

**Report for:** Head of Service for Highways and Parking

**Title:** Proposed waiting restrictions and parking place changes, Road Danger Reduction Programme batch 2 at 54 locations within Muswell Hill Ward of London Borough of Haringey.

**Report**

**authorised by:** Simi Shah, Group Manager Traffic & Parking Projects

**Report Author/s:** Andrew Bourke, Parking Policy and Project Manager  
Ahnaf Karim, Parking Engineer

**Ward(s) affected:** Muswell Hill

**Report for Key/**

**Non-Key Decision:** Non-Key decision

**1 Describe the issue under consideration**

To report on the feedback of statutory consultation carried out from 14<sup>th</sup> February to 6<sup>th</sup> March 2024 on the proposal to introduce waiting and loading restrictions and parking place changes at various locations across the borough, as detailed in Table 1 Section 6.

1.1 To request approval to proceed make the traffic management orders and implement proposed at any time waiting restrictions advertised, having taken any objections into consideration.

**2 Cabinet Member Introduction**

2.1 N/A

**3 Recommendations**

It is recommended that the Head of Service for Highways and Parking in consultation with the Cabinet Member for Tackling Inequality and Resident Services:

3.1 To consider the objections submitted during the statutory consultation on the proposals, as well as officer mitigations and responses to those objections.

3.2 To give approve for proposals (1) through to (54) as detailed in Table 1 section 6.3 which includes the following: Introducing changes to waiting restrictions on the following roads:

N10, Alexandra Gardens N10, Avenue Mews N10, Birchwood Avenue N10, Cascade Avenue N10, Church Crescent N10, Connaught Gardens N10, Cranley Gardens N10, Cranmore Way N10, Dukes Mews N10, Ellington Road N10, Elms Avenue N10, Etheldene Avenue N10, Firs Avenue N10, Fortis Green Road N10, Queens Wood N10, Wood Vale N10, Grand Avenue N10, Grosvenor Gardens N10, Hillfield Park N10, Hillfield Park Mews N10, Leinster Road N10, Linden Road N10, Methuen Park N10, Muswell Hill N10, Muswell Hill Broadway N10, Muswell Hill Place N10, Muswell Hill Rd N6, Muswell Mews N10, Onslow Gardens N10, Princes Avenue N10, Princes Lane N10, Queens Avenue N10, Queens Lane N10, Rookfield Avenue N10, Springfield Avenue N10, St James's Lane N10, Summerland Gardens N10, The Chine N10, Wellfield Avenue N10, Wood Vale N10, Woodland Gardens N10, Woodland Rise N10, Kensington Place N10, Lawrence Court N10, Marwood Square N10, Olmstead Close N10, Pinnacle Close N8, Risborough Court N10, Rookfield Close N10, Teresa Walk N10. Firs Close N10, Ash Grove N10, Athenaeum Place N10, Beattock Rise N0, Craven Terrace

3.3 To approve the adjustment to proposed 'at any time' waiting restrictions for Woodland Rise, Linden Road & Woodland Rise Junction with Woodland Gardens as detailed in Appendix 5.

3.4 Approves adjustment to existing parking place restrictions to enable the introduction of the waiting restrictions on the roads detailed above and within Table 1 of this report.

#### **4 Reasons for decisions**

4.1 To improve the visibility, sightlines and traffic flow for pedestrians, cyclists and other road users by ensuring changes to the parking restrictions in Haringey to meet the Councils ambitions to reduce collisions and improve safety for all users of the public highway network.

4.2 137 objections were received to the proposed changes listed in Table 1 section 6. The main theme to all objections received was loss of parking for private vehicles on the public highway. The majority of the objections have not been upheld as there is a need to deliver this proactive approach to improve junction safety which is aligned with Haringey's commitment to Mayor of London's Vision Zero, which aims to eliminate all deaths and serious injuries from London's transport network by 2041.

4.3 Objections received to the proposed extent of 'at any time' waiting restrictions in relation to Woodland Rise, Linden Road & Woodland Rise Junction with Woodland Gardens have been considered, and assessed. After evaluating the objections, officers have taken the view that the proposed 'at any time' waiting restrictions can be reduced and continue to meeting the Mayor for London's Vision Zero ambition. The proposed reductions in 'at any time' waiting restrictions are detailed in Appendix 5.

#### **5 Alternative options considered**

5.1 An alternative is to not introduce the proposed changes. This is not recommended as there is a clear need for parking controls to manage safety at junctions to ensure visibility, safety and accessibility for all who use the public highway.

#### **6 Background Information**

6.1 The Council embarked on a new safety programme in 2022 which will help Haringey deliver the Mayor of London's Vision Zero, which aims to eliminate all deaths and serious injuries from London's transport network by 2041.

This programme covers four key areas;

- Safe Speeds to reduce the likelihood and severity of collisions,
- Safe Streets to help people feel safe to use Haringey's streets freely and encourage active and sustainable travel modes,
- Safe Vehicles to ensure those driving on local roads are operating as safely as possible, and
- Safe Behaviour that encourages everyone travels safely and is aware of other road users' needs.

6.2 The changes to parking restrictions at junctions with the introduction of waiting restrictions is firmly placed within the Safe Streets objective; helping people feel safe to use Haringey's streets freely and encourage active and sustainable travel modes

6.3 Inconsiderate and obstructive parking can be a cause of concern to road users of all types. As well as affecting other motorists, it can result in reduced sight lines contributing to an

increased risk of collisions impacting on the road safety of pedestrians and cyclists. Poorly parked vehicles may impede access and contribute to road congestion and safety.

## Proposals

- 6.4 Table 1 below lists 54 locations where concerns or requests have been raised with regards to parking restrictions or parking places. Each location has been investigated and assessed; the table below outlines the proposals we are seeking to approve. Proposed design changes for each location are set out within **Appendix 1**.

**Table 1**

Ref	Location	Description	Operation hours	Reason for proposal
(1)	Firs Close N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(2)	Ash Grove N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(3)	Athenaeum Place N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(4)	Beattock Rise N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(5)	Craven Terrace N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(6)	Alexandra Gardens N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(7)	Avenue Mews N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions

Ref	Location	Description	Operation hours	Reason for proposal
(8)	Birchwood Avenue N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(9)	Cascade Ave N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(10)	Church Crescent N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(11)	Connaught Gardens N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(12)	Cranley Gardens N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(13)	Cranmore Way N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(14)	Dukes Mews N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(15)	Ellington Road N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(16)	Elms Avenue N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(17)	Etheldene Avenue N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions

Ref	Location	Description	Operation hours	Reason for proposal
(18)	Firs Avenue N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(19)	Fortis Green Road N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(20)	Footpath - Queens Wood to Wood Vale N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(21)	Grand Avenue N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(22)	Grosvenor Gardens N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(23)	Hillfield Park N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(24)	Hillfield Park Mews N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(25)	Leinster Road N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(26)	Linden Road N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(27)	Methuen Park N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions

Ref	Location	Description	Operation hours	Reason for proposal
(28)	Muswell Hill N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(29)	Muswell Hill Broadway N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(30)	Muswell Hill Place N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(31)	Muswell Hill Road N6	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(32)	Muswell Mews N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(33)	Onslow Gardens N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(34)	Princes Avenue N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(35)	Princes Lane N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(36)	Queens Avenue N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(37)	Queens Lane N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions

Ref	Location	Description	Operation hours	Reason for proposal
(38)	Rookfield Avenue N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(39)	Springfield Avenue N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(40)	St Jame's Lane N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(41)	Summerland Gardens N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(42)	The Chine N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(43)	Wellfield Avenue N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(44)	Wood Vale N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(45)	Woodland Gardens N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(46)	Woodland Rise N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(47)	Kensington Place N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions

Ref	Location	Description	Operation hours	Reason for proposal
(48)	Lawrence Court N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(49)	Marwood Square N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(50)	Olmstead Close N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(51)	Pinnacle Close N8	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(52)	Risborough Court N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(53)	Rookfield Close N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions
(54)	Teresa Walk N10	Install no waiting restrictions at any time on all the sections of junction on road	At any time	To improve road crossing safety & visibility for all users at junctions

### Statutory Consultation

6.5 Statutory notification commenced on 14<sup>th</sup> February 2024 and lasted for a period of 21 days. The process consisted of a Notice of Proposal published in the London Gazette, Enfield and Haringey Independent and the notice erected on site in the affected streets. The closing date for representations and comments being 6<sup>th</sup> March 2024.

\*See **Appendix 2** for copies of the statutory notice of proposals that were advertised.

6.6 As part of the statutory process, the views of the following statutory bodies were also sought:

- AA
- London Transport
- Police (local)

- Fire Brigade
- London Ambulance Service
- Freight Transport Association
- Road Haulage Association
- RAC
- Metropolitan Police (traffic)
- London Travel Watch
- Haringey Cycling Campaign

\*See Appendix 3 for a copy of e-mail sent to the above statutory bodies.

## Responses to Statutory Consultation

- 6.7 The Legal requirement of statutory consultation was followed with the installation of street notices and newspaper adverts to notifying users of the proposed locations of the statutory consultation and how they could object; should they wish to. 137 objections were received in relation to the proposals listed in Table 1 under section 6.
- 6.8 After considering the statutory consultation objections it is recommended that 90 objections be partly upheld and alterations made to proposals 45, 46 and 26 listed in Table 1. The objections received to the statutory consultation, along with officer responses are provided in Table 2 below.

**Table 2**

Reference	Objection Theme	Officer Recommendation	Officer Response
Item (45) Table 1 Woodland Gardens	43 similar objections: The objector claims that extending double yellow lines at junction will reduce the number of parking space on the road and the scheme is unnecessary.	Aligned with the Council's ambition of mitigating risk to all road users, the extension of double yellow lines at junctions are to be reduced to mitigate impact on overall access to parking whilst achieving the desired results for improved safety, visibility and accessibility.	The resident has been notified via e-mail that their submission has been recorded and will be considered as part of the reporting process.
Item (46) Table 1 Woodland Rise	47 similar objections: The objector claims that extending double yellow lines at junction will reduce the number of parking space on the road and the scheme is unnecessary.	Aligned with the Council's ambition of mitigating risk to all road users, the extension of double yellow lines at junctions are to be reduced to mitigate impact on overall access to parking whilst achieving the desired results for improved safety, visibility and accessibility.	The resident has been notified via e-mail that their submission has been recorded and will be considered as part of the reporting process.

Reference	Objection Theme	Officer Recommendation	Officer Response
<p>Item (11) Table 1 Connaught Gardens</p>	<p>10 similar objections: The objector claims that extending double yellow lines at junction will reduce the number of parking space on the road and the scheme is unnecessary.</p>	<p>Currently this junction has no parking restrictions and joins 4 other roads. This complex arrangement can be made worse by cars parking close to the junction which restrictions visibility and reduces potential safety.</p> <p>Aligned with the Council's ambition of mitigating risk to all road users, the extension of double yellow lines at junctions is deemed necessary to meet the road danger reduction programme objectives in making the network safer for the vulnerable users and increasing intervisibility at junctions for vehicle users of the network. Therefore, it officers recommend that the proposal under consideration be approved for implementation.</p>	<p>The resident has been notified via e-mail that their submission has been recorded and will be considered as part of the reporting process.</p>
<p>Item (18) Table 1 Firs Avenue</p>	<p>9 similar objections: The objector does not agree with the scheme proposal and claims that extending double yellow lines at junction will reduce the number of parking space on the road.</p>	<p>Changes to at any time restrictions at this roads junction is only minimal to bring it in line with good parking design practice and road safety. The impact to parking will be negligible to residents.</p> <p>Aligned with the Council's ambition of mitigating risk to all road users, the extension of double yellow lines at junctions is deemed necessary to meet the road danger reduction programme objectives in making the network safer for the vulnerable users and increasing intervisibility at junctions for vehicle users of the network. Therefore, it officers recommend that the proposal under</p>	<p>The resident has been notified via e-mail that their submission has been recorded and will be considered as part of the reporting process.</p>

Reference	Objection Theme	Officer Recommendation	Officer Response
		consideration be approved for implementation.	
Item (23) Table 1 Hillfield Park	7 similar objections: The objector does not agree with the scheme proposal and claims that extending double yellow lines at junction will reduce the number of parking space on the road.	<p>Changes to at any time restrictions at this roads junction is only minimal to bring it in line with good parking design practice and road safety. The impact to parking will be negligible to residents.</p> <p>Aligned with the Council's ambition of mitigating risk to all road users, the extension of double yellow lines at junctions is deemed necessary to meet the road danger reduction programme objectives in making the network safer for the vulnerable users and increasing intervisibility at junctions for vehicle users of the network. Therefore, it officers recommend that the proposal under consideration be approved for implementation.</p>	The resident has been notified via e-mail that their submission has been recorded and will be considered as part of the reporting process.
Item (42) Table 10 The Chine	1 objection: The objector claims that extending double yellow lines at junction is unnecessary.	<p>Changes to at any time restrictions at this roads junction is only minimal to bring it in line with good parking design practice and road safety. The impact to parking will be negligible to residents.</p> <p>Aligned with the Council's ambition of mitigating risk to all road users, the extension of double yellow lines at junctions is deemed necessary to meet the road danger reduction programme objectives in making the network safer for the vulnerable users and increasing intervisibility at junctions for vehicle users of the network.</p>	The resident has been notified via e-mail that their submission has been recorded and will be considered as part of the reporting process.

Reference	Objection Theme	Officer Recommendation	Officer Response
		Therefore, it officers recommend that the proposal under consideration be approved for implementation.	
Item (33) Table 1 Onslow Gardens	20 similar objections: The objector claims that extending double yellow lines at junction will reduce the number of parking space on the road.	Changes to at any time restrictions at this roads junction is only minimal to bring it in line with good parking design practice and road safety. The impact to parking will be negligible to residents.  Aligned with the Council's ambition of mitigating risk to all road users, the extension of double yellow lines at junctions is deemed necessary to meet the road danger reduction programme objectives in making the network safer for the vulnerable users and increasing intervisibility at junctions for vehicle users of the network. Therefore, it officers recommend that the proposal under consideration be approved for implementation.	The resident has been notified via e-mail that their submission has been recorded and will be considered as part of the reporting process.

6.9 Appendix 4 contains the full text submitted to the Council for all objections to the proposed changes as part of this statutory consultation.

6.10 The proposals contained within Table 1 section 6.3 impact a single ward, however in assessing the proposals officers conclude that the proposed changes are not likely to be significant in terms of its effects on communities living or working in the area. Therefore, approval is being sought through Delegated Authority in consultation with the Cabinet Member for Tackling Inequality and Resident Services to make the relevant traffic management orders and implement the recommendations.

6.11 It is noted that LATOR provides local authorities with the discretion of whether or not to hold a public inquiry prior to the making of a TMO. This report does not include the recommendation to hold a public inquiry on account of: the effect of the order (see paragraphs 6.4 and 6.6), the relatively small number of objections, that the project will contribute towards achieving a number of policy objectives and that holding a public inquiry would lead to expense and delay while being unlikely to alter the ultimate decision.

## 7 Contribution to strategic outcomes

- 7.1 The minor parking changes in this report supports the delivery of the “Responding to the Climate Emergency” theme of the Corporate Delivery Plan, under High Level Outcome 2 - “A Just Transition.” This outcome relates to ensuring the transition to a low carbon economy is just, equitable and benefits everyone by improving air quality, road casualty reduction, improved disabled parking facilities.
- 7.2 It also contributes to other high-level outcomes contained within the “Responding to the Climate Emergency” theme:
- High Level Outcome 1 “A Greener and Climate Resilient Haringey”
  - High Level Outcome 3 “A Low Carbon Place”

## 8 Carbon and Climate Change

- 8.1 Parking controls contribute positively to carbon emission reduction and mitigate climate change in the following ways:
- 8.2 Reduced vehicle emissions - managed parking reduces congestion. Parking controls will help ease congestion, leading to a decrease in emissions and therefore decrease in carbon footprint.
- 8.3 Modal change: Managed parking arrangements can also support modal change. When motorised access is restricted, motorists may choose alternative transportation modes, reducing the number of vehicles on the road and associated emissions. Over time, this can lead to a shift in commuting habits with lasting environmental benefits.

## 9 Comments of the Chief Financial Officer

- 9.1 This report seeks approval from the Head of Service for Highways and Parking to implement the proposed measures for dedicated disabled bays detailed in Table 1.
- 9.2 The full cost of this scheme is estimated to be approximately £40K in addition to the physical costs 'as detailed in table 3 below'; this cost includes community engagement; inventory of existing site conditions; design, traffic management orders and implementation. To be funded from the Council's approved Capital Programme included within the Parking Implementation Plan.

**Table 3**

Reference from Table 1	Cost Items	Total Cost	Projected Completion
36 locations (1) - (36)	Road Markings £12000  TMO cost £4250	£16,250	To be completed by end of September 2024

- 9.3 Once implemented the future operation cost will be funded from the existing service revenue budgets.

## 10 Comments of the Head of Legal Services and Governance

- 10.1 Before reaching a decision to make the necessary traffic management order to implement a CPZ scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act 1984 (as amended)

("RTRA") and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended) ("the Regulations"). All representations received must be properly considered in the light of administrative law principles, human rights law and the relevant statutory powers.

- 10.2 The Council's powers in relation to the making of traffic management orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 paragraphs 1-22 of the RTRA
- 10.3 The power of a local authority to make an order regulating or controlling vehicular and other traffic is contained within the ambit of section 6 of the RTRA.
- 10.4 When determining what paying parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.
- 10.5 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic, including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters: -
- The desirability of securing and maintaining reasonable access to premises.
  - The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenities.
  - The national air quality strategy.
  - Facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
  - Any other matters appearing to the Council to be relevant.
- 10.6 The legal position in relation to traffic management orders and the statutory requirements in respect of consultation are set out in sections 6.5 through 6.11 of this report. Public consultation has been undertaken, and due consideration given to representations by the public, the Council would be acting in accordance with the law were it to proceed with the proposals set out in this report.

## 11 Equalities Comments

- 11.1 The council has a Public Sector Equality Duty (PSED) under the Equality Act (2010) to have due regard to the need to:
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act.

- Advance equality of opportunity between people who share those protected characteristics and people who do not.
- Foster good relations between people who share those characteristics and people who do not.

11.2 The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

11.3 The proposal to recommend proceeding with the proposed changes listed in section 6, Table 1 at various locations in the borough is a necessary step that recognises and takes account of the health and safety, equality and parking needs of Haringey's residents, visitors, shoppers and businesses.

## 12 Use of Appendices

Appendix 1 – Detailed designs showing the extents of the proposals stated in table 1 and table 2 section 3.

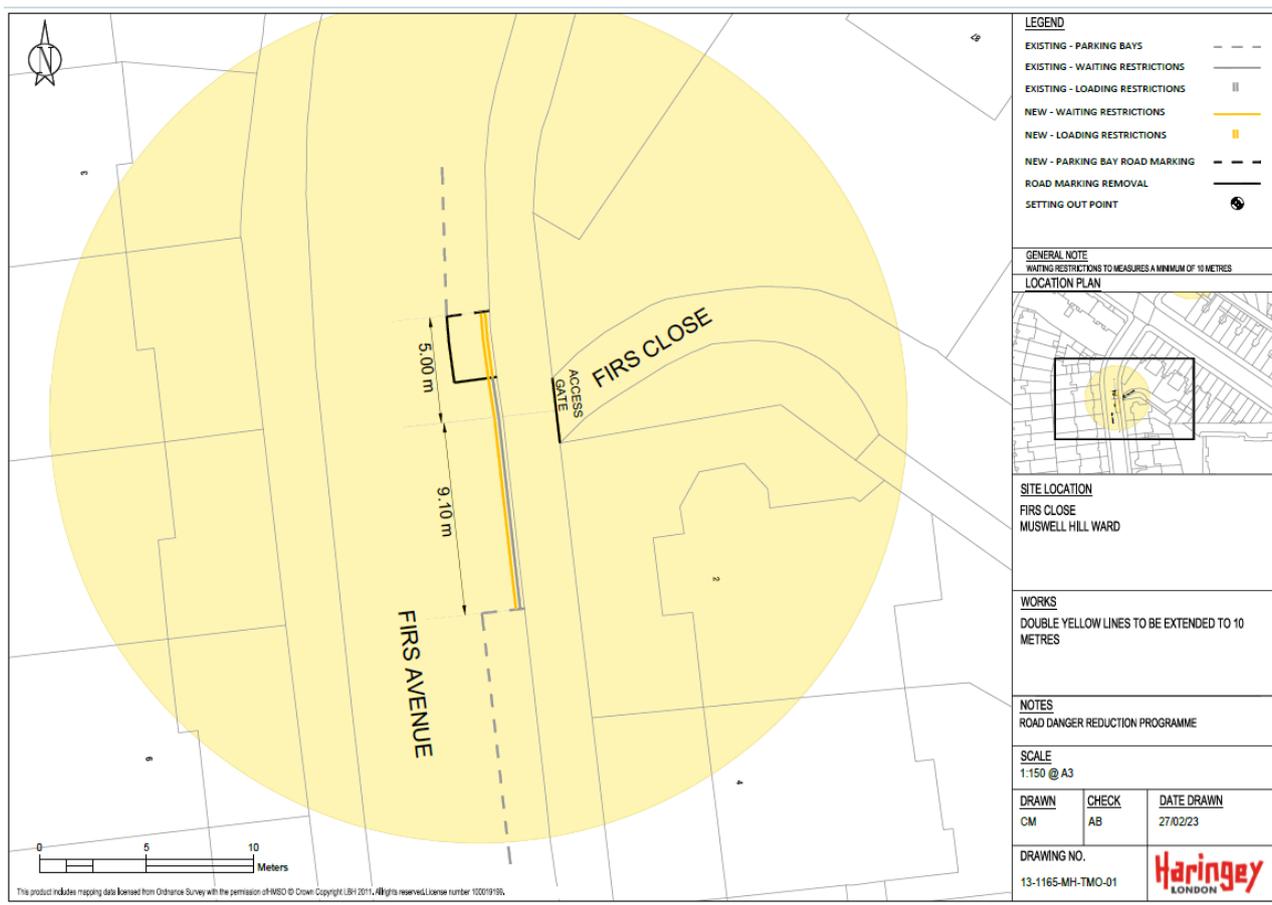
Appendix 2 - Statutory consultation Notice of Proposal, advertising the proposals stated in table 1 section 3.

