish to object to this proposal to extend the double yellow lines in our area to a blanket 10 metres around all road corners.

I believe the residents have not been properly considered with this proposal or question about their views. While it is true that the appropriate notices have been posted this does not excuse a decision that is so drastic, given the residents believe as to whether the proposal will be beneficial to safety or not. The increase in double yellow line length will mean a significant loss in parking, particularly in Annington Road and as residents of Annington Road we are against the proposal as it will mean an increase in parking being put forward that will reduce available parking spaces on many residential streets around our streets, particularly at times when pedestrians and children are most likely to cross the streets.

There is also no information supplied or research detailed in the proposal as to how many accidents extending the lines will prevented - or whether accidents will increase due to unforeseen consequences.

Delivery vans will also not bother to even try and respect the double yellow lines at all as there will be so few spaces to park. Today, on a walk into the hill it counted 10 delivery vans parked on double yellow lines with another five in parking spaces. Money would probably be better spent in double yellow enforcement of existing double yellow to improve safety.

Finally I believe that local considerations have not been taken into account.

I live at 11 Annington Road on the corner with Keynes Close. There is extremely low traffic density both along Annington Road, but especially into Keynes Close. Houses at 11 Annington Road and 15 Annington Road are set back from the pavement and there is excellent visibility into Keynes Close. By extending the double yellow on this junction three parking spaces will be lost with no benefit to road safety.

I do not believe it will make pedestrians easier to be seen or able to cross the road nor will it improve accessibility.

On the junction of Annington Road and Fortis Green Avenue there is already more traffic, but little traffic turning right from Annington road into Fortis Green Avenue or turning right into Annington road from Fortis Green Avenue.

I strongly object to the extension of the proposed extension of the double yellow lines at the top of Fortis Green Avenue. I believe that the reduction of parking spaces is unjustified, especially as the council gave planning permission of the conversion of the old police station to flats with no additional accommodation or consideration for parking as part of that planning application.

More vehicles hovering to find a parking space will lead to less pedestrian safety, especially for children. Additionally delivery drivers will inevitably end up double parking to avoid being ticketed for stopping on a double yellow, and thus totally counterproductive.

This will cause huge amounts of parking problems with the school very nearby and so many residents competing for very limited spots. I strongly object and think it will cause issues and disturbance for residents and non residents alike.

Object to these proposals.

Increasing double yellow lines will make it even harder to find parking spaces in this busy hinterland.

It's already very difficult with the residents, businesses and daytime workers fighting over limited spaces already.

Local businesses would suffer as their customers find it harder and harder to visit.

I can't agree to the justification either without evidence to prove it would make any difference to safety.

Object to the proposal to extend the double yellow line on Fortis Green outside the Clissold Arms public house as these parking spaces are vital for the local community of residents and businesses.

The local businesses need these spaces for themselves or their clients as they have a high turnover of clients during the day. These are all small, independent businesses who rely on transient clients, requiring the ability to visit them and park their cars temporarily. All of the businesses have a high turnover of short stay clients.

Consequently, the spaces are currently frequently used by various cars throughout the day and evening.

Such businesses include Kimberley's the hairdressers, funeral directors Lewerton and Sons, expert Clock maker and Restorer John Kendat, GMS Joinery, and the Indian Rasoi restaurant. The car parking spaces are also used by visitors to the Clissold Arms especially when they hold large events such as funerals and their own parking facilities are insufficient. The cars also come over from the Rajpote wine warehouse.

There are a large number of local residents who live above the businesses, adjacent to and opposite the Clissold Arms and in the surrounding cottages who also need car parking spaces.

As you are also proposing to reduce the number of spaces in surrounding streets this will further impact local residents who already have to frequently park in the surrounding streets. This will add to pollution as residents will have to drive around to attempt to secure a parking space.

Surely Haringey supports reducing pollution not increasing it?

This will also make it impossible to use an electric vehicle as there won't be any possible way to charge the vehicle close to home as residents in other local streets do.