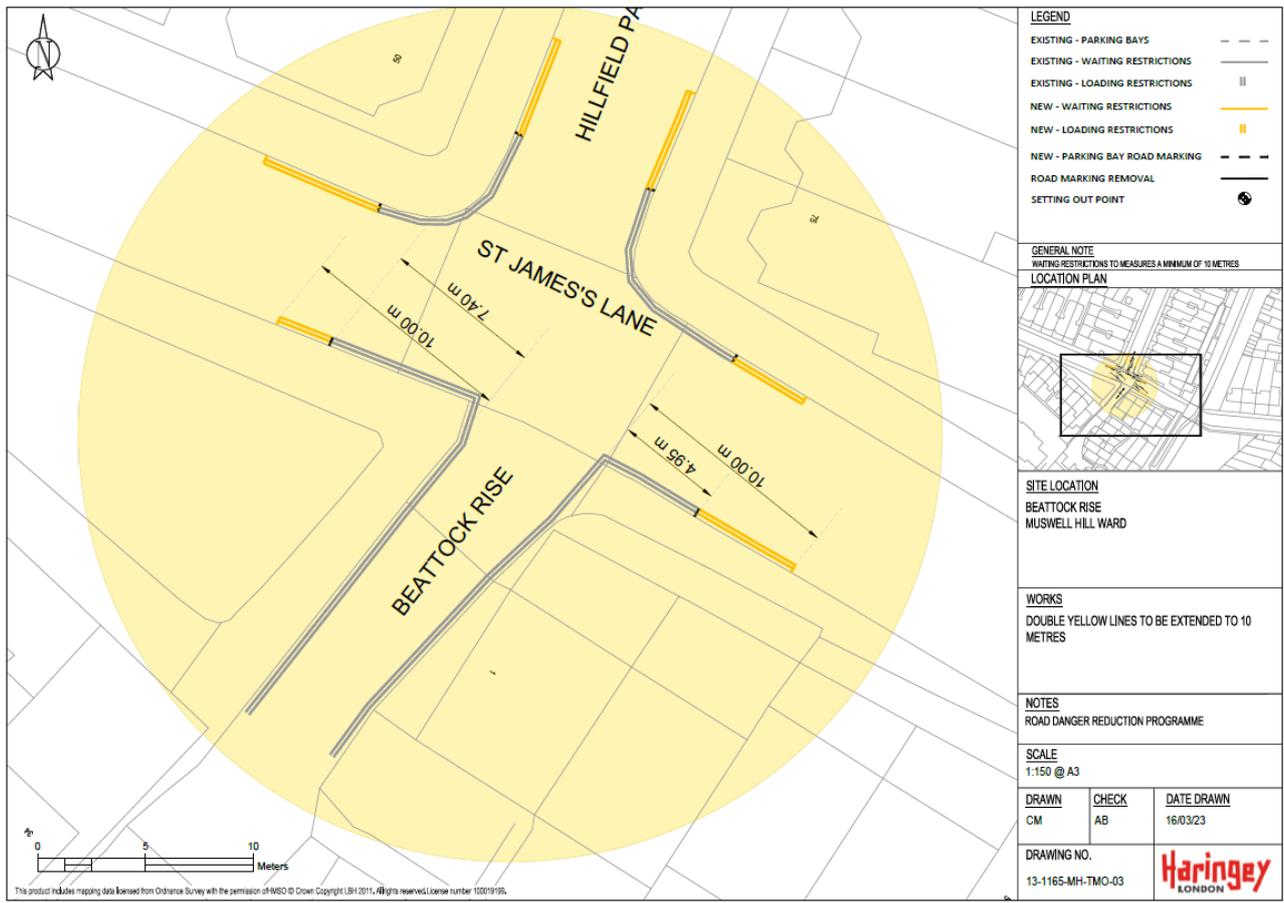
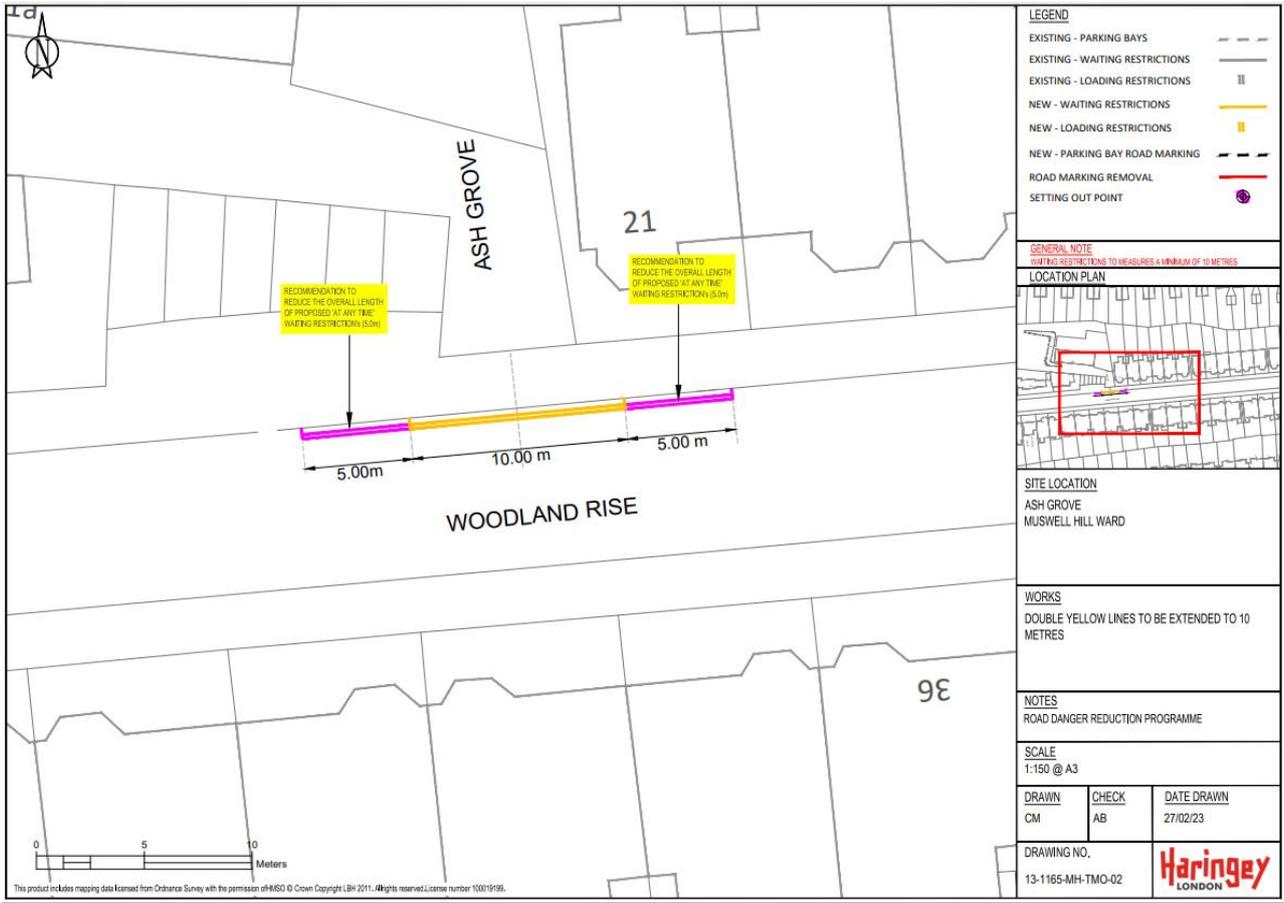
Appendix 3 – Statutory consultation notification email sent to statutory bodies stated in section 4.

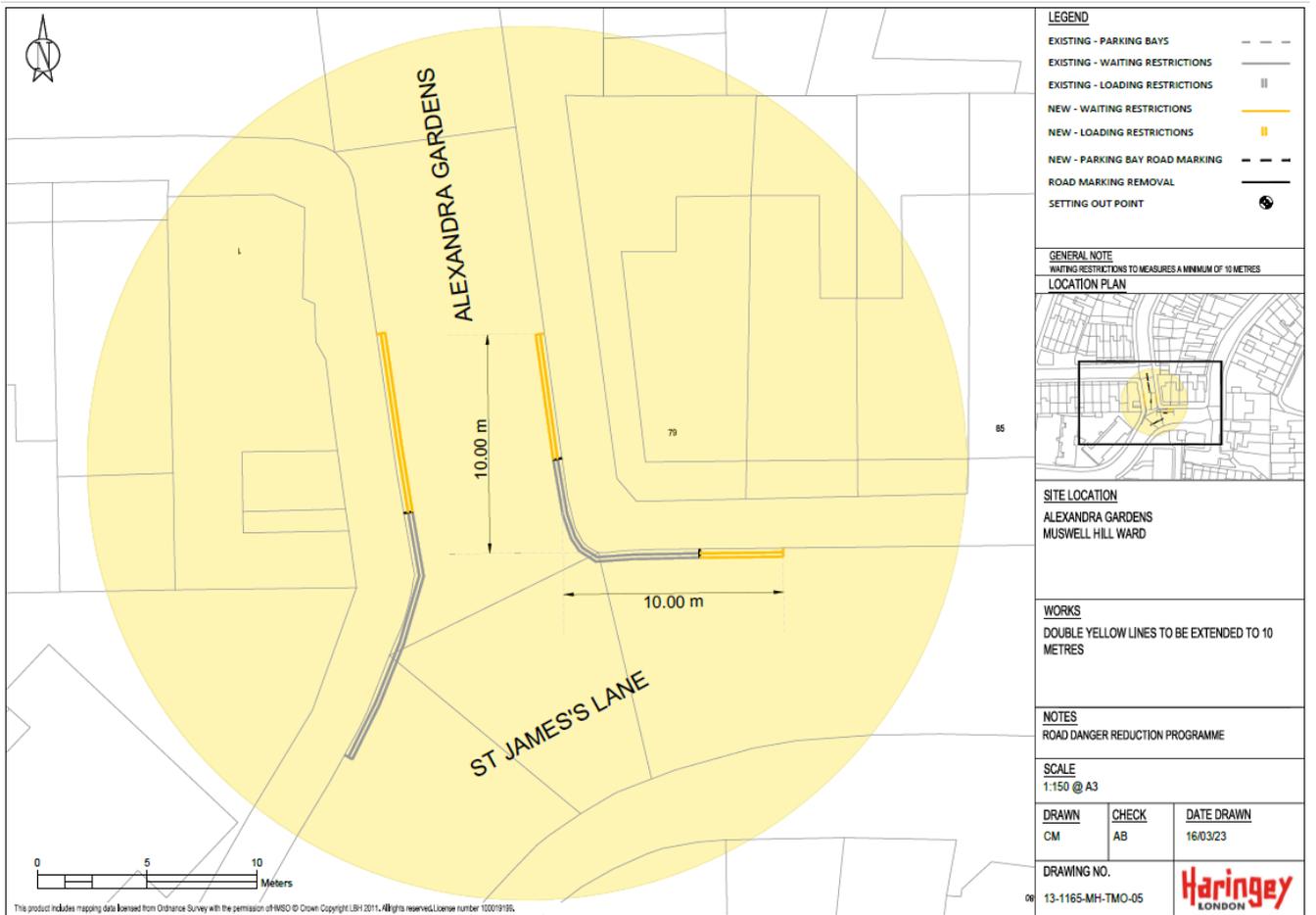
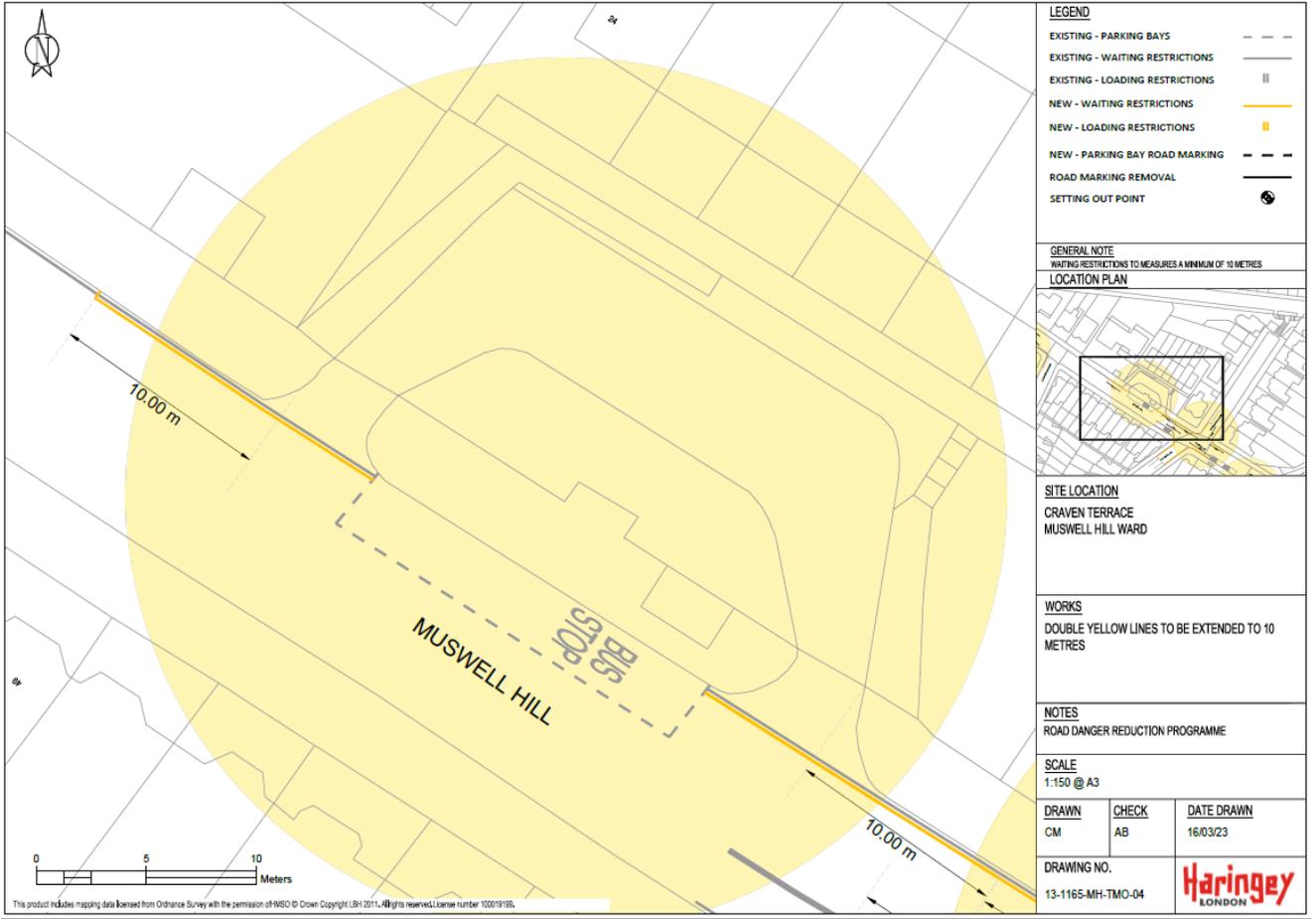
Appendix 4 – Objections/comments received to the statutory consultation with officer comments.

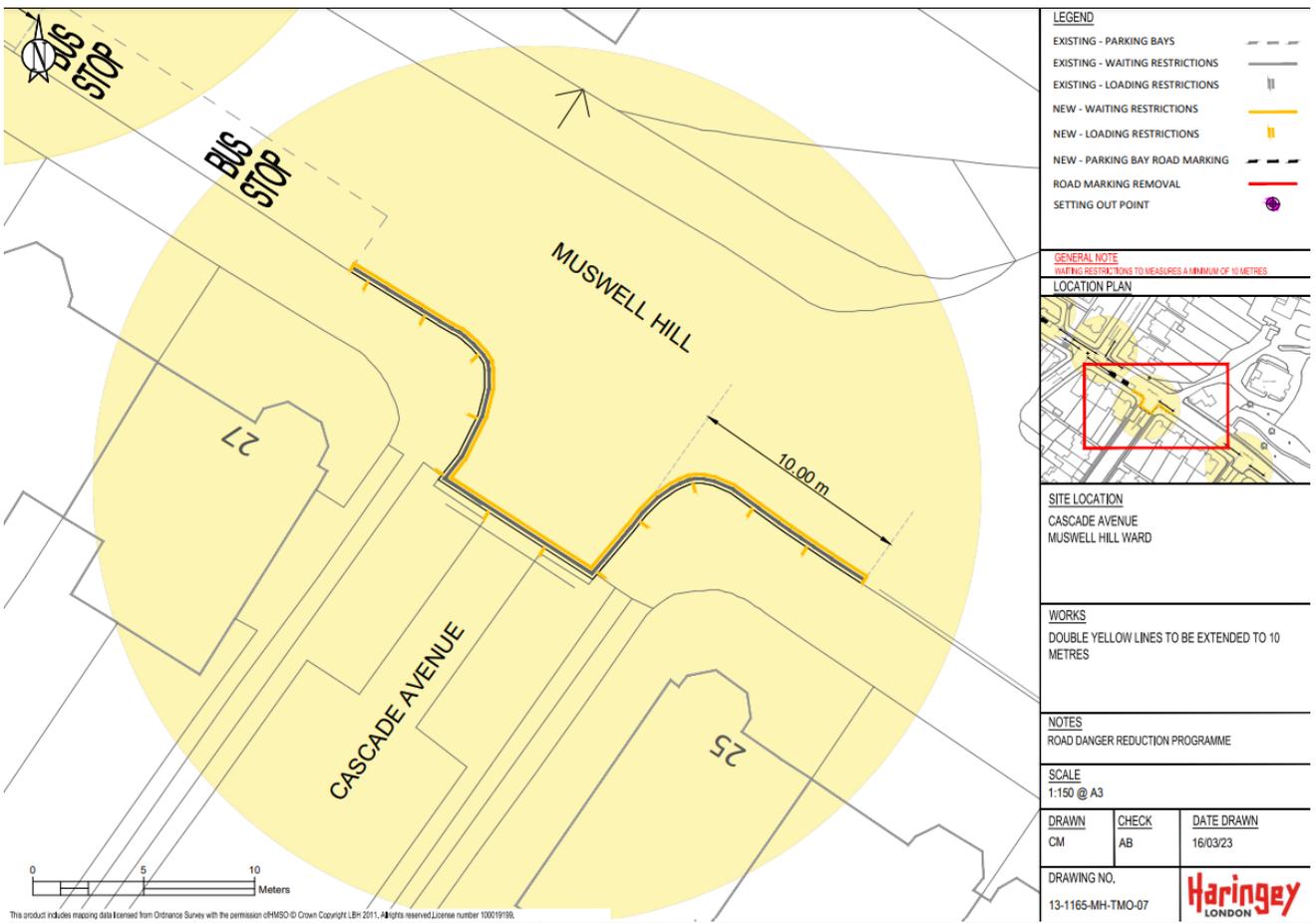
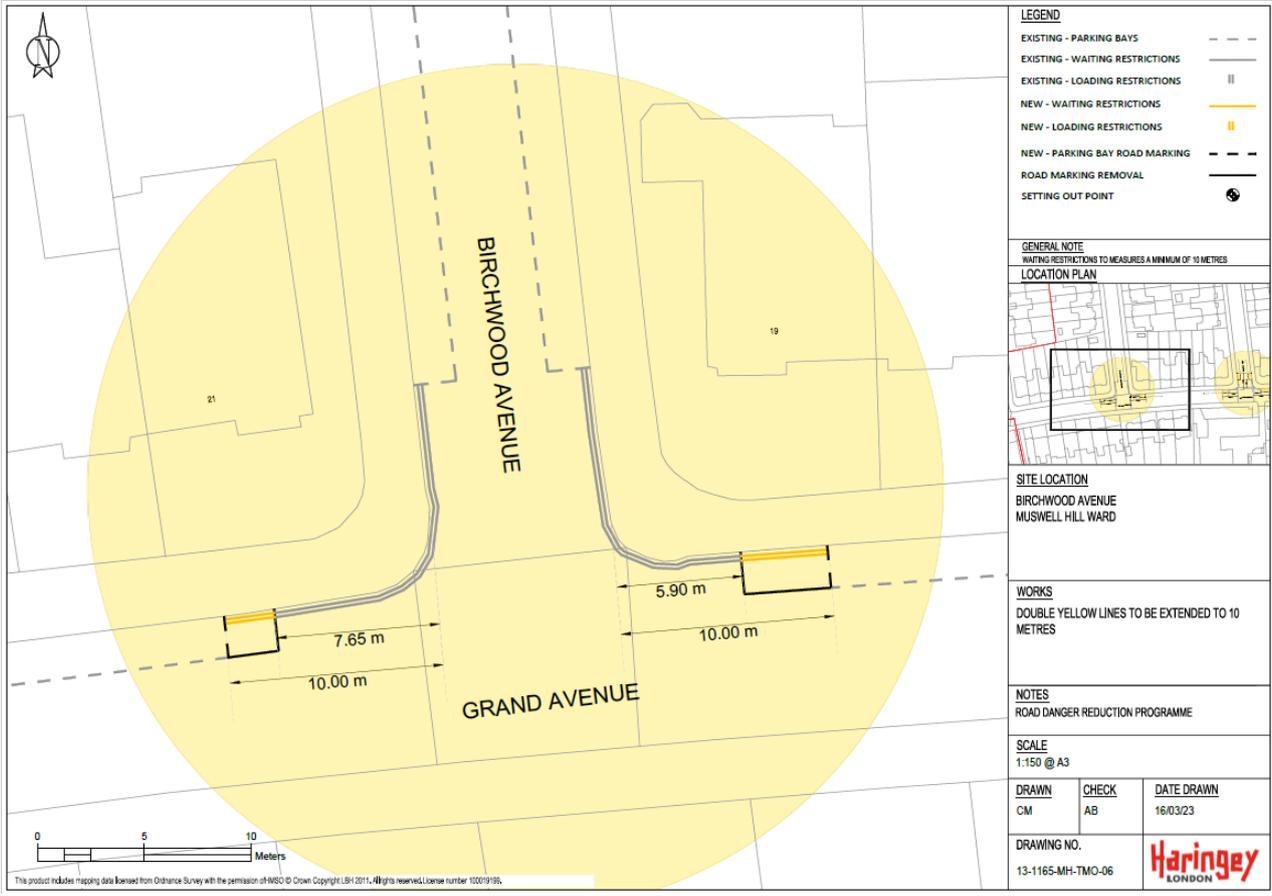
Appendix 5 – Amended designs to reflect response to objections received to the statutory consultation with officer comments.

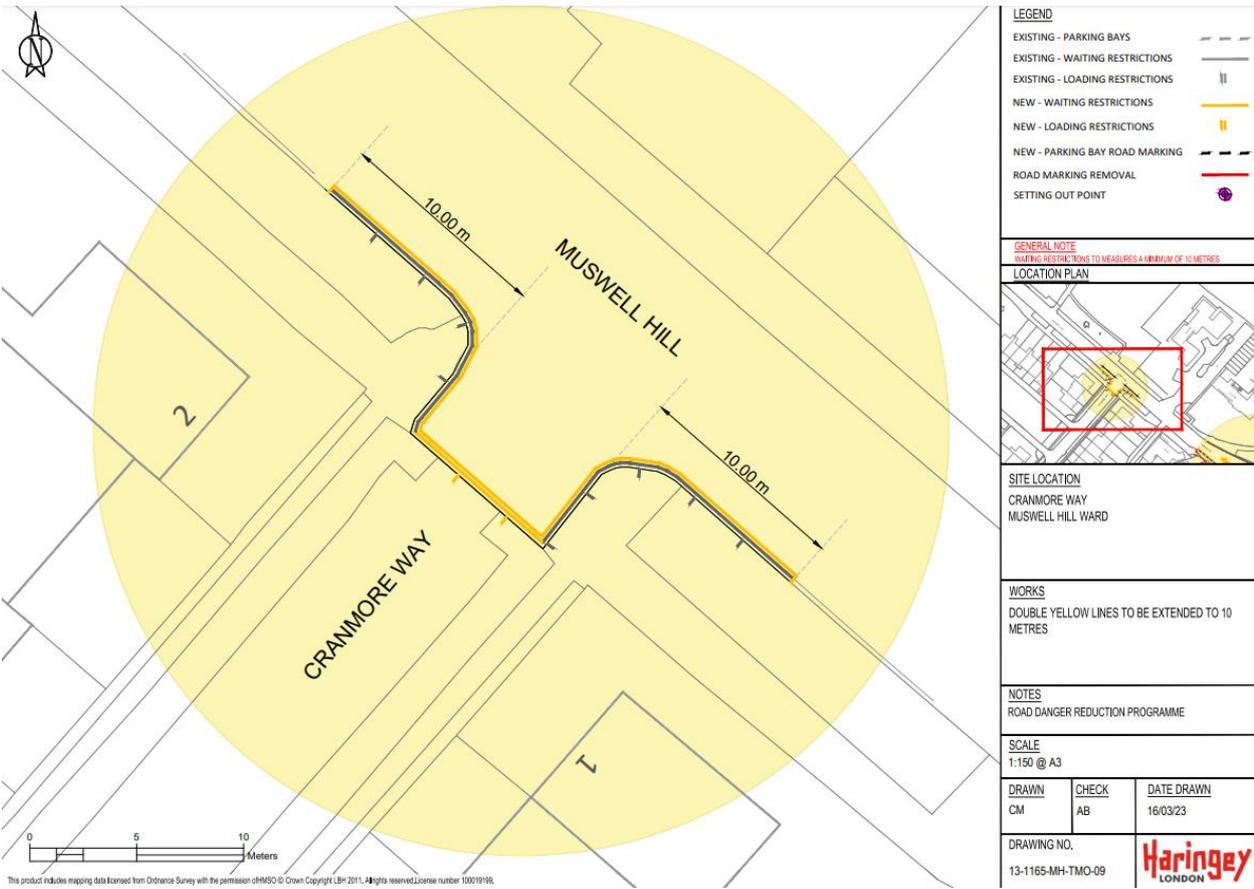
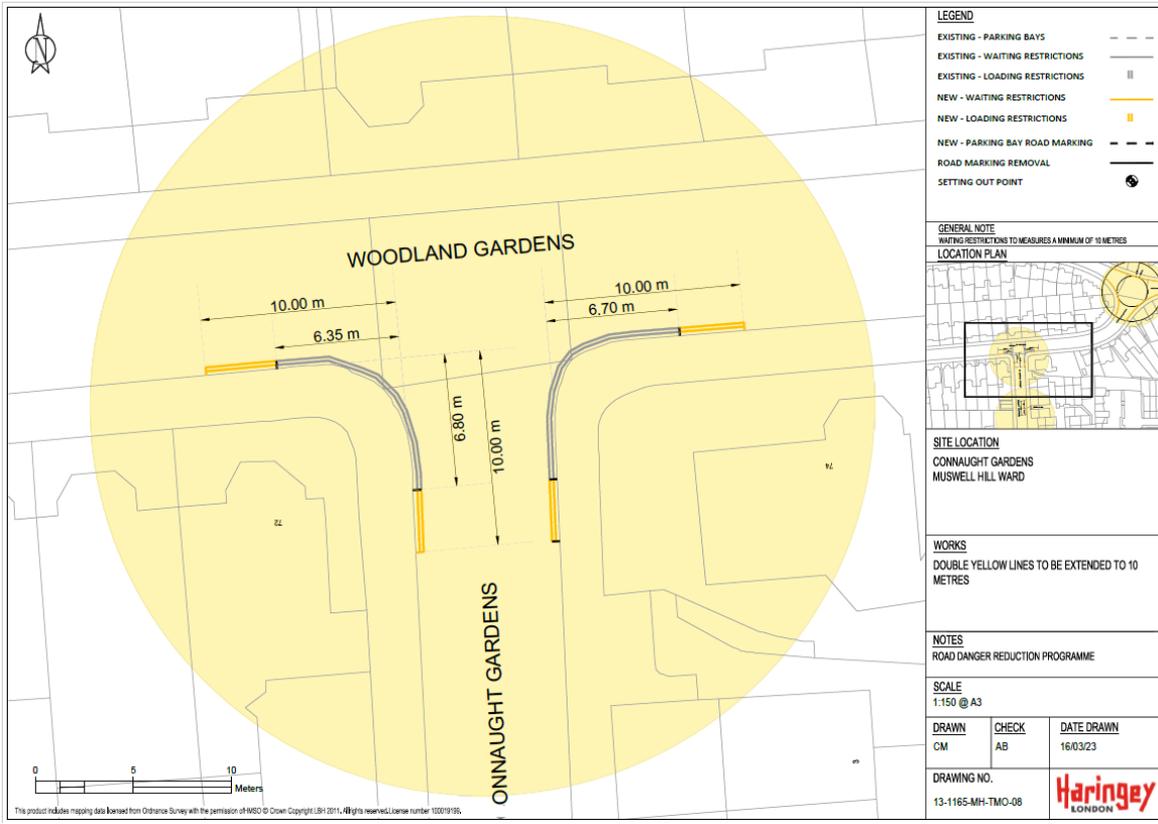
# APPENDIX 1

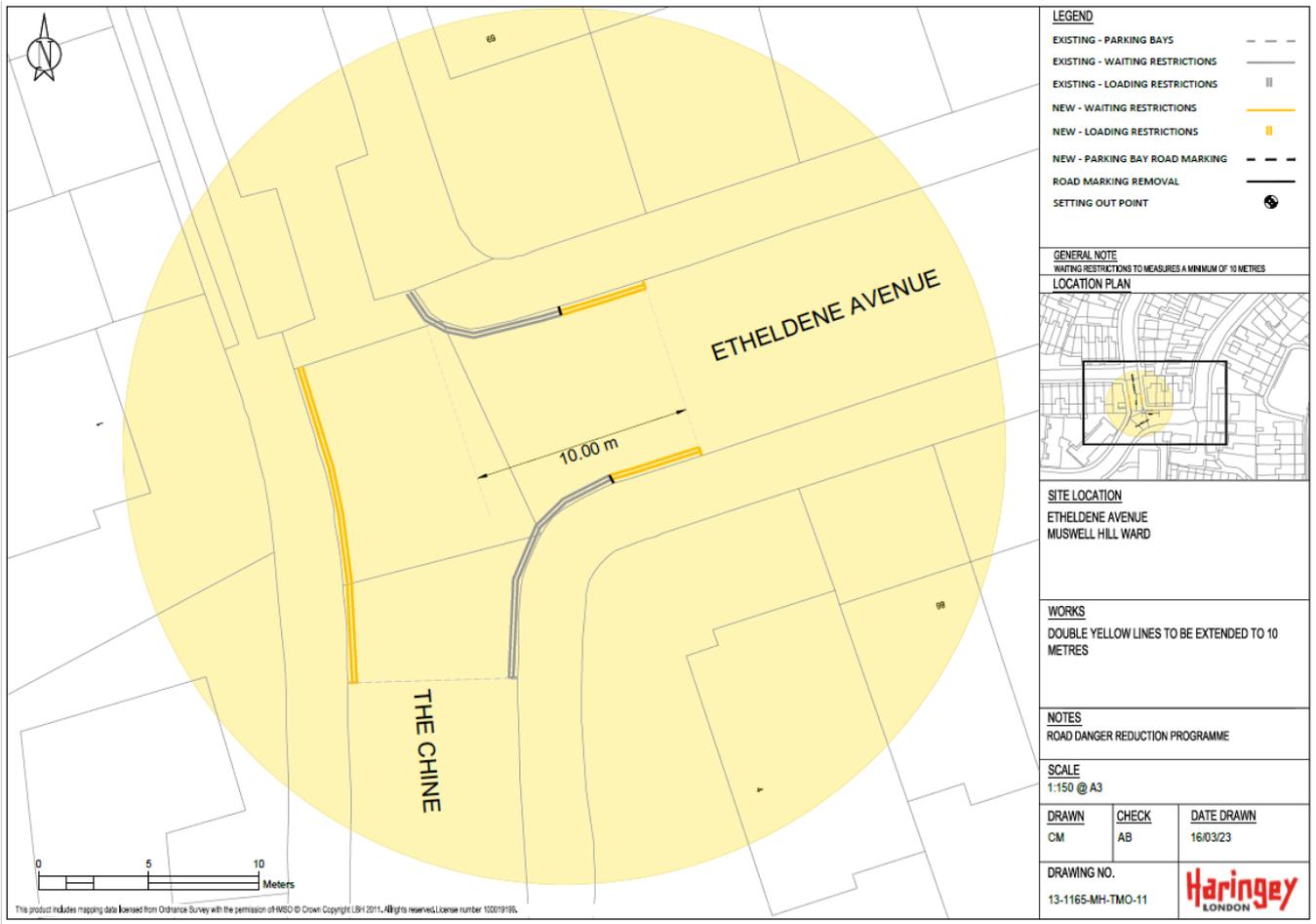
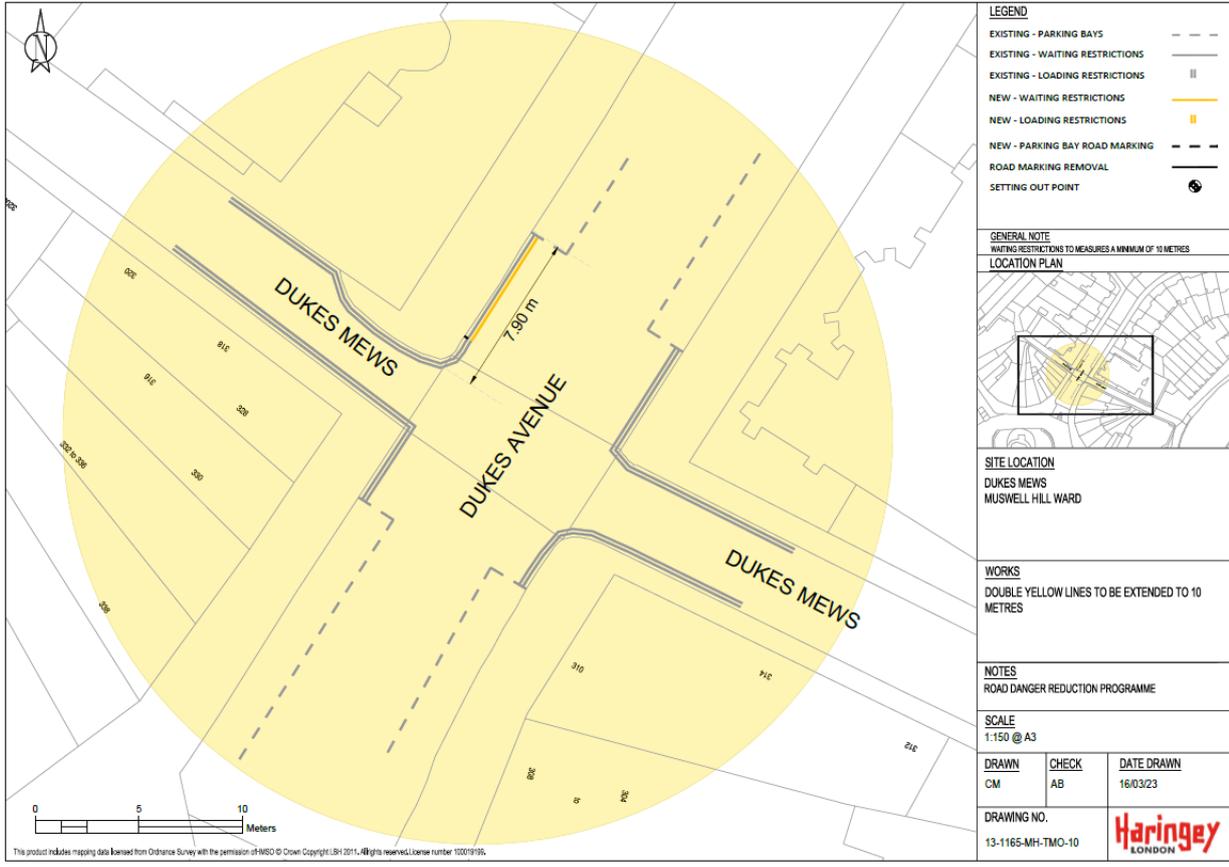


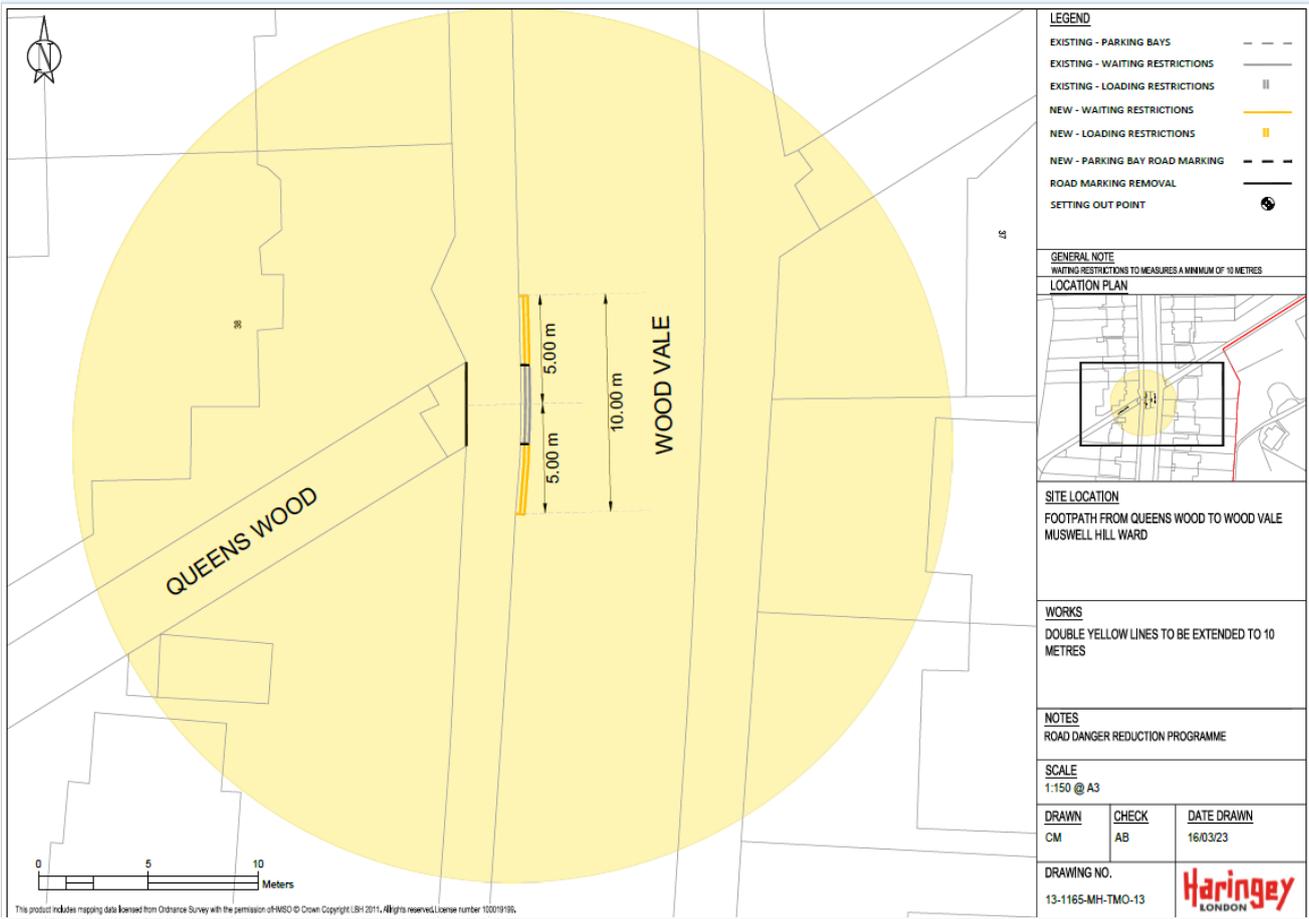
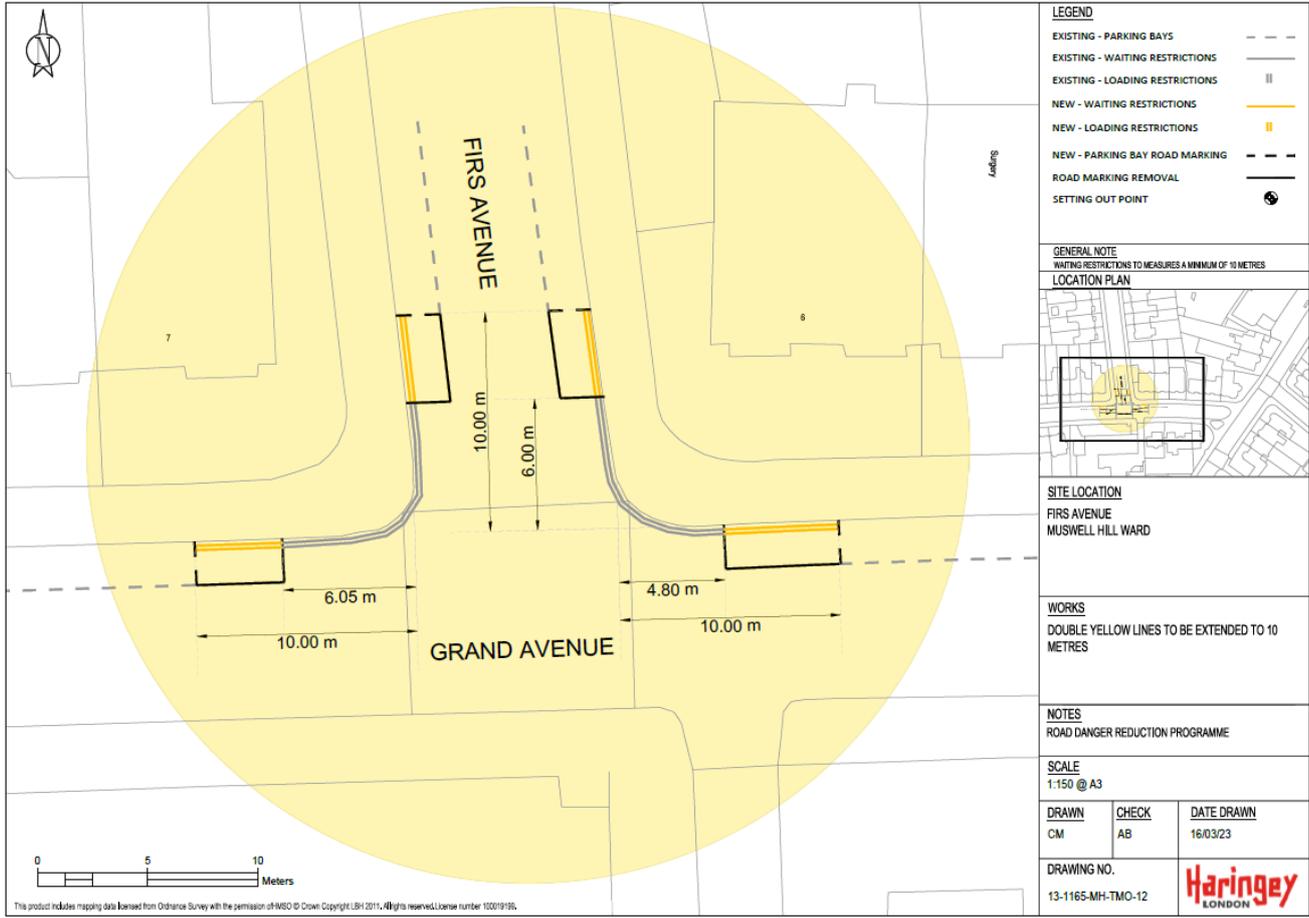


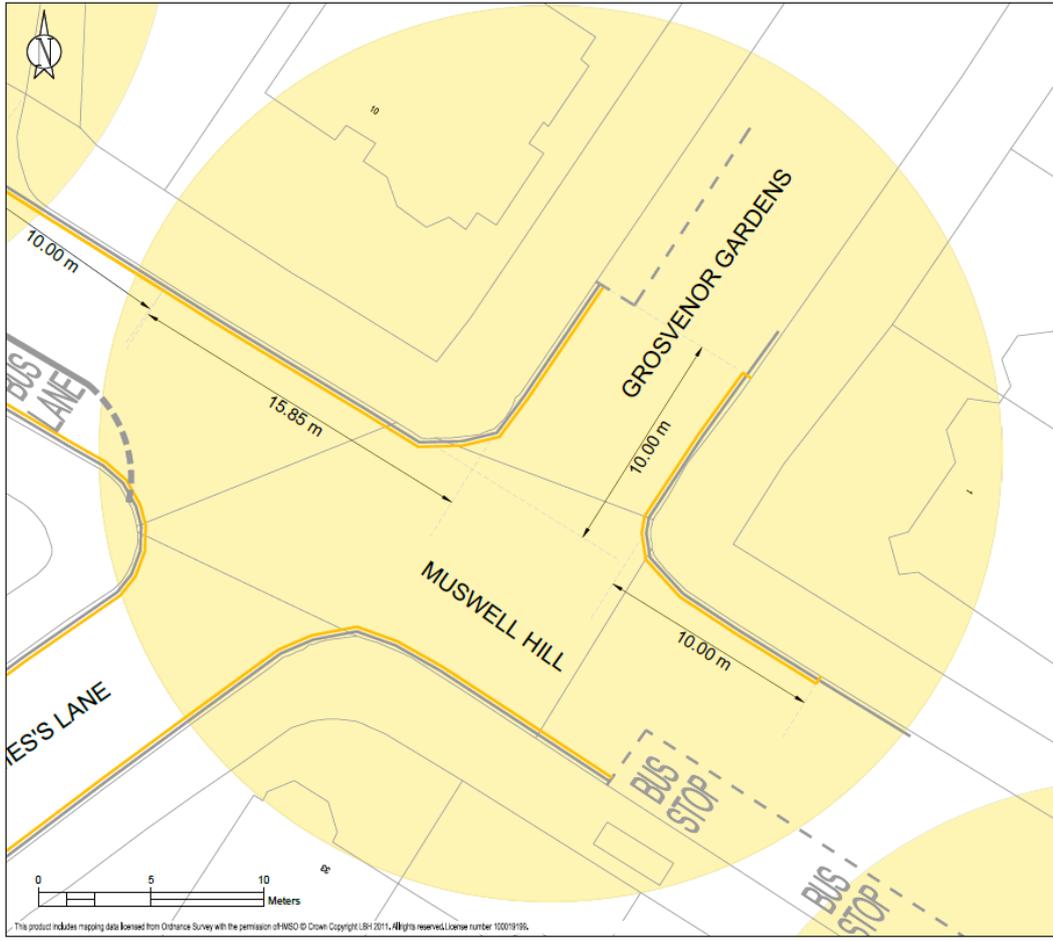












**LEGEND**

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	---
EXISTING - LOADING RESTRICTIONS	
NEW - WAITING RESTRICTIONS	---
NEW - LOADING RESTRICTIONS	
NEW - PARKING BAY ROAD MARKING	---
ROAD MARKING REMOVAL	---
SETTING OUT POINT	⊙