Surely at this terrible time of financial hardship Haringey should be supporting residents and independent local businesses not reducing their ability to run a business?

I further note that there haven't been any deaths or serious accidents on any of the corners of local roads where you are proposing to extend the double yellow lines so it does appear that this is an unnecessary, costly, wasteful exercise that is completely unjustified.

Object to the proposal to extend the length of double yellow lines on these roads in Fortis Green area and in particular on Lauradale Road and the connecting roads to Lauradale road. All this proposal will do is restrict very significantly the number of parking spaces on Lauradale Road and the surrounding roads. This reduction in parking spaces will cause residents who have cars very severe difficulties as there is already too few parking spaces on these roads at times. Further there is no requirement to extend the double yellow lines in this area - it will be of no benefit at all from a safety perspective - Residents, pedestrians and drivers manage very well with the current set up and do not experience problems. Further it is quite possible that if the scheme is implemented it will mean that drivers on these roads will increase their speeds as they will perceive there to be more space on the roads and will drive faster - so this will in fact reduce the safety of residents, drivers and pedestrians in these areas. In summary this proposal is not going to have a benefit and will be wholly detrimental to the community. Therefore I object for reasons of safety and parking. This is an unnecessary proposal that will be to the detriment of road users, pedestrians and residents. I wholly object to this proposal.

- Double Yellow Lines.

Object to the imposition of two 10 metre strips of Double Yellow Lines at this junction of Hill Road N10

This is equivalent to the removal of 10 parking spaces from the road, and will have a permanent and detrimental impact on the practicality of residents being able to park within a reasonable distance of their homes.

The proportion of 10metres is absurdly out of proportion with the street.

This is a quiet residential street, the road is wide and the dropped kerb already prohibits parking on these corners.

I draw your attention to planning guidelines:

"The length of yellow lines can vary. For example, at junctions with busy main roads there may be eight to ten metres of parking restrictions to prevent congestion. In quieter residential roads, three to five metres is more usual to prevent vehicles parking up to corners and obstructing access and visibility."

If the council feel compelled to paint lines, please keep them to a maximum of 3m.

Object to the removal of parking spaces outside the Clissold Arms on Fortis Green. There are not enough spaces on this road and we can't afford to lose the ones we have. The customers for the Clissold Arms and other businesses in the vicinity need these parking spaces. Please do not take them away.

Parking on our street has become much worse in recent years. As a resident for over 20 years, I welcomed the permit parking but that was before permission for extra houses and flats at the top of the road/junction with Fortis Green was given and the extra cars that brought to the street. I do not see how double yellow lines will be of any benefit to residents on our street, especially with shops and pubs so close. I have never had or heard of a safety issue at this junction and to the junction on Annington Road. It will lead to further congestion and will do more harm than good. I wholeheartedly oppose this proposal and hope that you take residents opinions into consideration.

There is already a huge struggle for parking for residents at the top of Fortis Green Avenue.

The street is the nearest place that residents of the flats on the main road can park - who are eligible for resident permits but don't have bays nearer their own front door. It is also used by visitors to the pub on Fortis Green, Bubb restaurant on Fortis Green and the staff and visitors of the electrical shop on the corner too.

We are already a street of families with young children who can't park outside our own houses due to the lack of space and extending the double yellow lines/ removing more spaces will substantially impact this problem.

Already we often have to park around the corner from our own house on Annington Road and these proposals to remove parking bays and replace them with more double yellow lines will not only remove spaces by our property but also on Annington.

If the council wishes to remove bays - despite no accidents involving any cars or pedestrians at these junctions and no seeming danger whatsoever - then more restrictions need to be added for non residents to stop our street being used all the time (except Monday to Friday 11-1) and to alleviate the existing parking lack of capacity.

I have also only seen these plans from a sign on a neighbouring street - no one has put anything through our door on our road despite the huge implications it will have on us.