**GENERAL NOTE**  
WAITING RESTRICTIONS TO MEASURES A MINIMUM OF 10 METRES



**SITE LOCATION**  
GROSVENOR GARDENS  
MUSWELL HILL WARD

**WORKS**  
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

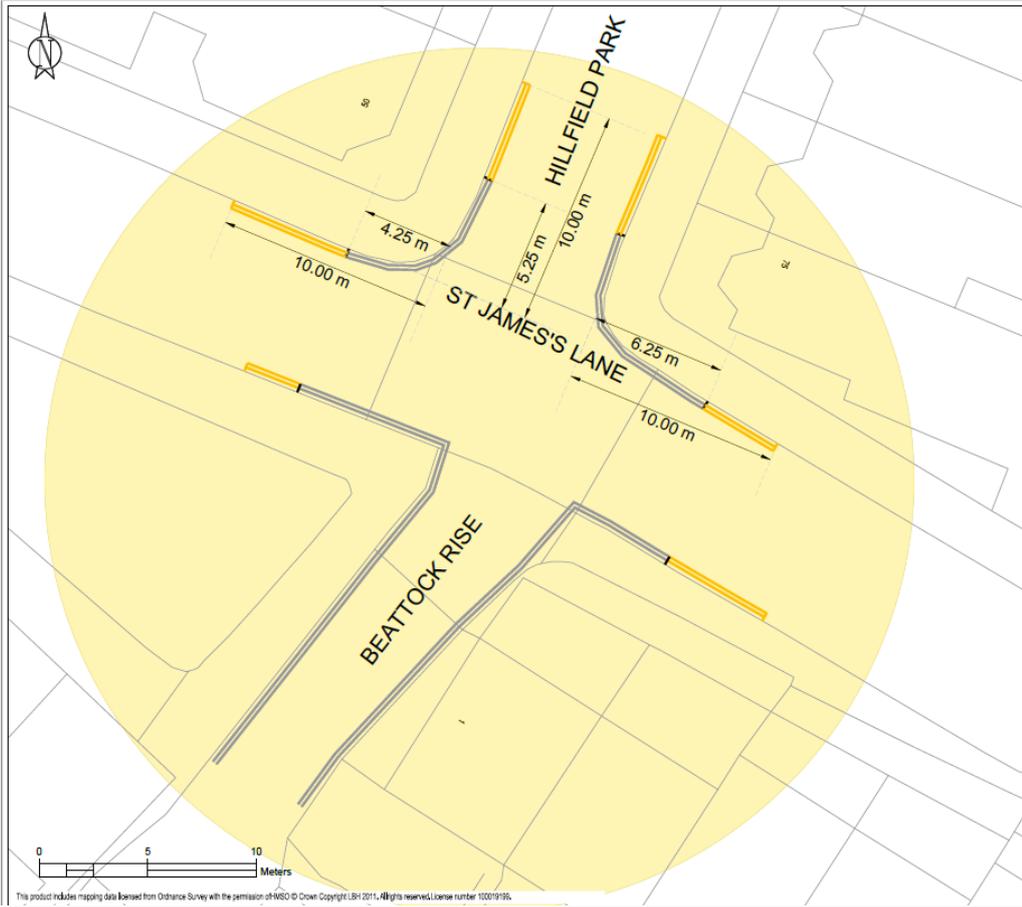
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ROAD DANGER REDUCTION PROGRAMME

**SCALE**  
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DRAWN	CHECK	DATE DRAWN
CM	AB	16/03/23

**DRAWING NO.**  
13-1165-MH-TMO-14

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**LEGEND**

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	---
EXISTING - LOADING RESTRICTIONS	
NEW - WAITING RESTRICTIONS	---
NEW - LOADING RESTRICTIONS	
NEW - PARKING BAY ROAD MARKING	---
ROAD MARKING REMOVAL	---
SETTING OUT POINT	⊙

**GENERAL NOTE**  
WAITING RESTRICTIONS TO MEASURES A MINIMUM OF 10 METRES



**SITE LOCATION**  
HILLFIELD PARK  
MUSWELL HILL WARD

**WORKS**  
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

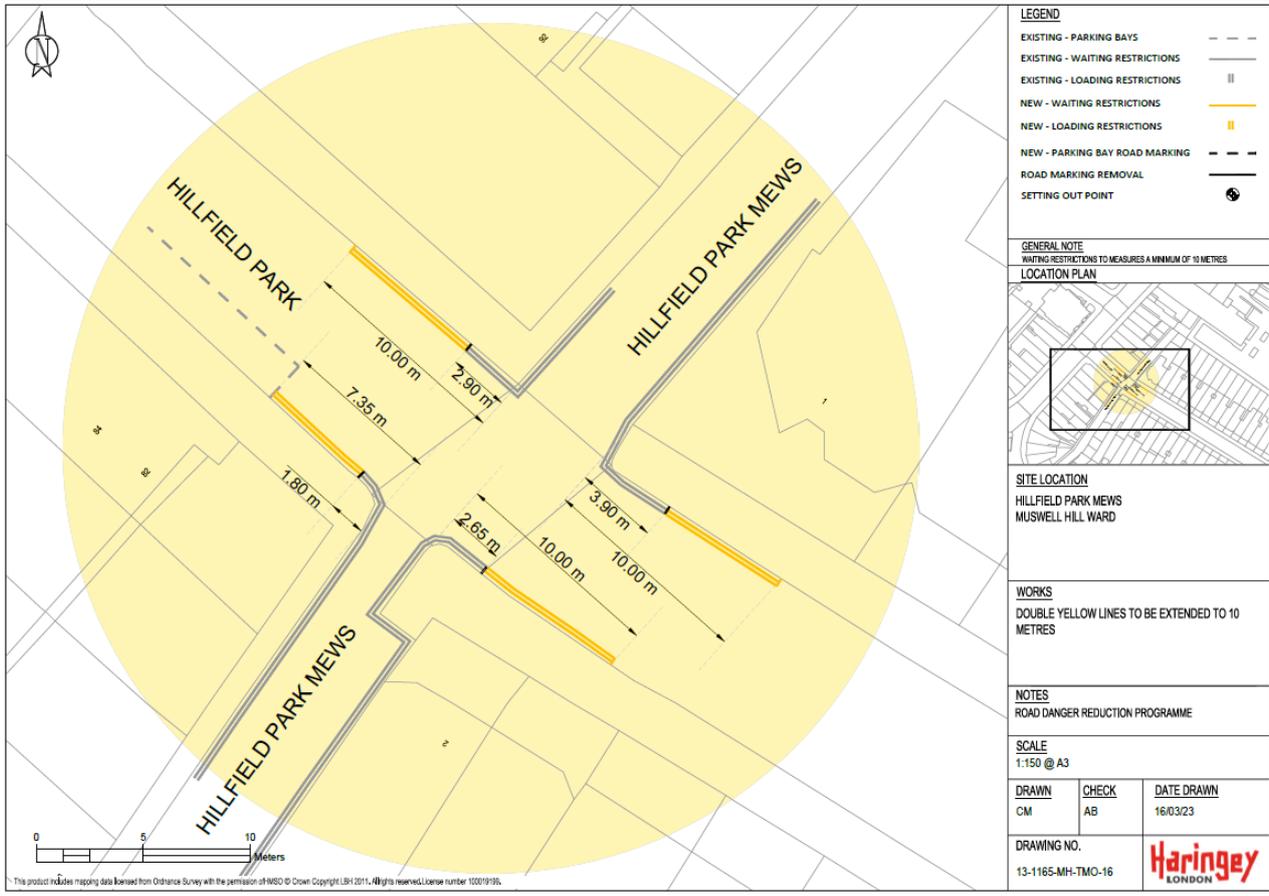
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ROAD DANGER REDUCTION PROGRAMME

**SCALE**  
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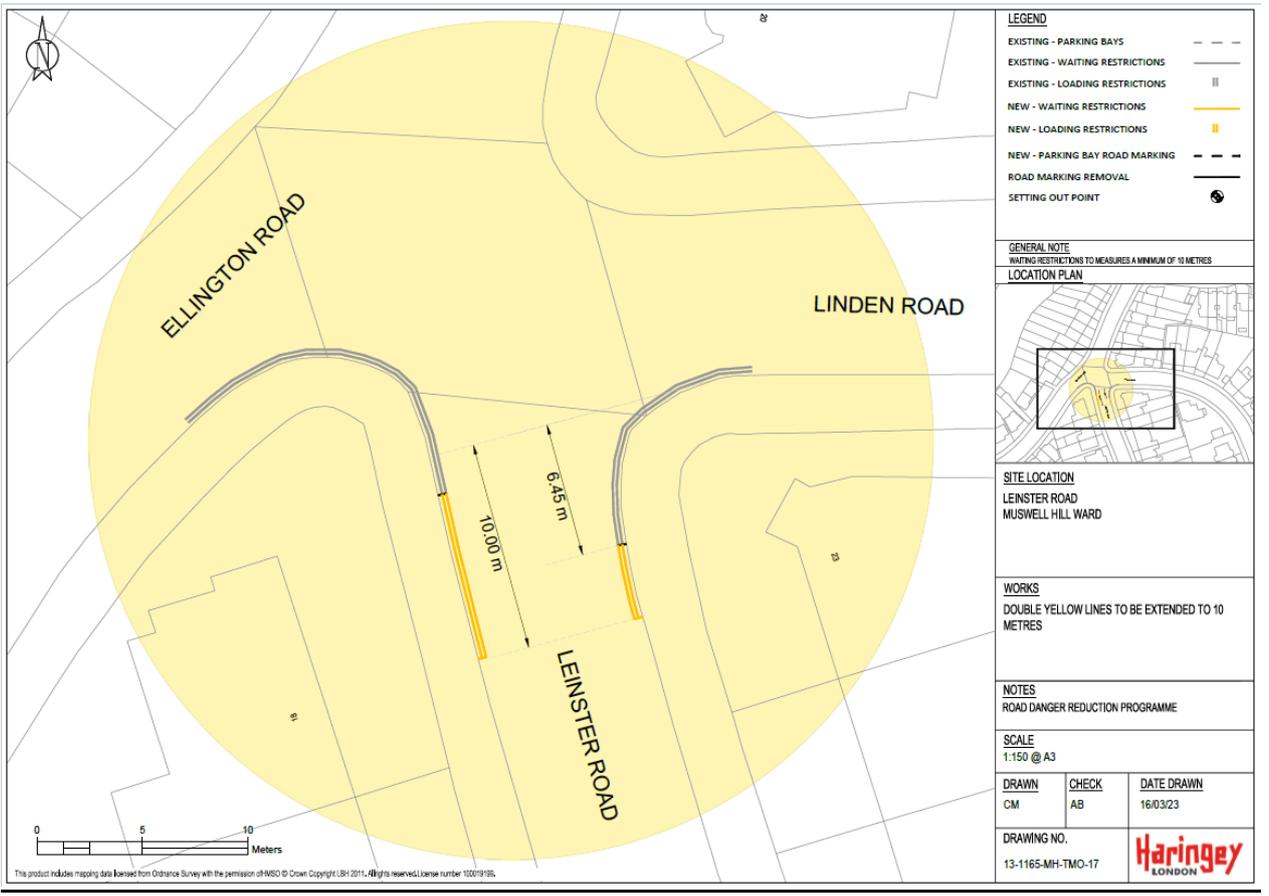
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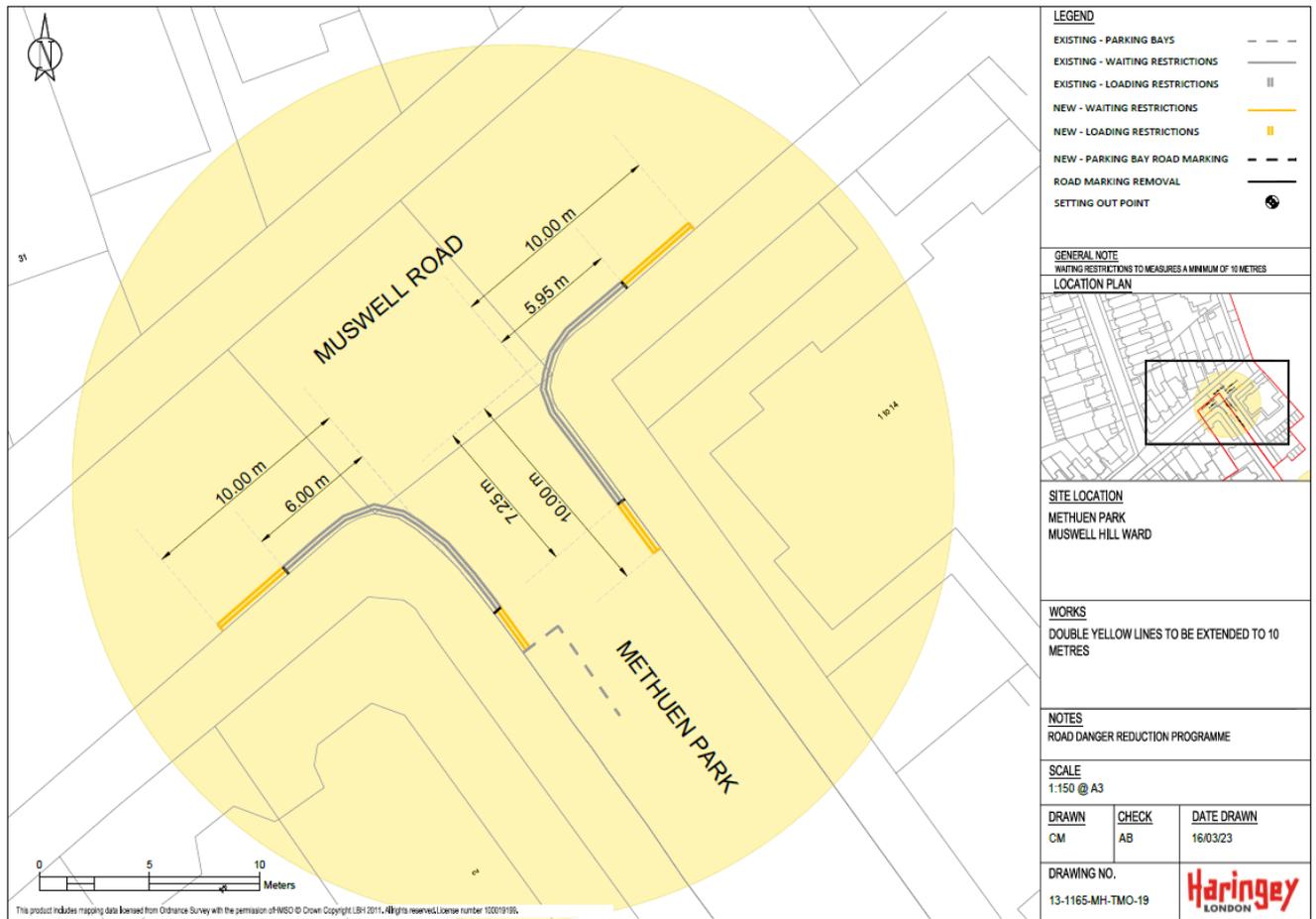
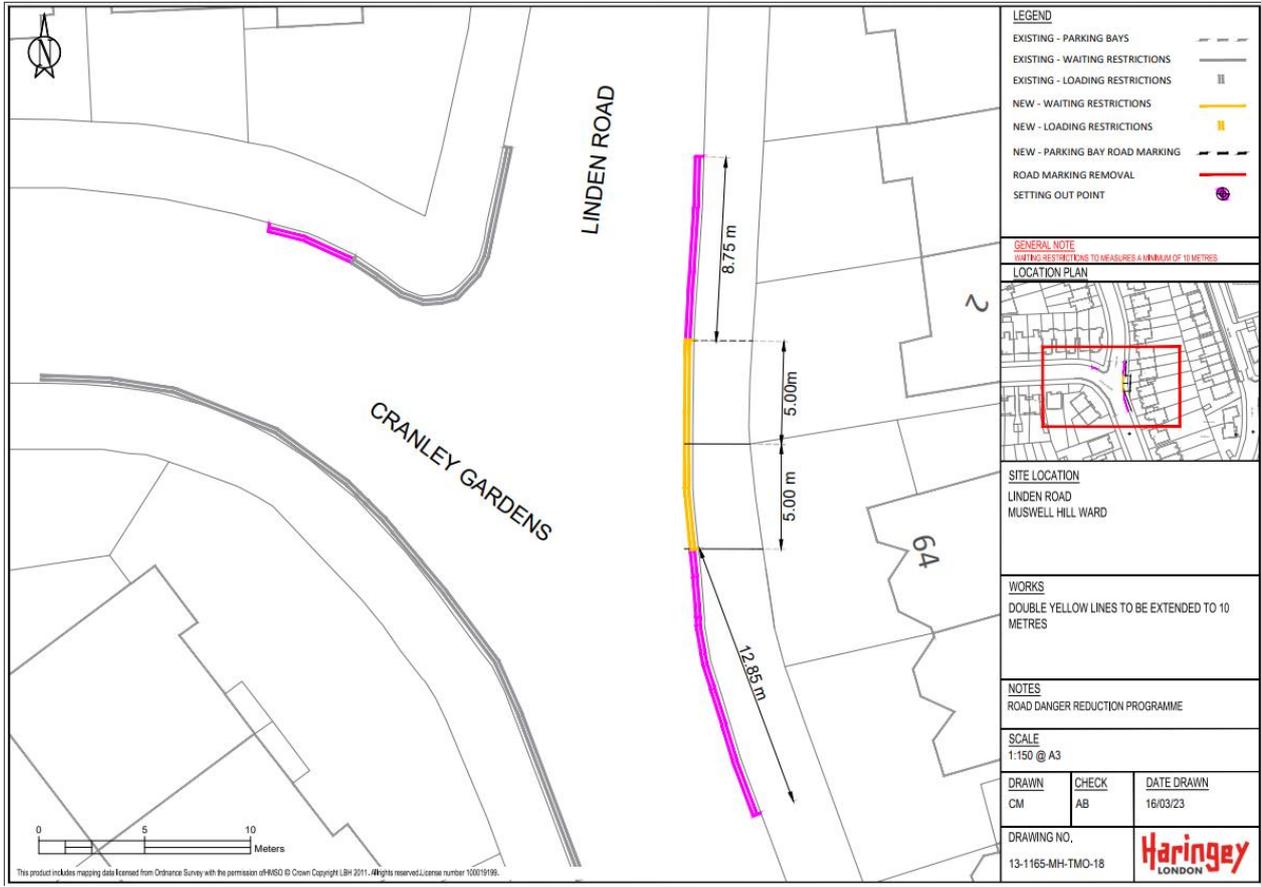
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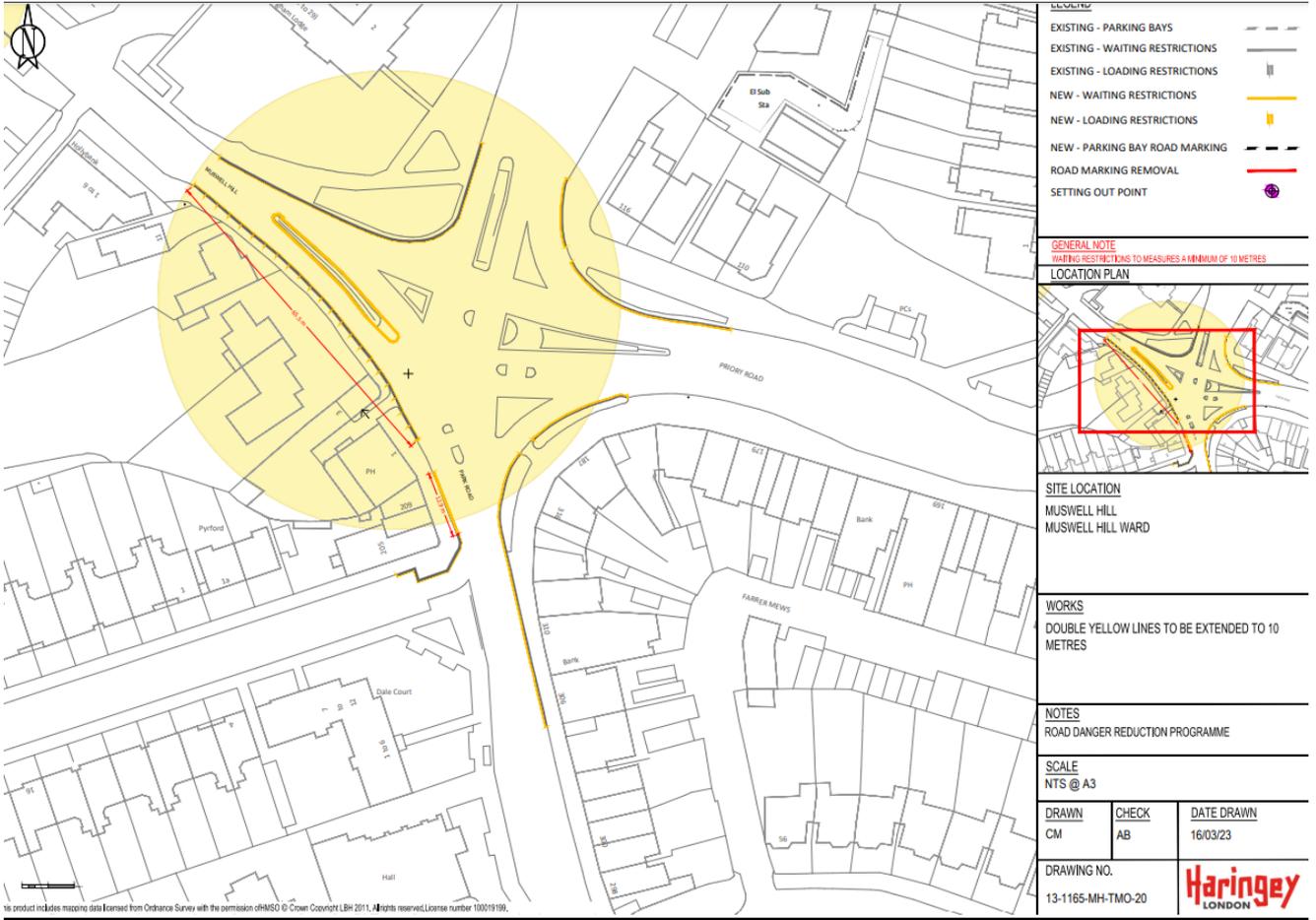


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**LEGEND**

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	
EXISTING - LOADING RESTRICTIONS	
NEW - WAITING RESTRICTIONS	—
NEW - LOADING RESTRICTIONS	
NEW - PARKING BAY ROAD MARKING	---
ROAD MARKING REMOVAL	—
SETTING OUT POINT	⊙

**GENERAL NOTE**  
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



**SITE LOCATION**  
MUSWELL HILL  
MUSWELL HILL WARD

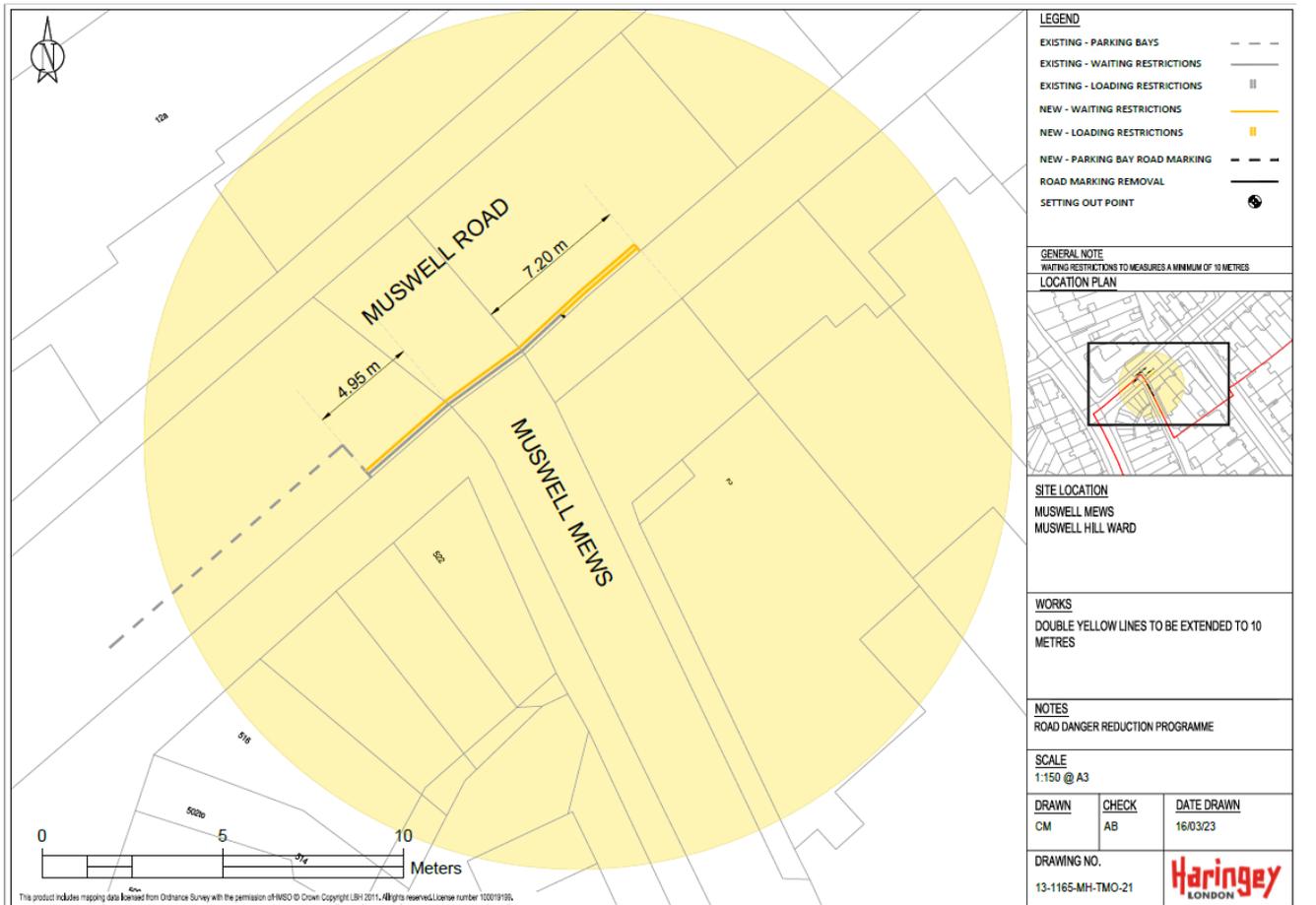
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DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

**NOTES**  
ROAD DANGER REDUCTION PROGRAMME

**SCALE**  
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CM	AB	16/03/23

**DRAWING NO.**  
13-1165-MH-TMO-20



**LEGEND**

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	
EXISTING - LOADING RESTRICTIONS	
NEW - WAITING RESTRICTIONS	—
NEW - LOADING RESTRICTIONS	
NEW - PARKING BAY ROAD MARKING	---
ROAD MARKING REMOVAL	—
SETTING OUT POINT	⊙

**GENERAL NOTE**  
WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



**SITE LOCATION**  
MUSWELL MEWS  
MUSWELL HILL WARD

**WORKS**  
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

**NOTES**  
ROAD DANGER REDUCTION PROGRAMME

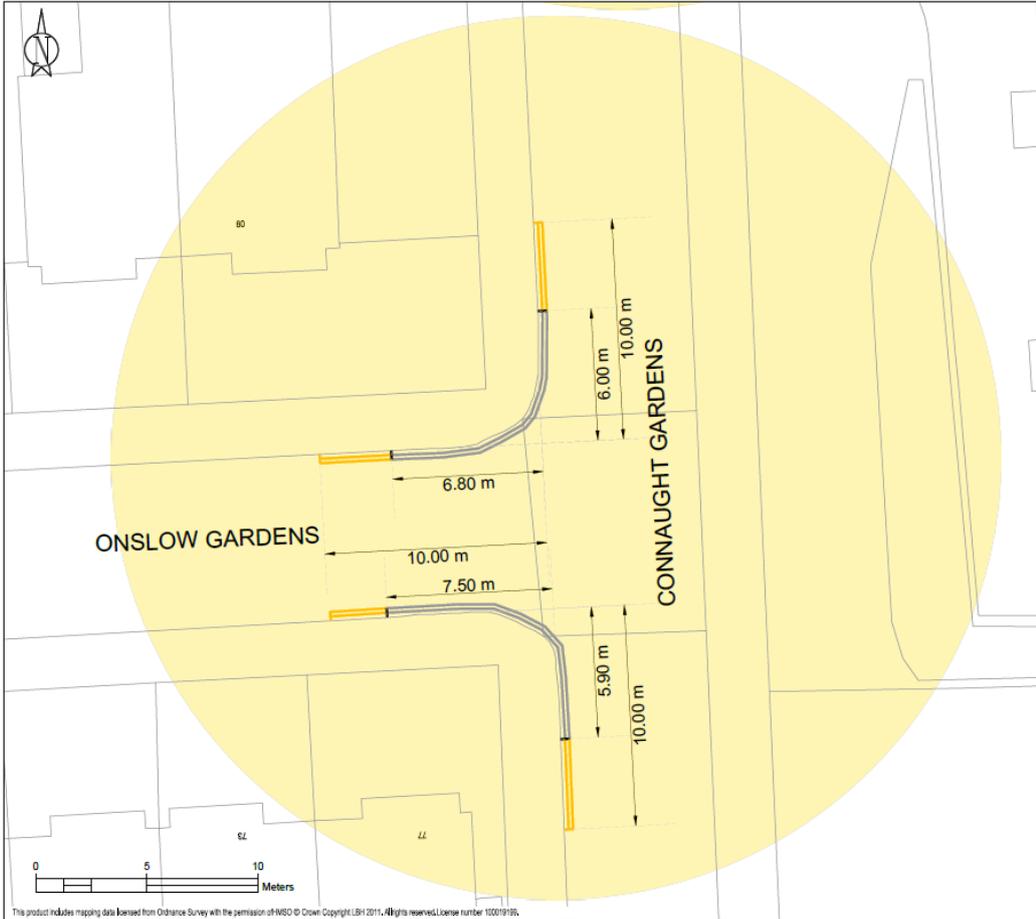
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**LEGEND**

- EXISTING - PARKING BAYS
- EXISTING - WAITING RESTRICTIONS
- EXISTING - LOADING RESTRICTIONS
- NEW - WAITING RESTRICTIONS
- NEW - LOADING RESTRICTIONS
- NEW - PARKING BAY ROAD MARKING
- ROAD MARKING REMOVAL
- SETTING OUT POINT S

**GENERAL NOTE**  
WAITING RESTRICTIONS TO MEASURES A MINIMUM OF 10 METRES



**SITE LOCATION**  
ONSLOW GARDENS (EAST END)  
MUSWELL HILL WARD

**WORKS**  
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

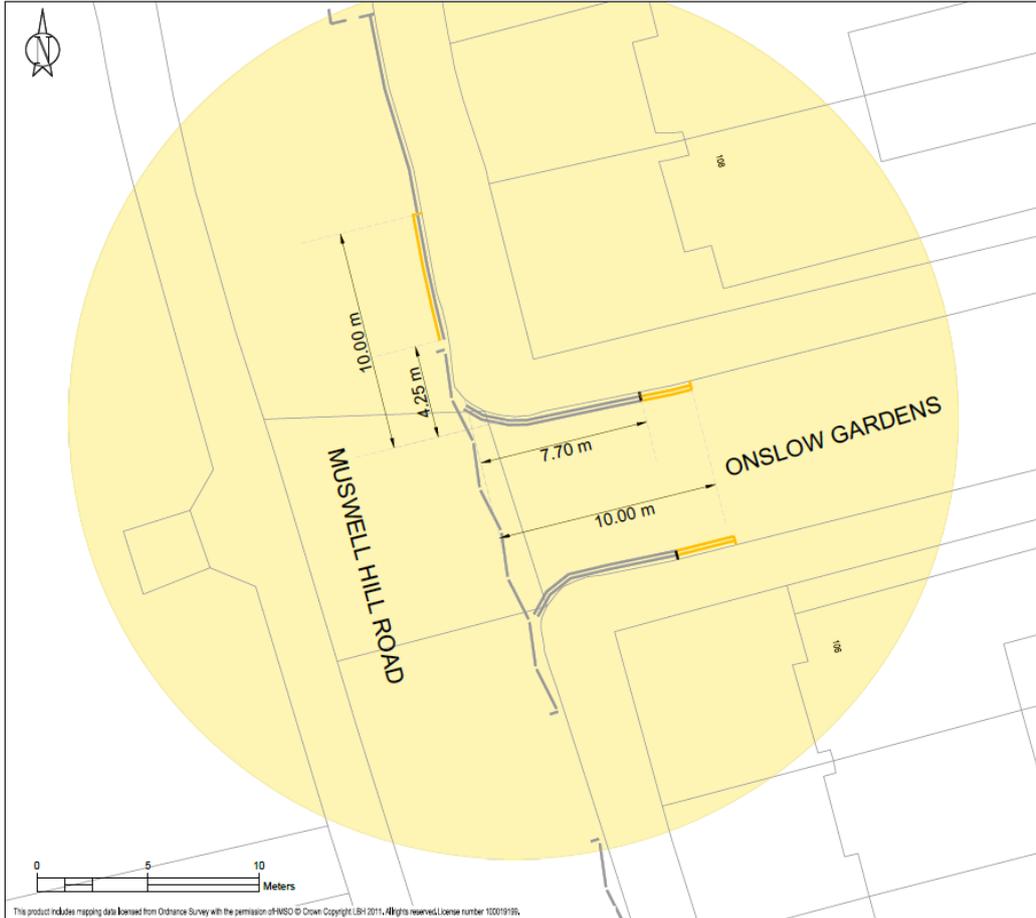
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ROAD DANGER REDUCTION PROGRAMME

**SCALE**  
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DRAWN	CHECK	DATE DRAWN
CM	AB	16/03/23

DRAWING NO. 13-1165-MH-TMO-21

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**LEGEND**

- EXISTING - PARKING BAYS
- EXISTING - WAITING RESTRICTIONS
- EXISTING - LOADING RESTRICTIONS
- NEW - WAITING RESTRICTIONS
- NEW - LOADING RESTRICTIONS
- NEW - PARKING BAY ROAD MARKING
- ROAD MARKING REMOVAL
- SETTING OUT POINT S

**GENERAL NOTE**  
WAITING RESTRICTIONS TO MEASURES A MINIMUM OF 10 METRES



**SITE LOCATION**  
ONSLOW GARDENS (WEST END)  
MUSWELL HILL WARD

**WORKS**  
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

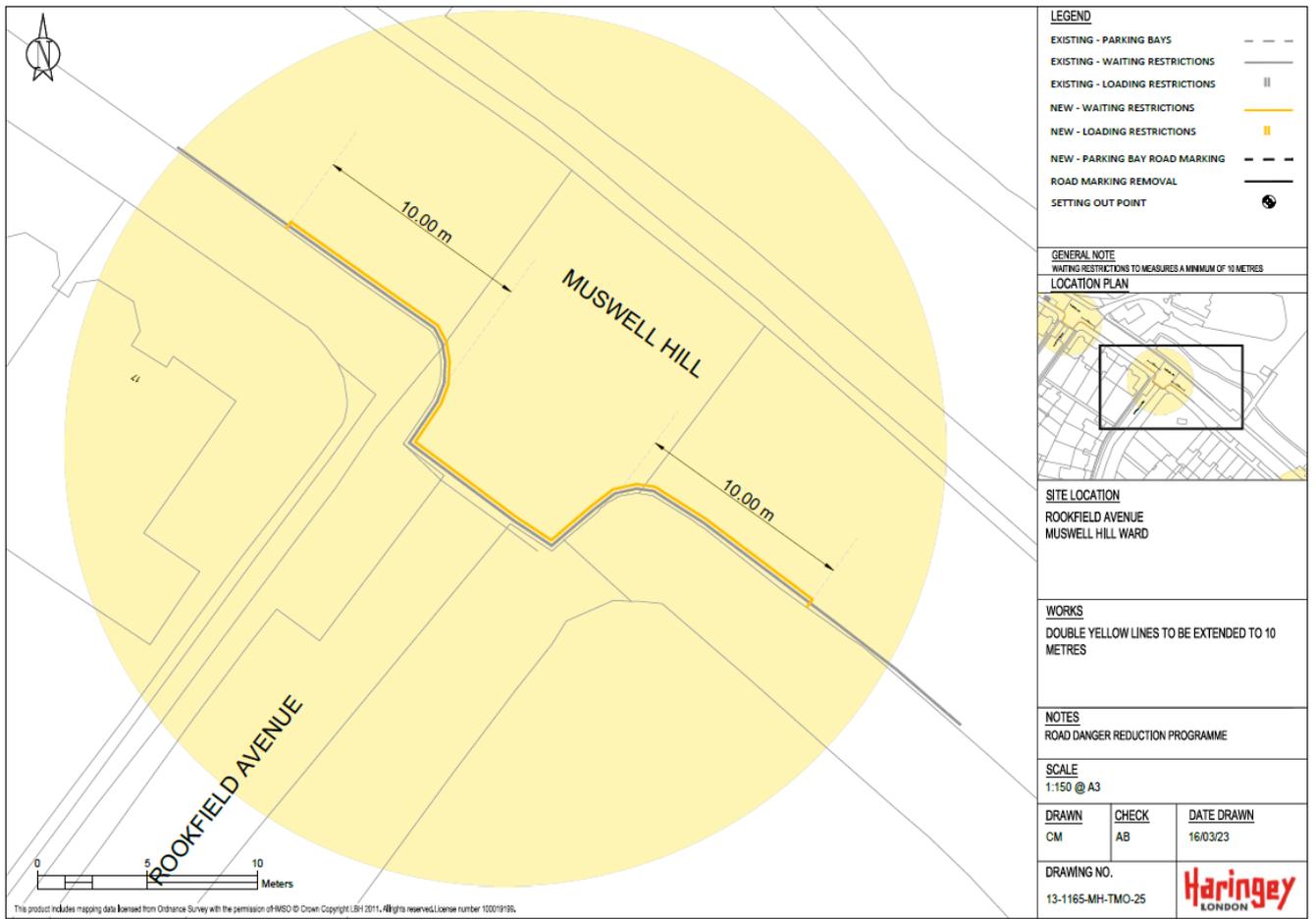
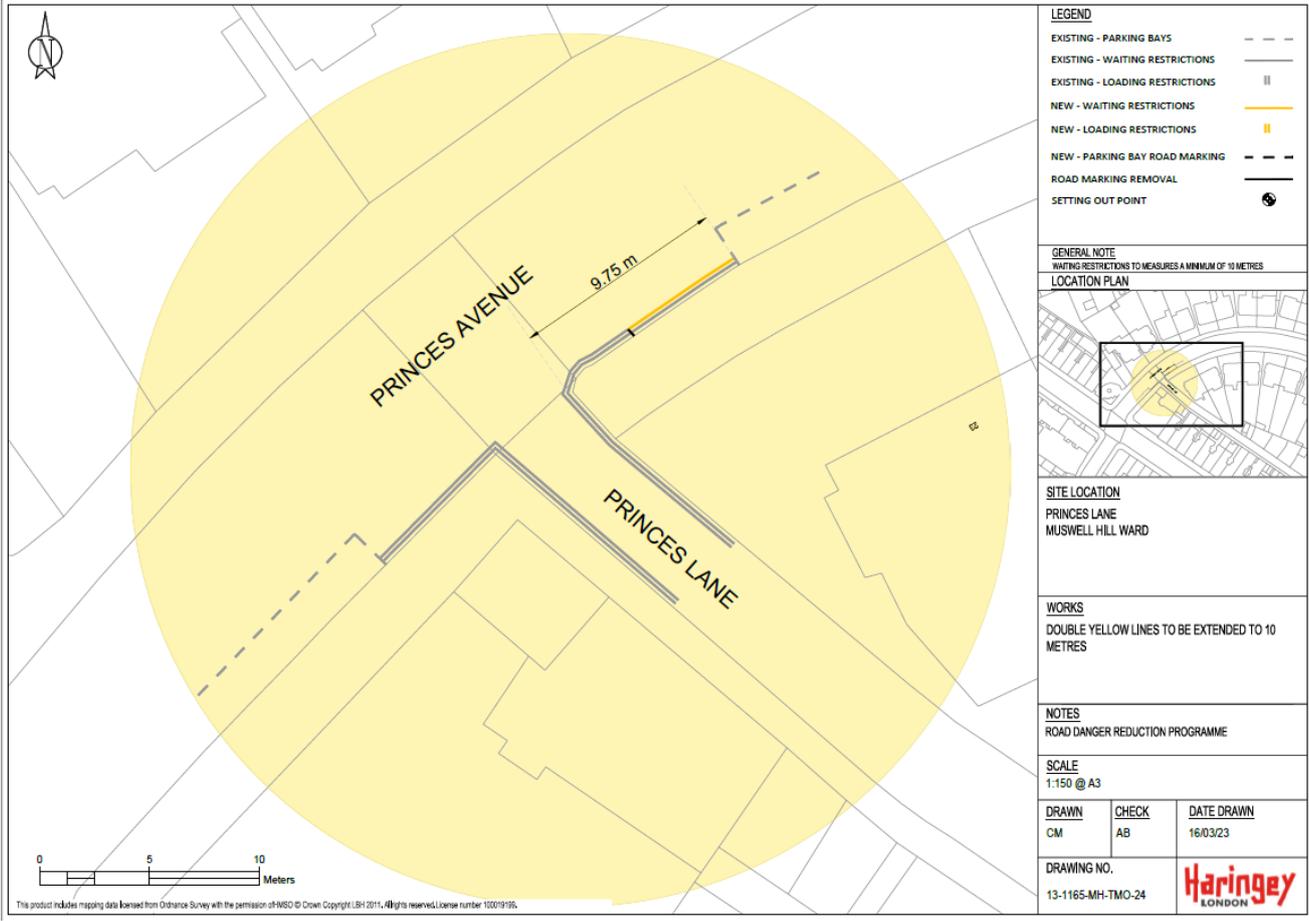
**NOTES**  
ROAD DANGER REDUCTION PROGRAMME

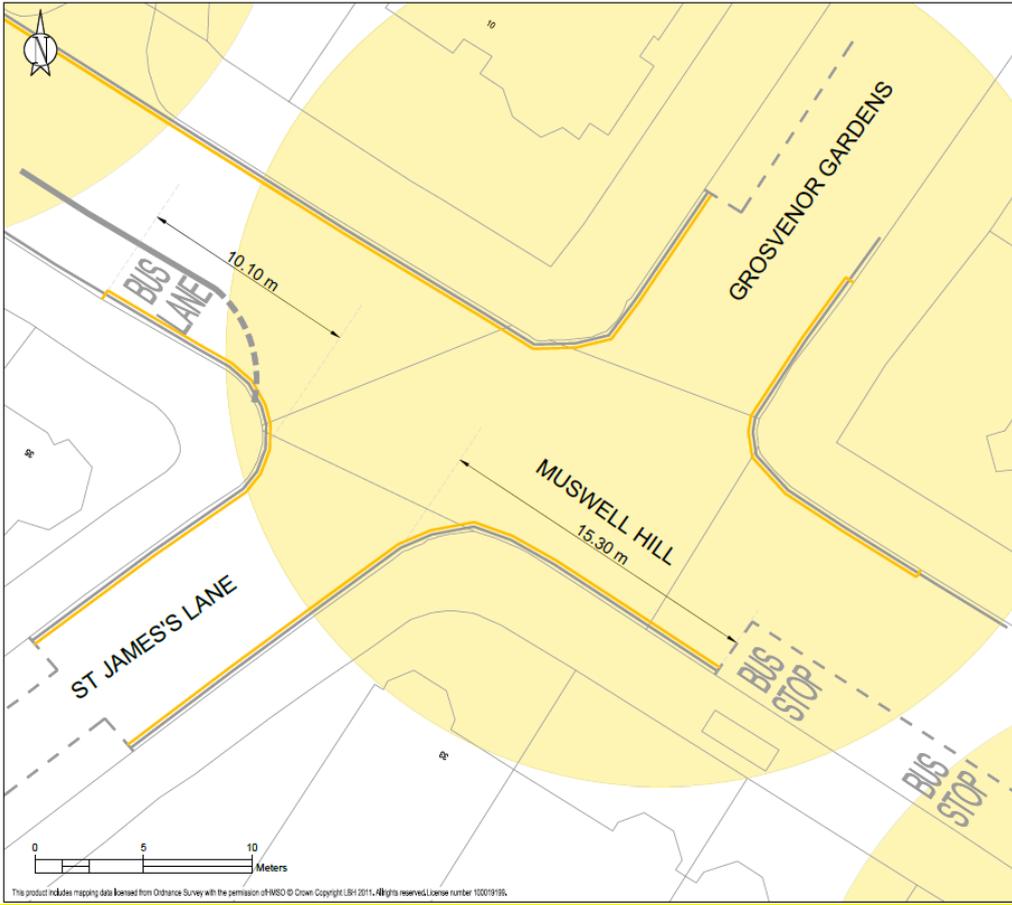
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DRAWING NO. 13-1165-MH-TMO-22

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LEGEND		
EXISTING - PARKING BAYS	---	
EXISTING - WAITING RESTRICTIONS	---	
EXISTING - LOADING RESTRICTIONS		
NEW - WAITING RESTRICTIONS	---	
NEW - LOADING RESTRICTIONS		
NEW - PARKING BAY ROAD MARKING	---	
ROAD MARKING REMOVAL	---	
SETTING OUT POINT	⊙	

**GENERAL NOTE**  
WAITING RESTRICTIONS TO MEASURES A MINIMUM OF 10 METRES

**LOCATION PLAN**

**SITE LOCATION**  
ST JAMES'S LANE  
MUSWELL HILL WARD

**WORKS**  
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

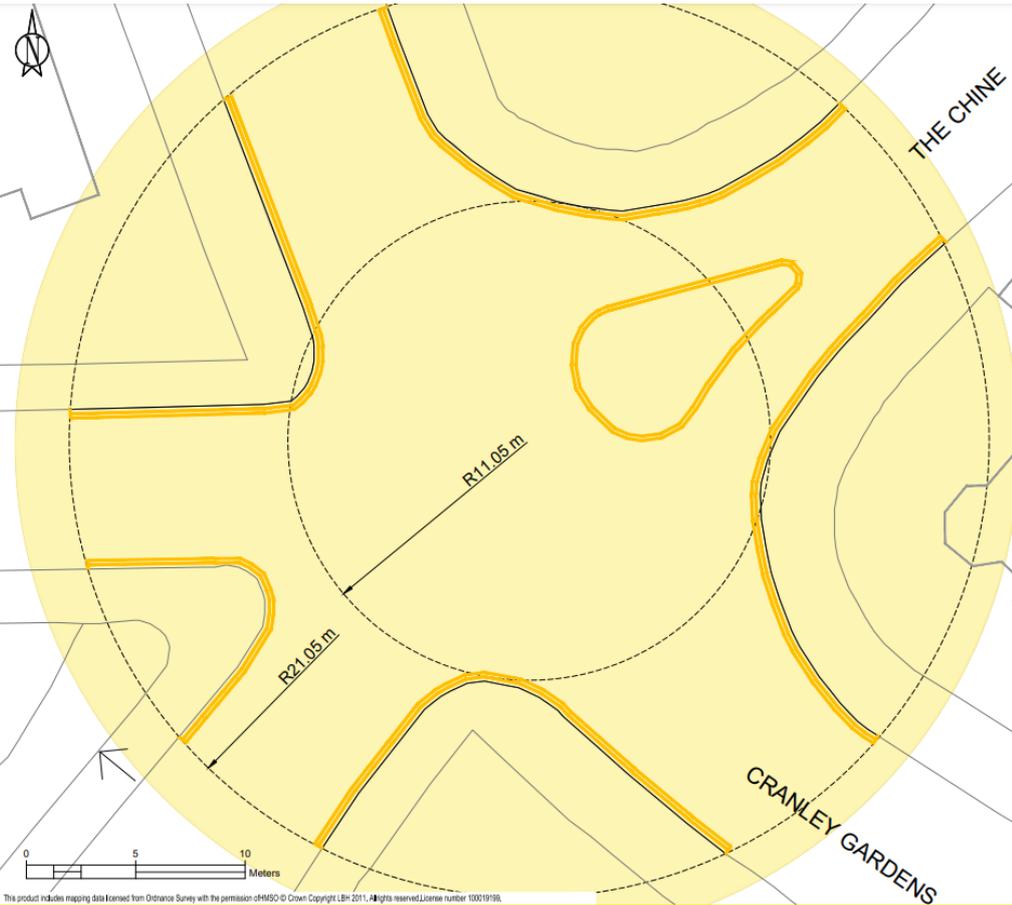
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**DRAWING NO.**  
13-1165-MH-TMO-26

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LEGEND		
EXISTING - PARKING BAYS	---	
EXISTING - WAITING RESTRICTIONS	---	
EXISTING - LOADING RESTRICTIONS		
NEW - WAITING RESTRICTIONS	---	
NEW - LOADING RESTRICTIONS		
NEW - PARKING BAY ROAD MARKING	---	
ROAD MARKING REMOVAL	---	
SETTING OUT POINT	⊙	

**GENERAL NOTE**  
WAITING RESTRICTIONS TO MEASURES A MINIMUM OF 10 METRES

**LOCATION PLAN**

**SITE LOCATION**  
THE CHINE  
MUSWELL HILL WARD

**WORKS**  
DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

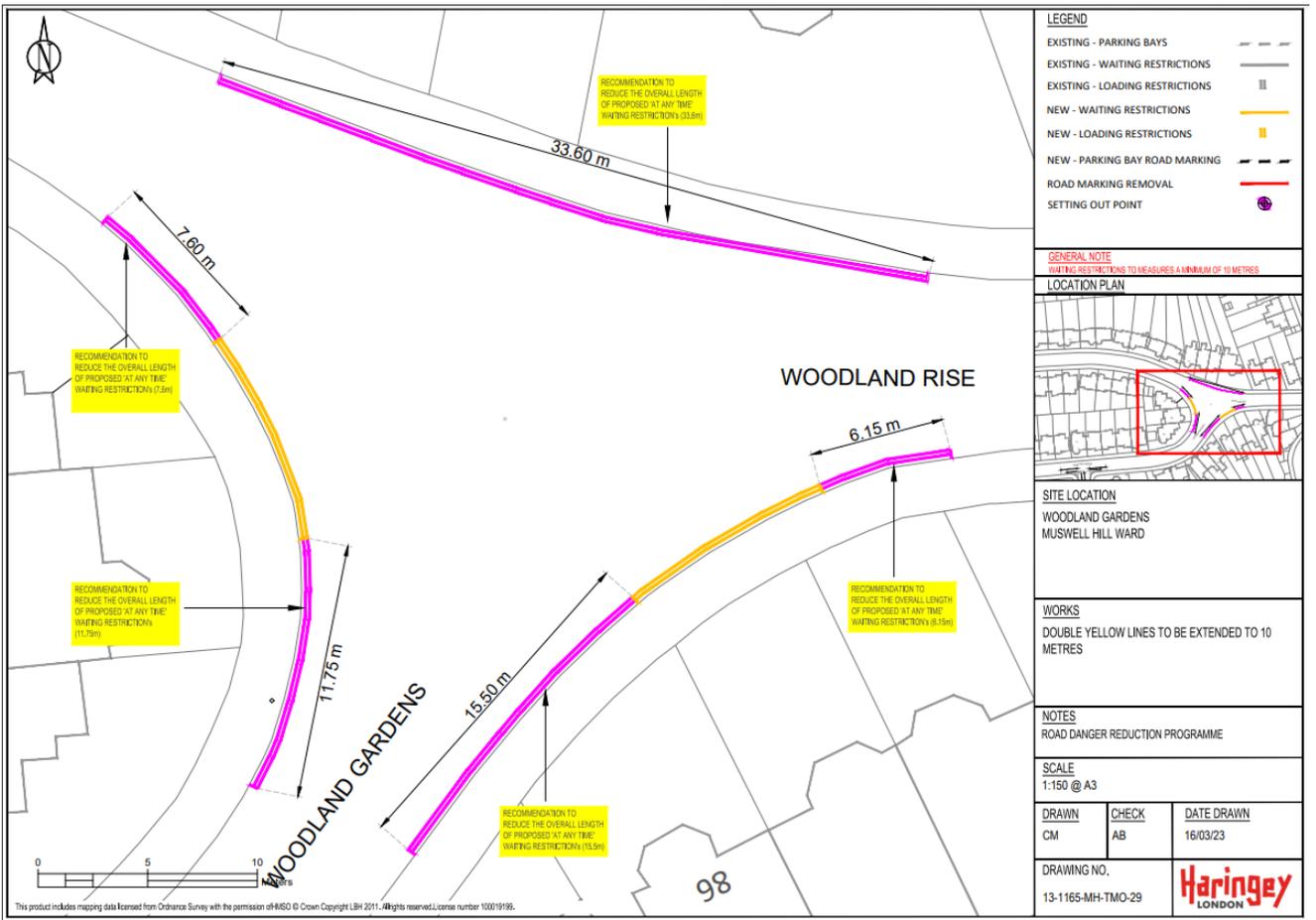
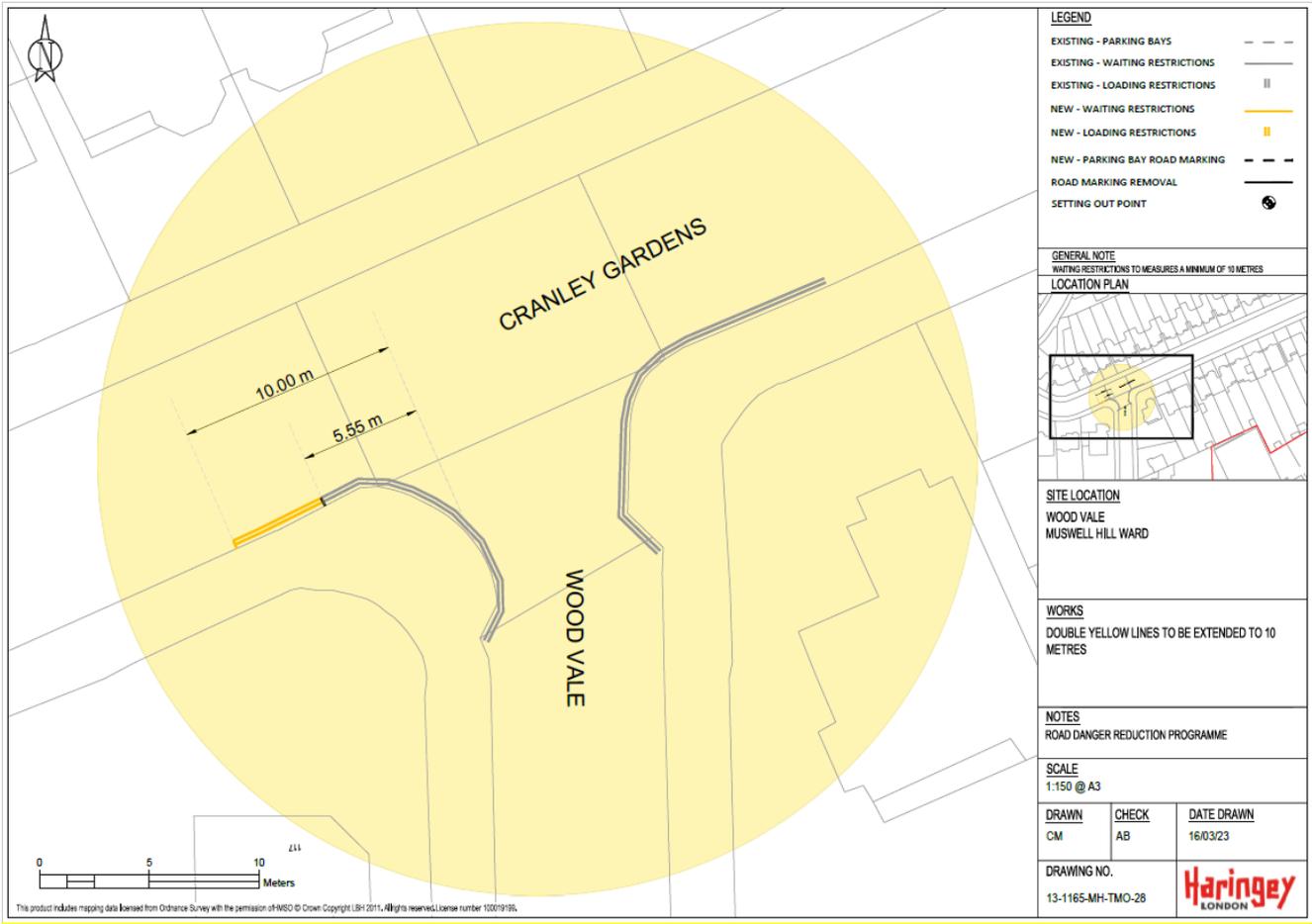
**NOTES**  
ROAD DANGER REDUCTION PROGRAMME

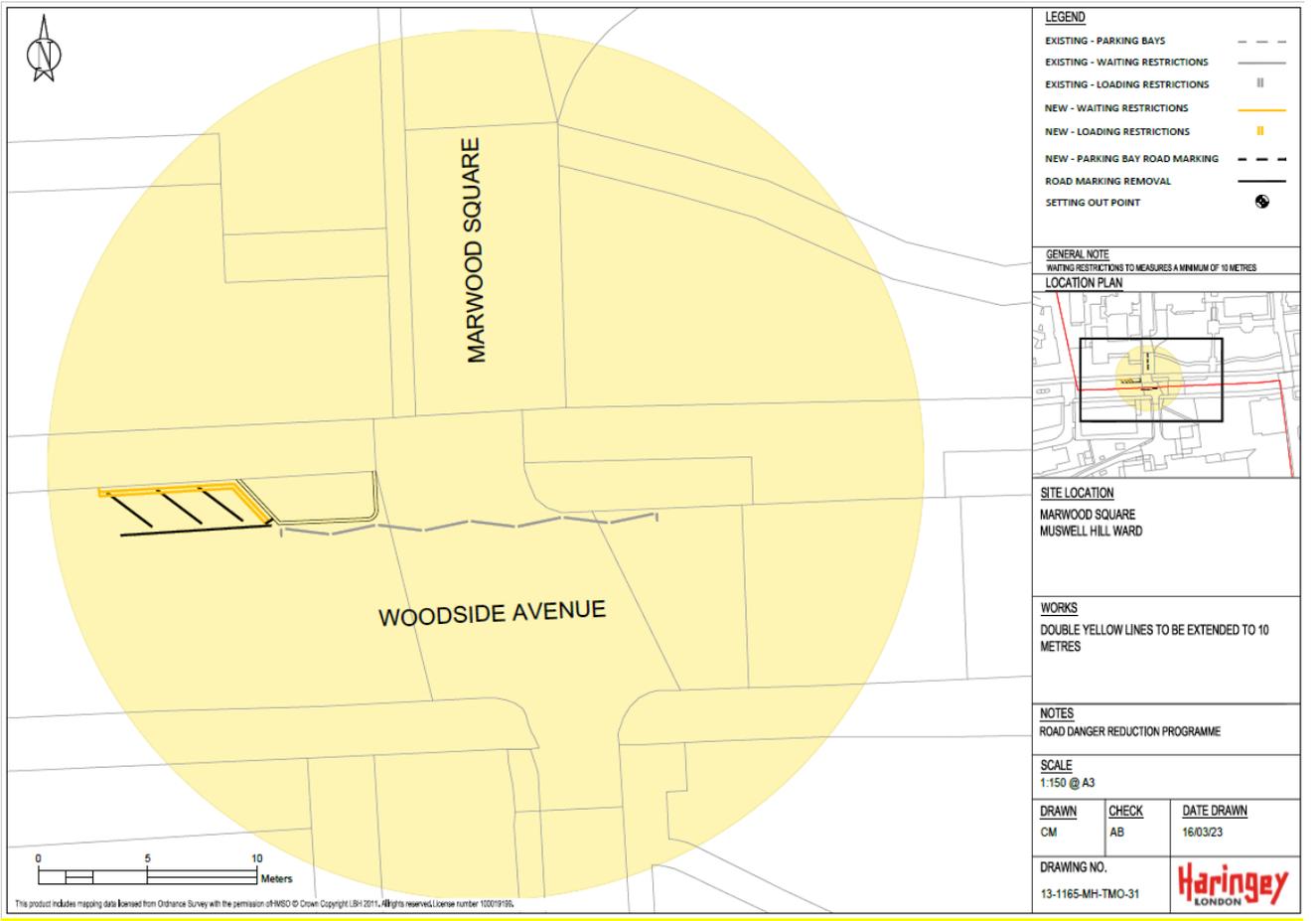
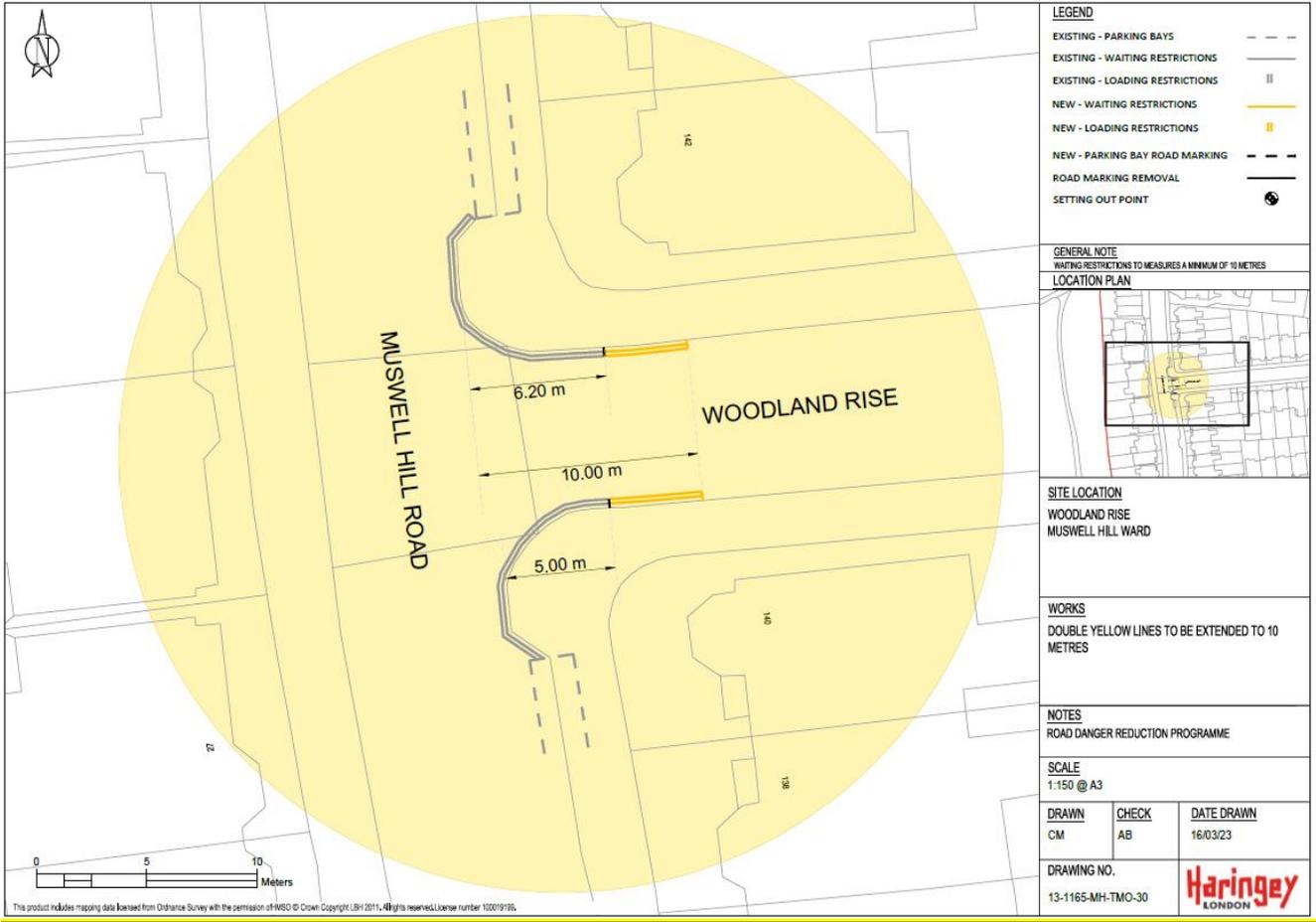
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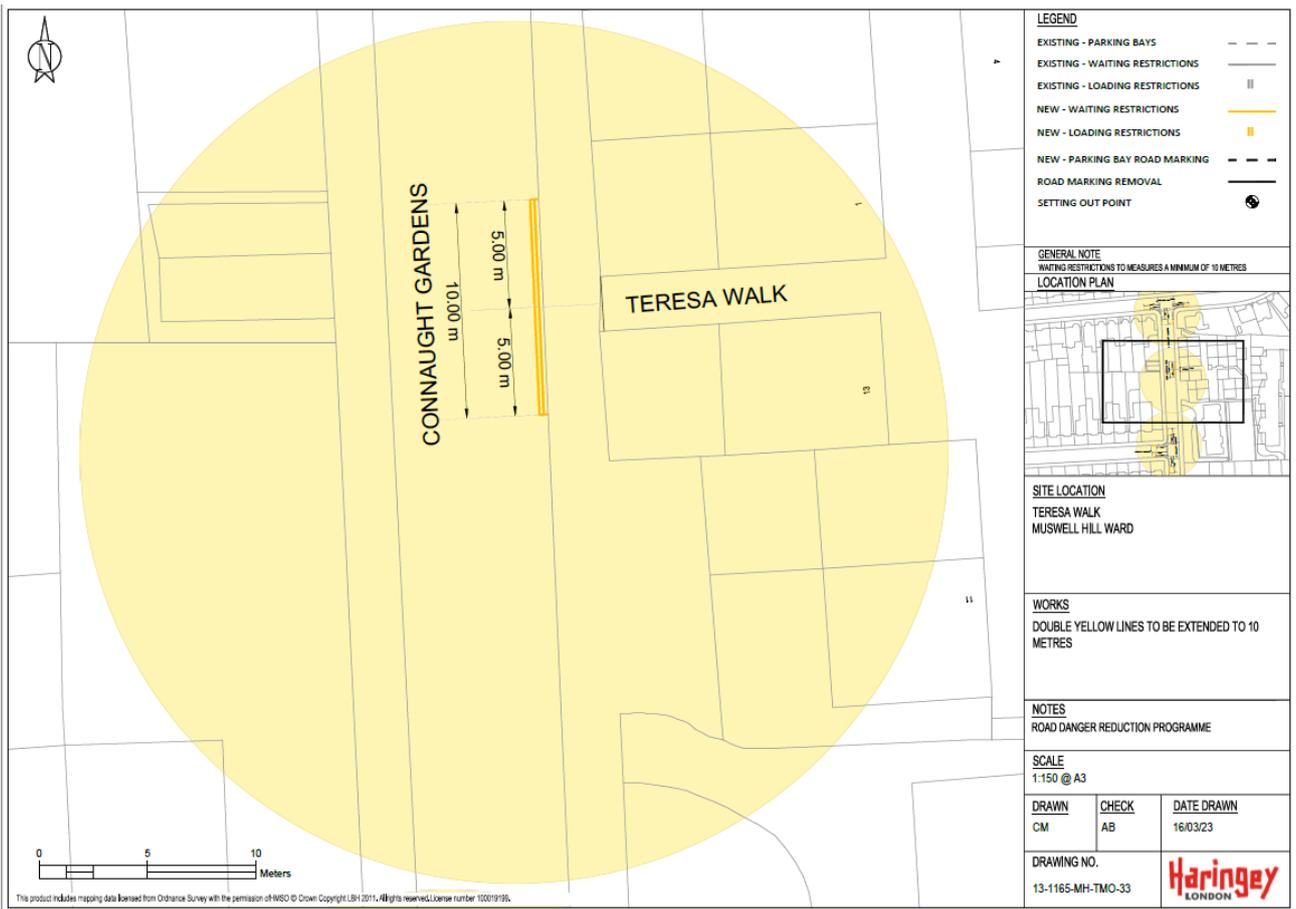
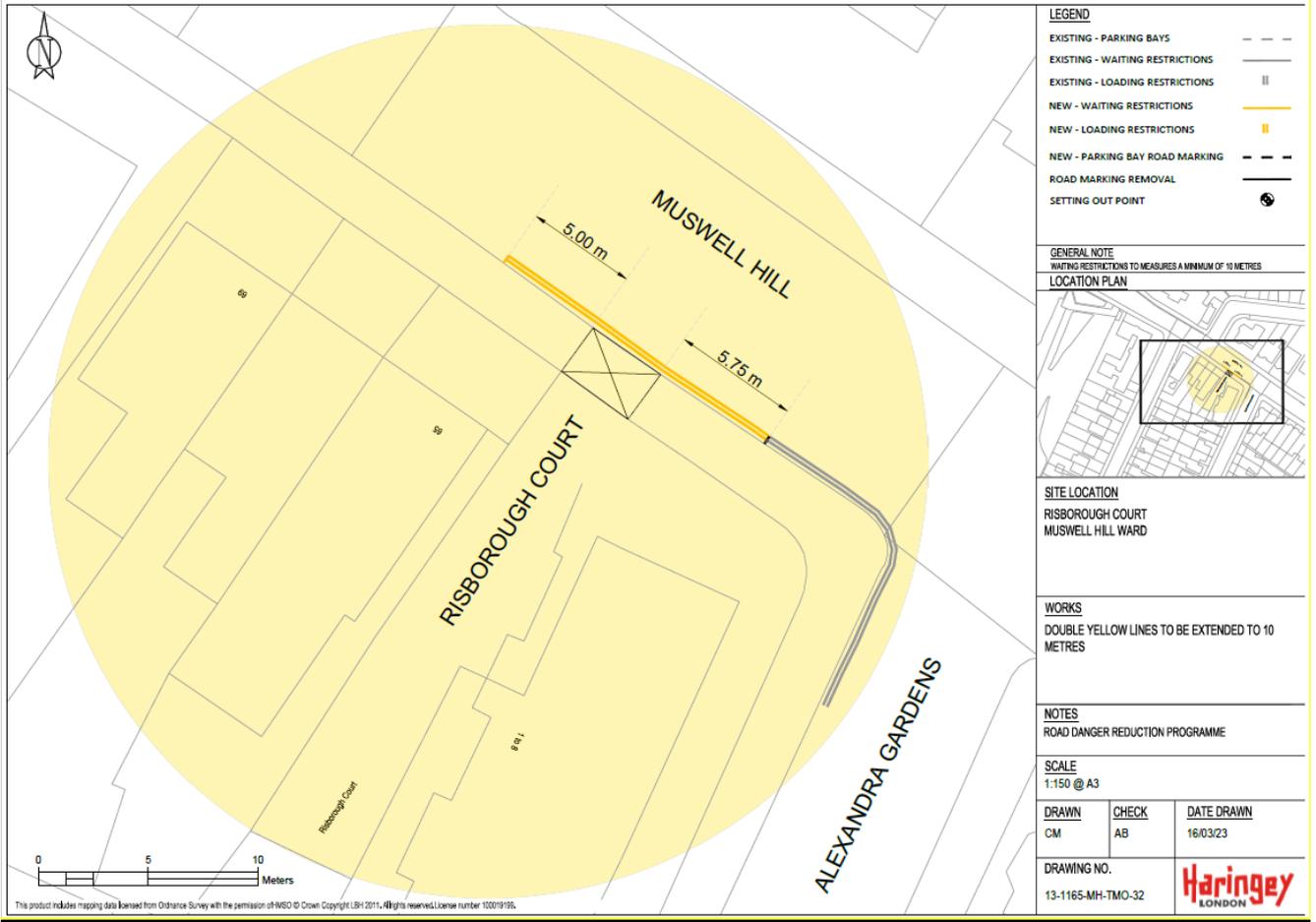
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# APPENDIX 2

## Public Notice



**ROAD DANGER REDUCTION PROGRAMME BATCH 2 PART 1 – MUSWELL HILL**  
**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\***  
**T37**

- 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.
- The general effect of the Orders would be:** - to make the following changes listed at the locations in the table below:

Alexandra Gardens N10	1) BOTH SIDES: To extend the double yellow lines at its junction with St James's Lane so that they are 10 metres.
Alexandra Palace Way N10	2) BOTH SIDES: To convert the Single Yellow Lines From its junction with Muswell Hill/Priory Road, north by approximately 23 metres.
Connaught Gardens N10	3) WEST SIDE: To extend the double yellow lines at either side of its junction with Onslow Gardens so that they are 10 metres in length. 4) BOTH SIDES: To introduce double yellow at its junction with Cranley Gardens so they are 10 metres. 5) EAST SIDE: To introduce double yellow lines across the access to Teresa Walk for a length of 10 metres.
Cranley Gardens N10	6) NORTH SIDE: To extend the double yellow outside No.58 so that the length is 10 metres from its junction with Linden Road. 7) EAST SIDE: To extend the double yellow lines from outside No.66 to a point outside No.4 Linden Road 8) BOTH SIDES: To introduce double yellow lines from its junction with The Chine and Connaught Gardens so they are 10 metres. 9) SOUTH SIDE: To extend the double yellow lines to 10 metres at its junction with Wood Vale to a point outside No.117.
Dukes Avenue N10	10) NORTHWEST SIDE: To replace single yellow line with double yellow lines outside No.1A Dukes Avenue.
Etheldene Avenue N10	11) BOTH SIDES: To extend the double yellow lines at its junction with The Chine so that they are 10 metres.
Firs Avenue N10	12) EAST SIDE: To introduce double yellow lines outside No.2 north for 14 metres. This will replace the existing single yellow line operating at zone hours and reduce the shared use Permit Parking/Pay to Park bay by 3 metres. 13) BOTH SIDES: To extend the double yellow lines at its junction with Grand Avenue so that they are 10 metres, replacing permit holders parking.
Grand Avenue N10	14) BOTH SIDES: To extend the double yellow lines at its junction with Birchwood Avenue so that they are 10 metres. 15) NORTH SIDE: To extend the double yellow lines either side of its junction with Firs Avenue so that they are 10 metres in either direction. This will replace the permit holders parking at this location.
Grosvenor Gardens N10	16) BOTH SIDES: To extend the double yellow lines at its junction with Muswell Hill so that they are 10 metres.
Hillfield Park N10	17) NORTH SIDE: To extend the double yellow lines either side of its junction with Hillfield Park Mews so that they are 10 metres in length in either direction. 18) BOTH SIDES: To extend the double yellow lines at its junction with St James's Lane so that they are 10 metres in length. 19) SOUTH SIDE: To introduce double yellow lines from its junction with Hillfield Park Mews to a point adjacent to No.82/82 Hillfield Park Mews, a length of 7.3 metres. 20) SOUTH SIDE: To introduce double yellow lines from its junction with Hillfield Park Mews to a point outside No.4 Hillfield Park, a length of 10 metres.
Leinster Road N10	21) BOTH SIDES: To extend the double yellow lines at its junction with Linden Road so that they are 10 metres.
Methuen Park N10	22) BOTH SIDES: To extend the double yellow lines at its junction with Muswell Road so they are 10 metres.
Muswell Hill N10	23) NORTHEAST SIDE: To replace single yellow line operating at zone hours with double yellow lines at its junction with Grosvenor Gardens to the bus stop opposite No.41 Muswell Hill. 24) NORTHEAST SIDE: To replace single yellow line operating at zone hours with double yellow lines opposite No.47 to No. 51. 25) NORTH SIDE: To replace the single yellow line with double yellow lines at its junction with Grosvenor Gardens east to a point adjacent with No.1 Grosvenor Gardens so that they are 10 metres. 26) SOUTH SIDE: To replace the single yellow line with double yellow lines at its junction with St James's Lane to the bus stop outside No.31. 27) SOUTH SIDE: To replace the single yellow line with double yellow lines at its junction with St James's Lane to a point outside No.35, a length of 10.10 metres. 28) SOUTHWEST SIDE: To introduce double yellow line at the junction with Rookfield Avenue for 10 metres either side and across the access itself. 29) SOUTHWEST SIDE: To replace single yellow line operating at zone hours with double yellow lines across the access to Risborough Court, a length of 14.4 metres. 30) SOUTHWEST SIDE: To introduce double yellow lines at the junction with Cascade Avenue for 10 metres either side and across the access itself. 31) SOUTHWEST SIDE: To introduce double yellow lines at the junction with Cranmore Way for 10 metres either side and across the access itself. 32) SOUTHWEST SIDE: To convert the Single Yellow Line to Double yellow line with Double kerb blips from outside No.1 to outside No.11. 33) NORTH SIDE: To convert the Single Yellow Line to Double Yellow Line from its junction with Alexandra Palace Way north west for approximately 45 metres.
Muswell Hill Road N10	34) EAST SIDE: To replace the single yellow line with double yellow lines outside No.108 for 5.7 metres.
Muswell Road N10	35) SOUTHEAST SIDE: To extend the double yellow at either side of its junction with Methuen Park so that they are 10 metres in either direction. 36) SOUTHEAST SIDE: To replace single yellow line with double yellow lines across Muswell Mews, this will be extended outside No.2 by 4.5 metres.
Onslow Gardens N10	37) BOTH SIDES: To extend the double yellow lines at its junction with Connaught Gardens so they are 10 metres. 38) BOTH SIDES: To extend the double yellow lines at its junction with Muswell Hill Road so they are 10 metres.
Park Road N8	39) WEST SIDE: To install 12.9 metres of Double Yellow Lines from outside No.205 to No.209 40) EAST SIDE: To convert the Single Yellow Line to Double Yellow Line from outside No.306 to outside No.316.
Priory Road N8	41) NORTH SIDE: Convert the Single Yellow Line to Double Yellow Line outside No.187. 42) NORTH SIDE: Convert the Single Yellow Line to Double Yellow Line from outside No.116 to outside No.110
Princes Avenue N10	43) SOUTH SIDE: To replace single yellow line double yellow lines outside No.23.
St James's Lane N10	44) BOTH SIDES: To extend the double yellow lines either side of its junction with Hillfield Park/Beattock Rise so that they are 10 metres in either direction. 45) NORTH SIDE: To extend the double yellow lines at its junction with Alexandra Gardens outside No.79 so that they are 10 metres in length. 46) BOTH SIDES: To replace the single yellow line with double yellow lines at its junction with Muswell Hill for 17 metres.
The Chine N10	47) WEST SIDE: To introduce double yellow lines from outside No.1 to outside property known as Westwood, a length of 17 metres. 48) BOTH SIDES: To introduce double yellow at its junction with Cranley Gardens so they are 10 metres.
Woodland Gardens N10	49) SOUTH SIDE: To extend the double yellow lines at either side of its junction with Connaught Gardens so that they are 10 metres. 50) BOTH SIDES: To introduce double yellow lines at its junction with Woodland Rise for 10 metres.
Woodland Rise N10	51) NORTH SIDE: To introduce double yellow lines either side of its junction with Ash Grove for 10 metres in each direction. 52) BOTH SIDES: To introduce double yellow lines at its junction with Cranley Gardens for 10 metres. 53) BOTH SIDES: To introduce double yellow lines at its junction with Woodland Gardens for 10 metres in both directions. 54) BOTH SIDES: To extend the double yellow lines at the junction with Muswell Hill Road so they are 10 metres.
Wood Vale N10	55) WEST SIDE: To extend the double yellow lines to 10 metres at the Parkland Walk footpath which accesses Queens Wood.

- 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](mailto: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](mailto:traffic.orders@haringey.gov.uk) or write to Traffic Management Group, Alexandra House, 4<sup>th</sup> floor, 10 Station Road, Wood Green, N22 7TR quoting reference 2023-T37, by 6<sup>th</sup> March 2024.

Dated: 14<sup>th</sup> February 2024  
 Ann Cunningham  
 Head of Highways & Parking

# APPENDIX 3

2023-137 - Road Danger Reduction Programme Batch 2 Part 2 – Highgate – Statutory Consultation

**RL** Rio Lovett

To: ● luke.heming@met.police.uk; ● trafficordersection@streetmanagement.org.uk; ● harun.khan@tfl.gov.uk; ● sara.shoukris@tfl.gov.uk; ● trafficordersection@tfl.gov.uk; ● info@londontravelwatch.org.uk; ● OSDDataTeam@onesearchdirect.co.uk; ● northwestareasupportteam@london-fire.gov.uk; ● Poteliakhoff@tiscali.co.uk; ● +11 others

Retention Policy Haringey Global Retention (7 years) Expires 01/07/2031 Tue 02/07/2024 11:41

2023-T37 - RDRP Batch 2 Part 2 - Highgate - Consultation Documents.zip  
11 MB

Dear Sir/Madam,

I attach for your information a copy of the Public Notice relating to the above proposal which will appear in the London Gazette and Enfield & Haringey Independent on 3<sup>rd</sup> July 2024 as required by the Local Authority Traffic Orders (Procedure) (England and Wales) Regulations 1996.

I also attach copies of the draft Order, Statement of Reasons and map(s) illustrating the proposal. The scheme will also be available to view through our online portal <https://consultation.appyway.com/haringey> during the consultation period.

I should be grateful if you could please forward any comments you may wish to make on this proposal by 31<sup>st</sup> July 2024.

Thank you in anticipation of your assistance in this matter.

Yours Faithfully

Rio Lovett

Rio Lovett  
Traffic Order Maker  
Alexandra House 4th Floor,  
225 High Road N22 8HQ



[www.haringey.gov.uk](http://www.haringey.gov.uk)  
[@haringeycouncil](https://twitter.com/haringeycouncil)  
[facebook.com/haringeycouncil](https://facebook.com/haringeycouncil)

# APPENDIX 4

Order Support	FeedbackText
WhollyObject	The proposal is to improve the safety of the residents but there is simply not an issue at this junction and this is a solution to a problem that does not exist. There is a clear line of sight in all directions and in the 15 years that I have lived right on top of this junction, I have not witnessed a single accident, a near miss, a potential hazard or anything that could be described as unsafe for the residents of Woodland Gardens or Woodland Rise. The junction is safe and I can find no record of it being in any way dangerous. This is a cohesive and peaceful neighbourhood. The number of parking spaces suits the type of housing and families who live here. We don't have any issues with the road, the drivers who use it or the people who park here. There is NO problem at this junction. If Haringey go ahead with their proposals, this WILL cause issues. People will park on the tighter sections of road and then we will surely see an increase in frustrations and unsafe driving/ parking practices. Haringey will increase the dangers for the residents. Please don't go ahead with this proposal. There is NO evidence to show that it is required, the residents don't need it and don't want it.
WhollyObject	I object to these proposals in the strongest terms. I have lived at this address for 20 years. Parking on Onslow Gardens, Connaught, Woodland Gardens and Woodland Rise have always been challenging for local residents and have got worse over times. This is driven by the lack of parking at residents' properties and the amount of traffic that is generated by visits to Highgate Woods. The proposals would substantially reduce the parking available and make this problem significantly worse. During the 20 years I have lived here I am not aware of any safety or other issues that justify these changes. The existing yellow lines are sufficient.

WhollyObject	<p>This proposal to extend double yellow lines in this neighbourhood is not considering that this will greatly reduce parking spaces in this area where Haringey has already reduced kerb / onstreet parking by installing electric car charging points and bicycle parking sheds. I am one of the older residents (female) and I need to park near my home, not just for ease of travelling further distances where there aren't bus routes, but primarily for PERSONAL SAFETY. I rely on my car to feel safe when going out, particularly at night, and have done so for years. Women's safety is routinely ignored when devising plans such as this reduction in parking spaces. It's more than an inconvenience, but serious concerns where safety is assisted by MORE parking spaces, not LESS. In my view personal safety outweighs any of the checkbox points you want me to select to give my approval of the proposal. I strongly object to the proposal.</p>
WhollyObject	<p>The proposals for extending the length of double lines to 10 metres at junctions around the Borough are unnecessary as the current double yellow line arrangements are perfectly adequate.</p> <p>I agree with ..... that:</p> <ol style="list-style-type: none"> <li>1. It is also an irresponsible waste of money at a time of severe cash shortages within councils, whether coming from the Mayor of London's or Haringey's budget.</li> <li>2. The negative impact of course is a severe loss of parking and the quality of life for residents. It is discriminatory against older, the less mobile, families, as well as affecting service vehicles, or those who have to drive to work, where public transport is not a viable option.</li> </ol> <p>I strongly object.</p> <p>Best wishes,</p>
WhollyObject	<p>Extending the length of the double yellow lines is totally unnecessary, as the existing line arrangements are more than adequate.</p> <p>We are an older and less mobile family and need access for our lives to function.</p> <p>We do not want our money spent in this way.</p> <p>Why not spend the money on the woeful state of local policing or the health care system?</p>
WhollyObject	<p>This is totally unnecessary. A complete waste of money. We have many older residents and we really need more parking spaces. As my wife and I are slightly disabled we really need to park very near our house to carry anything into our house. Your proposals would really really not help us at all. So please I object very strongly to extending double yellow lines. Please do not do it. Please.</p>
PartlyObject	<p>I believe that the proposed changes at the junction of Woodland Rise and Cranley Gardens are totally unnecessarily and would cause disproportionate inconvenience to parking. It would not be a sensible use of council funds to extend double-yellow lines at this junction as there are currently no issues, safety or otherwise, arising from parking around this junction.</p>
WhollyObject	<p>The proposal is not one that is going to have any material impact on road safety. It will have a material negative impact on parking availability - parking on Connaught Gardens is already congested. This proposal is a waste of time, effort and money and I suggest it is dropped forthwith.</p>
PartlySupport	<p>I support the idea of having double yellow lines on either side of the driveway to Ash Grove on Woodland Rise (marked as B on the map) to make traffic in and out more secure for pedestrians, drivers of private cars and delivery vans.</p> <p>In addition, I would like to request to add a SOLID WHITE line on the entry to the driveway making clear that there is no parking at any time. Unfortunately, there have been a number of incidents where some drivers parked cars blocking the entry to/from the driveway.</p> <p>Other option to consider: extend the SOLID WHITE line to 5 meters either side of the driveway (instead of double yellow lines). This way it will prohibit parking blocking the entry to/from the driveway, clear visibility for safety of pedestrians and drivers (mentioned above), and at the same time save one or two parking spaces. Thank you.</p>

WhollyObject	<p>I object to the additional yellow lines in Connaught Gardens. I have lived in the road for 35 years and there is no problem with the existing arrangement. Very large vehicles may have to be a bit careful turning but for normal cars its fine. Parked vehicles help slow traffic down and keep it safer. Opening up areas just encourages vehicles to go at a higher speeds. In times of high inflation and cost pressures this is a total waste of money. Many roads have pot holes and as a cyclist they cause me much more danger than parked cars near junctions. Haringey need to review the priorities, traffic engineers have ruined many a towncape over the years and are not always correct in their recommendations.</p>
WhollyObject	<p>Severe loss of parking in already congested areas, and in low through traffic residential streets where current double yellow lines are more than adequate.</p>
WhollyObject	<p>Improving road safety is of course an admirable aim but any such proposal must demonstrate that it is likely to be effective at a reasonable cost, and without causing any unnecessary negative impact elsewhere.</p> <p>In this case the proposals for extending the length of double lines to 10 metres at junctions around the Borough are totally unnecessary, as the current double yellow line arrangements are perfectly adequate.</p> <p>It is also an irresponsible waste of money at a time of severe cash shortages within councils, whether coming from the Mayor of London's or Haringey's budget.</p> <p>The negative impact of course is a severe loss of parking and the quality of life for residents. It is discriminatory against older, the less mobile, families, as well as affecting service vehicles, or those who have to drive to work, where public transport is not a viable option.</p> <p>I strongly object.</p> <p>Best regards</p>
WhollyObject	<p>Improving road safety is of course an admirable aim but any such proposal must demonstrate that it is likely to be effective at a reasonable cost, and without causing any unnecessary negative impact elsewhere.</p> <p>In this case the proposals for extending the length of double lines to 10 metres at junctions around the Borough are totally unnecessary, as the current double yellow line arrangements are perfectly adequate.</p> <p>It is also an irresponsible waste of money at a time of severe cash shortages within councils, whether coming from the Mayor of London's or Haringey's budget.</p> <p>The negative impact of course is a severe loss of parking and the quality of life for residents. It is discriminatory against older, the less mobile, families, as well as affecting service vehicles, or those who have to drive to work, where public transport is not a viable option.</p> <p>I strongly object.</p>
WhollyObject	<p>The loss of further parking spaces on Onslow Gardens, on top of those already incurred through adding electric charging points and bicycle storage units, seems a costly and unnecessary exercise when there are already double yellow lines which have not been shown to be ineffective. Visitors to these streets as well as to Highgate and Queens Woods need the nearby streets to park -and there are people who for health and other reasons need cars to get about . This proposal is an unjustified use of public money at a time when resources are short and there are far more urgent needs in our area.</p>
WhollyObject	<p>Unnecessary activity, while safety critical, this is not a priority, no actual incidents or reason to act beyond some blanket plan. Our funds better spent on other initiatives. If this is a funding priority our council tax is too high. The disruption and loss of parking more like I to impact people's safety than the non problem uuute fixing. The frustration and dangerous driver actions that come from absence or competition for parking is is far more of a risk than these junctions.</p>

WhollyObject	<p>Response detail</p> <p>Improving road safety is of course an admirable aim but any such proposal must demonstrate that it is likely to be effective at a reasonable cost, and without causing any unnecessary negative impact elsewhere.</p> <p>In this case the proposals for extending the length of double lines to 10 metres at junctions around the Borough are totally unnecessary, as the current double yellow line arrangements are perfectly adequate.</p> <p>It is also an irresponsible waste of money at a time of severe cash shortages within councils, whether coming from the Mayor of London's or Haringey's budget. Yet councils continue to spend many millions on traffic schemes which are in many cases unnecessary and in this case will lead to severe shortage of parking spaces</p> <p>The negative impact of course is a severe loss of parking and the quality of life for residents. It is discriminatory against older, the less mobile, families, as well as affecting service vehicles, or those who have to drive to work, where public transport is not a viable option.</p> <p>I strongly object</p>
WhollyObject	<p>While I understand Improving road safety is paramount, it's not clear how this measure is supposed to increase it. If anything, the biggest issue on Onslow Gardens and the other roads perpendicular to MSWHR is the fact they're used as a quick run through to get to Crouch End, in disregard to the 20MPH speed limit. By giving easier access to these roads, this new measure is only going to amplify the problem rather than solving it. Imagine vans and cars quickly turning left or right to avoid traffic jams or slowdowns on MSWHR thanks to the now wider access that makes it easier and faster to do rather than what happens now: thinking twice, checking traffic and slowing down to a crawl before turning.</p> <p>And let's not forget the lack of available parking space in the streets, which is going to get worse if these measures are approved. Cars are not just magically disappear because we reduce the parking spaces, they're just going to move or be parked irresponsibly.</p> <p>I strongly object.</p>
WhollyObject	<p>Creating 10 meters for pedestrians will not make the road safer at this junction as it is already a large wide junction and mainly used by neighbouring residents with NO nearby tube/bus stops or train stations on the road/junction. There is plenty of room and space for pedestrians to cross and I can see pedestrians clearly when approaching the junction at 20 MPH in the car (pedestrians are not "hidden"). There isn't a huge amount of pedestrians that cross this road either! There have been NO deaths or injuries at this junction (Haringey's website shows Cranley Gardens as being the "problem" road rather than this junction!)</p> <p>However this road in question is a crime "hotspot" from cars being stolen, burglaries in home which are far higher stats than pedestrian injuries for the borough. Perhaps by creating safer roads you could wisely spend money on policing rather than creating a junction without parking spaces for cars will enable thieves to wait for their buddy after breaking into car or house and making a swift getaway! Nothing in this proposal is aimed to make the junction safer (as it does not need to be made safer). It seems the long game for Haringey is to push for less residential parking spaces and get us to go for car parking zone to make more council revenue.</p> <p>Please spend our tax money wisely on other projects!</p>
WhollyObject	<p>Totally unnecessary. These areas are safe and no further parking restriction are needed. No should money be spent on such measures. All they do is further penalise motorists</p>

PartlySupport	<p>Re: Double yellow lines to be extended to 10 metres at junctions round Haringey</p> <p>Dear Friends and Neighbours,</p> <p>You may have seen that double yellow lines to be extended to 10 metres at all junctions round Haringey</p> <p>Loss of some 20 parking spaces in our adjacent roads will have a major impact.</p> <p>Must respond by tomorrow 6 March 24</p> <p><a href="https://consultation.appyway.com/haringey/order/6f4a1d29-6bad-4a82-b870-62d5315339ce">https://consultation.appyway.com/haringey/order/6f4a1d29-6bad-4a82-b870-62d5315339ce</a></p> <p>Dear Madam/Sir: I wholly object to the proposal</p> <p>Response category. Parking</p> <p>Type of Respondent. Resident</p> <p>Improving road safety is of course an admirable aim but any such proposal must demonstrate that it is likely to be effective at a reasonable cost, and without causing any unnecessary negative impact elsewhere.</p> <p>In this case the proposals for extending the length of double lines to 10 metres at junctions around the Borough are totally unnecessary, as the current double yellow line arrangements are perfectly adequate.</p> <p>It is also an irresponsible waste of money at a time of severe cash shortages within councils, whether coming from the Mayor of London's or Haringey's budget.</p> <p>The negative impact of course is a severe loss of parking and the quality of life for residents. It is discriminatory against older, the less mobile, families, as well as affecting service vehicles, or those who have to drive to work, where public transport is not a viable option.</p> <p>I strongly object.</p> <p>Best regards Anthea Anka</p>
WhollyObject	<p>I wholly disagree with the extension of double yellow lines on the corners of Connaught gardens and Onslow Gardens. There is already a parking shortage on these roads and this will increase it. Additionally, it disadvantages the residents of the flats that have no options to create off road parking. As a resident of no. 80 which is on the corner of the road, we made the decision not to pave over our front garden and create a drive, to help the environment and the large flow of water that floods the bottom of the road every year. If the parking reduces we would have to rethink this decision.</p> <p>Thank you</p>
WhollyObject	<p>We have few enough parking spaces already and we have avoided paving over our front garden to create our own for environmental reasons. This would push us to rethink that. Have not seen any evidence of a problem on our street.</p>
WhollyObject	<p>Not required. No issues and lived in road for 26 years. Unnecessary cost. Huge impact on residential parking. Waste of money that could be used for something more productive. Very strongly oppose.</p>

WhollyObject	<p>Whilst I agree with the sentiment of improving road safety I question whether the cost of extending the double yellow lines is really justifiable, especially in current circumstances where many councils are experiencing severe financial constraints. The current double yellow lines arrangements seem perfectly adequate, and together with the 20mph speed restrictions I don't see how extending the double yellow lines to 10m will improve the safety of pedestrians or improve their visibility to drivers. I would argue that, if Haringey has money to spare, then improving road surfaces (and sorting out the uneven pavements) would be more beneficial to both drivers and pedestrians in the borough. Furthermore, extending the double yellow lines will also lead to a severe loss of parking spaces for residents of the affected streets and make things even harder for delivery vehicles or contractors working on houses. In summary, I think this scheme is totally unnecessary and a waste of money which could be more effectively spent.</p>
WhollyObject	<p>I object to the proposal to introduce yellow lines at the junction of Woodland Rise and Woodland Gardens, on the grounds that it is wholly unnecessary, and would severely restrict our ability to park outside or near to our home (we live directly opposite the junction).</p> <p>The website <a href="http://crashmap.co.uk">crashmap.co.uk</a> shows that there have been no accidents at all at or near this junction in the period 1999 to 2022.</p> <p>Woodland Rise and Woodland Gardens are very quiet streets and I am certain that the number of cars passing our house, in either direction, in one hour at any time of the day would be a single digit number.</p> <p>The road is particularly wide at the junction and there is no concern over visibility with cars parked at the side of the road.</p>
WhollyObject	<p>The proposal to extend double yellow lines at intersections or road ends by 10 feet will cause further significant parking congestion on Connaught Gardens, Woodland Gardens and Woodland Rise.</p> <p>There is already congestion during the day, especially when workers are about and people unable to pull over to make room for passing cars.</p> <p>The traffic congestion and lack of parking already caused danger to pedestrians and forces cars to circle to find parking. Reducing the parking through more yellow lines will add to this problem and surmount danger and frustration.</p> <p>Since Haringey has introduced controlled parking on many of its residential streets, the Connaught Gardens Onslow Gardens neighbourhood which does not have restrictions on parking has seen a radical increase in service vehicles and commuters and holiday goers parking for extended periods. We have only one car and often are unable to park near our home and must move to the bottom of the street where parking is more available. The proposed yellow lines will further reduce available parking spaces causing residents not to find parking at all.</p> <p>Safety for all road users is important. However, I do not believe there is a safety issue for pedestrians or cyclists at our junctions that have not been addressed already through islands, reduced speed limits and humps. One already has to drive extremely slowly to turn the corner from Cranley Gardens to any of woodland, Connaught or Woodside. The same is true at Onslow Gardens. The only place where an extension in yellow lines may be advisable is when turning the corner from Connaught Gardens to Connaught Gardens (near no 1 Connaught Gardens) near the entrance of Queens Woods, where people do park too close to the woods entrances causing reduced visibility. Otherwise these lines are unnecessary and will overall significantly reduce parking and cause greater not less danger to traffic and pedestrians.</p> <p>If the issue is turning corners for lorries, perhaps a better proposal would be to limit parking near junctions on rubbish days.</p> <p>Thank you,</p>

WhollyObject	<p>Improving road safety is of course an admirable aim but any such proposal must demonstrate that it is likely to be effective at a reasonable cost, and without causing any unnecessary negative impact elsewhere.</p> <p>In this case the proposals for extending the length of double lines to 10 metres at junctions around the Borough are totally unnecessary, as the current double yellow line arrangements are perfectly adequate.</p> <p>It is also an irresponsible waste of money at a time of severe cash shortages within councils, whether coming from the Mayor of London's or Haringey's budget.</p> <p>The negative impact of course is a severe loss of parking and the quality of life for residents. It is discriminatory against older, the less mobile, families, as well as affecting service vehicles, or those who have to drive to work, where public transport is not a viable option.</p>
WhollyObject	<p>Parking is already difficult. This will cause a huge parking problem and the extra yellow lines are unnecessary.</p>
WhollyObject	<p>Like many of my neighbours I am of the view that Improving road safety is of course an admirable aim but any such proposal must demonstrate that it is likely to be effective at a reasonable cost, and without causing any unnecessary negative impact elsewhere.</p> <p>In this case the proposals for extending the length of double lines to 10 metres at junctions around the Borough are totally unnecessary, as the current double yellow line arrangements are perfectly adequate.</p> <p>It is also an irresponsible waste of money at a time of severe cash shortages within councils, whether coming from the Mayor of London's or Haringey's budget.</p> <p>I strongly object.</p>
WhollyObject	<p>This will result in loss of up to 20 parking spaces in an area already needing more. The area has many visiting vehicles especially builders vans in addition to the residents cars and there's been a loss of parking spaces recently from charging points and a bike store.</p>
WhollyObject	<p>The proposal to extend the double yellow lines at the end of streets will result in frequent obstruction of off street parking bays along the residential streets. In Onslow Gardens for example a large proportion of houses have cross overs which allow cars to be parked off the road, but even now they are often blocked by tradesmen or other residents. There is no significant problem resulting from the current length of the double yellow lines.</p>
WhollyObject	<p>Improving road safety is of course an admirable aim but any such proposal must demonstrate that it is likely to be effective at a reasonable cost, and without causing any unnecessary negative impact elsewhere.</p> <p>In this case the proposals for extending the length of double lines to 10 metres at junctions around the Borough are totally unnecessary, as the current double yellow line arrangements are perfectly adequate.</p> <p>It is also an irresponsible waste of money at a time of severe cash shortages within councils, whether coming from the Mayor of London's or Haringey's budget.</p> <p>The negative impact of course is a severe loss of parking and the quality of life for residents. It is discriminatory against older, the less mobile, families, as well as affecting service vehicles, or those who have to drive to work, where public transport is not a viable option.</p> <p>I strongly object.</p>
WhollyObject	<p>Wholly object</p>

PartlyObject	<p>1. Junction of Woodland Rise with Muswell Hill - there is no issue here that has given rise to any issues. If there is an issue it is that double yellow lines are needed on Muswell Road to improve the visibility splay for those pulling out of Woodland Rise onto Muswell Road.</p> <p>2. Entrance to the driveway to Ash Grove on Woodland Rise. - there is little movement of vehicles it is no more than a domestic driveway. There is no justification to remove 4 parking spaces which will cause parking issues for the residents of Woodland Rise. There is no precedent to install double yellow lines for similar driveways. There is no danger to pedestrians crossing Ash Grove and there are tactile blister surfaces either side for safety precautions.</p> <p>3. Junction of Woodland Rise and Cranley Gardens AND Junction of Woodland Rise with Woodland Gardens Both sides- there is no safety issue for vehicles or pedestrians and there are no incidents that I am aware of. The loss of parking spaces will cause parking issues for the residents of Woodland rise and woodland Gardens</p>
WhollyObject	<p>Double yellow lines to be extended to 10 metres at junctions round Haringey</p> <p>Loss of some 20 parking spaces in our adjacent roads will affect badly on Connaught Gardens</p> <p>Must respond by tomorrow 6 March</p> <p>Overall response 5. I wholly object to the proposal</p> <p>Response category. Parking</p> <p>Type of Respondent. Resident</p> <p>Response detail</p> <p>Improving road safety is of course an admirable aim but any such proposal must demonstrate that it is likely to be effective at a reasonable cost, and without causing any unnecessary negative impact elsewhere.</p> <p>In this case the proposals for extending the length of double lines to 10 metres at junctions around the Borough are totally unnecessary, as the current double yellow line arrangements are perfectly adequate.</p> <p>It is also an irresponsible waste of money at a time of severe cash shortages within councils, whether coming from the Mayor of London's or Haringey's budget.</p> <p>The negative impact of course is a severe loss of parking and the quality of life for residents. It is discriminatory against older, the less mobile, families, as well as affecting service vehicles, or those who have to drive to work, where public transport is not a viable option.</p> <p>I strongly object.</p>
WhollyObject	<p>Resident parking is extremely limited as it is. We don't want permit parking because we believe that will affect business on the high street. We completely object to this proposal and do not see why it is necessary.</p>
WhollyObject	<p>Improving road safety is of course an admirable aim but any such proposal must demonstrate that it is likely to be effective at a reasonable cost, and without causing any unnecessary negative impact elsewhere.</p> <p>In this case the proposals for extending the length of double lines to 10 metres at junctions around the Borough are totally unnecessary, as the current double yellow line arrangements are perfectly adequate.</p> <p>It is also an irresponsible waste of money at a time of severe cash shortages within councils, whether coming from the Mayor of London's or Haringey's budget.</p> <p>The negative impact of course is a severe loss of parking and the quality of life for residents. It is discriminatory against older, the less mobile, families, as well as affecting service</p>

	<p>vehicles, or those who have to drive to work, where public transport is not a viable option. I strongly object.</p>
WhollyObject	<p>There is adequate visibility with the current double yellow lines at junction Onslow Gardens/Connaught Gardens. Increasing the length of these lines, and adding more double yellow lines at junctions Connaught Gardens/Woodland Gardens, Connaught Gardens/Cranley Gardens, Woodland Gardens/Woodland Rise. is not necessary. There is no visibility problem at these junctions, no history of road traffic accidents at these locations. The effect will be to cause parking pressure by reducing available parking by approximately 20 spaces</p>
WhollyObject	<p>I totally disagree with this proposal of double yellow lines. There have been no deaths or serious injuries in this area.</p>
PartlyObject	<p>The proposed "No waiting at any time" restriction on Hillfield Park will significantly worsen the already dire parking situation for residents. With no designated resident parking, finding a spot is challenging even now. This change effectively removes 6 crucial parking spaces, making it nearly impossible for families like mine to park near our homes. On weekdays between 8 am-7 pm and weekends between 10 am and 4 pm, all available on-street parking in Hillfield Park is occupied, forcing residents to park far away or resort to paid parking options, creating a significant inconvenience. With over 70 households on the street and only 45 available spaces, competition for parking is fierce. This limited parking also poses a potential challenge for deliveries and guest parking.</p> <p>Implementing a resident parking permit system alongside the No Waiting restriction would offer a fair and sustainable solution. This would ensure essential on-street parking remains available for residents while addressing traffic flow concerns.</p> <p>If implemented without a corresponding resident parking plan, this proposal would create a significant hardship. Residents, many of whom are families, would be unfairly disadvantaged by being unable to park near their homes. I urge the council to reconsider the "No waiting at any time" restriction on Hillfield Park without a corresponding resident parking plan.</p>
WhollyObject	<p>This is a major issue for residents especially as this road is not a permitted road and anyone can park here which happens all the time from workers in the Broadway. Reducing spaces to an already limited parking road is ridiculous and not a justification in line with the objectives set</p>
WhollyObject	<p>We have lived at 80 Woodland Gardens for 25 years (very close to where you suggest double yellow lines are applied) and there has never been an accident at the wide junction of Woodland Gardens and Woodland Rise. Car parking at that junction forces cars to slow down - the simple truth applies - "potential danger and uncertainty will always slow down traffic". The parking is the greatest deterrent to speeding on that corner and if drivers have a clear view they will speed up and have accidents. I strongly reject this proposal as it will increase danger to all vehicle and pedestrian users at the junction and accidents will occur with the resultant injuries and potential deaths. Andrew Lowe / 80 Woodland Gardens.</p>
WhollyObject	<p>Just to clarify my previously submitted objection is against the proposed double yellow lines in the junction of Woodland Gardens and Woodland Rise N10..</p>
WhollyObject	<p>There have not been an accident or safety issue in the last 20 years in this junction. Therefore I strongly object this proposal on this basis. On the contrary, this proposal would very likely decrease road safety as pedestrians wishing to cross here would be longer exposed to vehicular traffic. Yellow lines would make this already wide junction/area much wider. Cars would not slow</p>

	<p>down as they do now because of the parking cars,thus creating a danger to cyclists, crossing pedestrians ,dogs etc.I strongly object this proposal.</p>
WhollyObject	<p>The restriction to parking next to the Ash Grove entrance in Woodland Rise is not needed. It will restrict the parking areas in a street that already has parking congestion.</p> <p>The entrance to Ash Grove is ample - it is TEN METRES wide, and normally only ordinary cars require access. If on either side double yellow lines are created to prevent parking, that will make no difference to the Ash Grove access.</p> <p>But it WILL remove the parking sites for FOUR cars at a minimum, possible FIVE. This means that my wife and I (who are in our late seventies) will be unable to park outside our own residence. We will be unable to unload provisions when we use a car to shop for necessities. Already on occasions we have to park further down the road, and walk up a steep hill, sometimes for a hundred yards or more, carrying heavy bags. But it is ALSO proposed to restrict parking at the junction of Woodland Rise and Woodland Gardens. So it will become impossible at times to park in the same street that we live in.</p> <p>So together these restrictions make no sense at all. Residents will suffer a completely unnecessary hardship. The parking restrictions serve no purpose.</p> <p>Have these restrictions been carefully considered on an individual basis, as far as this road is considered, or is the projected restriction part of a blanket, ill-thought-through idea? I do urge that this aspect of the proposals be rejected.</p> <p>I also object to the restriction of parking along many meters of roadside at the foot (East end) of Woodland Rise and Woodland Gardens, through the projected creation of double yellow lines. Again, this will serve no purpose, and create massive parking problems for residents. These streets are already overcrowded. Parking spaces are difficult to find. The proposal has not been thought through, and will cause more problems than it resolves.</p> <p>So I object to the entire proposal; the needs of the residents have not been seriously considered at all.</p> <p>Paul Coates/04-03-2024</p>
PartlyObject	<p>The proposed parking restrictions at the junction of Woodland Gardens and Woodland Rise are not necessary from the safety point of view and restricting parking spaces for residents is counterproductive.</p> <p>Regarding the proposed restrictions around Ash Grove on Woodland Rise this will further reduce parking spaces for residents of Woodland Rise and will not add any safety features.</p> <p>Regarding the junction with Woodland Rise and Muswell Hill Road this is particularly dangerous with lack of visibility onto Muswell Hill Road and I would support extending the restrictions further along Muswell Hill Road similar to that proposed for junction at top of Woodland Gardens and Muswell Hill Road.</p>
WhollySupport	<p>With respect to the Road Danger Production Programme, I fully support the two changes (B &amp; F, respectively) involving the extension of double-yellow lines on Woodland Rise, both at the junction with Muswell Hill Road and near the entrance to the driveway to Ash Grove.</p> <p>The lack of visibility at the junction of Woodland Rise and Muswell Hill Road is already limited and the parking of cars (and particularly vans) reduces that even further. I believe the extension of double-yellow lines from the junction down Woodland Rise will reduce the risk of a collision considerably.</p> <p>Similarly, as a resident of Ash Grove, I am often frustrated with the parking of cars directly adjacent to our drive, which reduced visibility considerably pulling into Woodland Rise. I would also note that lack of double-yellow lines adjacent to our drive encourages people to park so close to the entrance as to make exiting the drive problematic (even so far as to extending over our drive). I believe double-yellow lines near Ash Grove will improve safety considerably.</p> <p>Sincerely,</p>

WhollyObject	<p>I feel extremely concerned about the plans to paint double yellows at the various points described on Woodland Rise and Ash Grove,</p> <p>In terms of the proposed double yellow lines at Ash Grove, these seem completely unnecessary. I go to the shops on my mobility scooter on a regular basis. After leaving my house, I have to cross over Ash Grove. This is more like a driveway than a road with very few cars going in and out. There are only 3 or 4 houses in the enclosed housing area. There is absolutely no problem crossing over the driveway as the entrance to/from the houses is very visible. I see many people walking across it with prams or young children walking or cycling on their bikes/tricycles. It is never a problem or dangerous.</p> <p>After crossing over Ash Grove, I go on my mobility scooter to the top of the road and turn right into Muswell Hill Rd. Once again, I have never seen anyone struggle to cross Woodland Rise to go towards the Highgate end of Muswell Hill Rd. This includes single people, couples, parents with prams or young children and disabled people in wheelchairs. At other times, I go on my scooter to Highgate Woods. This involves me crossing over Woodland Rise at the junction with Muswell Hill Rd. Once again, I have never seen anything adverse happening to anyone.</p> <p>If all the proposed double yellow lines are introduced, the loss of all the parking spaces for residents of Woodland Rise would create far more of a problem. From a personal point of view, the introduction of all these double yellow lines would constitute a far bigger threat than the presumed accidents that might occur. This is because, in reality, when people are desperate to park in Woodland Rise, if I am out, they use my blue badge disabled parking place. When I come home, I can't get access to my house. This is an extremely distressing situation for me and has happened on several occasions.</p> <p>I have lived in Woodland Rise for about 28 years and I have never heard of an accident that has occurred as a result of cars parked close to the junctions of Woodland Rise.</p>
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PartlyObject	<p>I would like to comment on the Road Danger Reduction Programme for Muswell Hill, in particular the proposals for the road where I live: Woodland Rise.</p> <p>I welcome measures that will improve road safety and make it safer for pedestrians, including those pushing buggies and using wheelchairs. I have MS so anticipate that in the future that will be me. My daughter was living with me recently after the birth of twins, she also had a 4 year old – at least twice a day she was coming and going up and down Woodland Rise with a double buggy and young child. I also welcome measures that will make my road safer for cyclists – there are a number who travel, slowly, up the road and, fast, down it.</p> <p>It is unfortunate that the consultation period for the proposals for the Road Danger Reduction Programme has been very short and notices only posted on lampposts and therefore easily missed. I believe residents of the area have much to contribute and a dialogue could strengthen the proposals and residents would then feel there had been a meaningful consultation and that would result in greater support.</p> <p>My contribution is as follows:</p> <p><b>Junction of Woodland Rise with Muswell Hill Road</b> There is a real, and daily, danger of vehicle collision at this junction that could affect pedestrians as well as vehicles and drivers. It is welcome that it is planned to extend the double yellow lines on Woodland Rise as parking is currently allowed on Woodland Rise too close to the junction with Muswell Hill Road, a main road with two bus routes. However, the sightlines for vehicles exiting Woodland Rise onto Muswell Hill Road are poor because of the parking on Muswell Hill Road but the plans do not include extending these double yellow lines to 10m either side. The plans indicate a proposal for extending the double yellow lines on Muswell Hill Road by 10m either side of Woodland Gardens. Is it not possible to do the same at the junction with Woodland Rise? This would be a very significant safety gain for all vehicles, drivers and pedestrians.</p> <p><b>Entrance to the driveway to Ash Grove on Woodland Rise</b> Ash Grove is a small gated-estate with 5 houses, permitted to have one car each, residents' visitors park on Woodland Rise. Access is by a private drive onto Woodland Rise. There is very little movement of vehicles to and from Ash Grove each day. Because the entrance is gated, vehicles have to slow down and proceed with caution as the gates open very slowly. The drive is also on a fairly steep ramp so vehicles always move slowly when exiting onto Woodland Rise.</p> <p>There is also a tactile (blister surface) cross-over on the Woodland Rise pavement on either side of the driveway to Ash Grove, a helpful safety feature that is not present on any of the cross-overs listed below. This is a welcome warning to people pushing buggies, to children and to those using a wheelchair that there is a driveway. Sightlines for pedestrians are also good because of the gradient of the road. As far as I'm aware (and I have lived at my home before the estate was built) there have been no accidents or near misses at the driveway to Ash Grove.</p> <p>Woodland Rise parking is very difficult in the evening and, as a woman with a progressive disability and a blue badge, but currently not qualified to apply for a dedicated Disabled Bay outside my home, I am very worried that double yellow lines extending 10m from either side of the centre of the drive will reduce parking to such an extent on Woodland Rise that I will not be able to park within walking distance for me to my house in the evenings when I return home. Double yellow lines 10m either side of the driveway will reduce the number of parking spaces by about 4 average size cars.</p> <p>Paradoxically, by 'opening up' the entrance to the driveway to Ash Grove by reducing parking on either side of it on Woodland Rise it may well make the cross-over more dangerous as it will have the effect of encouraging drivers to reverse quickly into it if they are turning round in Woodland Rise. At present drivers are careful and cautious because of the adjacent parked cars.</p>
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	<p>There are a number of precedents in Muswell Hill where there are drives, estates or parking areas where it is not proposed to introduce double yellow lines or extend currently existing ones to the same extent planned for Ash Grove/Woodland Rise. Many of these are on busy roads and in dangerous positions.</p> <p>These precedents are (I am also attaching photographs):</p> <ul style="list-style-type: none"> <li>• the car park to Hornsey Parish Church Hall on Cranley Gardens, next to the busy junction with Park Road (an existing double yellow line on only one side, at the junction to Park Road)</li> <li>• the car park for the Royal Oak pub on St James’s Lane at the junction with Ellington Road (a narrow and busy road on a hill, T-junction and bend)</li> <li>• the open driveway to the small estate of bungalows with parking at the bottom of St James’s Lane on the south east corner, with parking also behind the adjacent local convenience store (with deliveries), this entrance is on the bend of a narrow and much busier road than Woodland Rise</li> <li>• the double yellow line on St James’s Lane for the entrance to the New London Performance Centre only extends a metre or two beyond the drive, again this location is on a corner of a narrow road</li> <li>• the driveway to one of the gated entrances to the Shepherds Hill Allotments on Wood Vale between numbers 85 and 87 – this is also on a corner of a road where vehicles often travel over the speed limit</li> </ul> <p>Woodland Rise is a quiet street with little through traffic, the driveway to Ash Grove is little used and parking will become a very real problem in the street in the evenings with the reduction of 4 parking spaces. This will have an impact on my personal well-being as a person with Multiple Sclerosis. There are many precedents in neighbouring streets where double yellow lines have not been planned for driveways, parking areas or estates entering a road. I hope you will reconsider the plan for the introduction of double yellow lines on Woodland Rise at Ash Grove.</p>
WhollyObject	<p>The proposed additional parking restrictions are wholly unnecessary and I strongly object to them. Points as follows, in relation to Woodland Rise and Woodland Gardens ---</p> <ol style="list-style-type: none"> <li>1. Ash Grove already has a very wide vision splay. Additional double yellow lines in Woodland Rise, extending 10m either side of the splay, are simply not needed.</li> <li>2. Extending the length of the yellow lines at the top of Woodland Rise, at its junction with Muswell Hill Road, would make no difference whatever to safety. That is because there are buildings, hedges and fences on both sides of Woodland Rise in close proximity to the junction. Those make it impossible for a driver heading up Woodland Rise to see traffic on Muswell Hill Road until the junction itself is reached. Banishing parked vehicles from an additional 10m stretch at the top of Woodland Rise would therefore deliver zero improvement to visibility.</li> <li>3. Introducing double yellow lines where the bottom of Woodland Rise meets the bottom section of Woodland Gardens would deliver no improvement in safety. The vision splay at the intersection is very wide, as are the relevant parts of the two roads. There is no issue whatever with visibility or safety at that location.</li> <li>4. Adding unnecessary restrictions in the locations referred to above will not only fail to enhance safety; it will positively detract from it. That is because the proposed measures will (unarguably) materially reduce the amount of parking spaces available. At present parking is just about adequate, but the proposed restrictions will lead to there simply being too few spaces for the number of cars. That will lead to materially increased traffic movements as residents drive up and down or circle the block (causing additional emissions into the bargain). If they have to go to the top of Woodland Rise or Woodland Gardens whilst seeking a space they will then turn onto Muswell Hill Road, increasing the chances of an accident. The additional frustration and inconvenience will also have a deleterious effect on safety and quality of life generally, without delivering any benefit.</li> <li>5. I have lived in Woodland Rise for 33 years. I have never seen, nor have I ever heard of, an</li> </ol>

	<p>accident in any of the locations where the new restrictions are proposed. The same goes for all of the neighbours to whom I have spoken about this. If the Council has records of accidents in the proposed locations I hereby ask, as a Freedom Of Information request, that it supplies me with full details of those going back over the last 33 years without delay.</p> <p>6. In terms of age demographics Woodland Rise is quite mixed, but there are a significant number of elderly people. Introducing the proposed restrictions would undoubtedly cause them to have to walk further. There is also the fact that whatever are the ages of the residents, deliveries and visits by service providers will be made significantly more difficult.</p> <p>7. If there were a real safety benefit to the proposed measures I would not hesitate to support them. Unfortunately, however, I do not think any rational decision-making process has been followed and there has just been a blanket assumption that more double yellow lines must mean a higher level of safety. As demonstrated in this email, that is not actually the case. Implementation of the scheme would (a) affect safety adversely (b) deprive residents of parking and have a negative effect on the daily lives (c) increase emissions and (d) be a waste of public money at a time when the Council's budget is severely stretched.</p>
PartlyObject	<p>I am really not convinced of the necessity of the proposed parking restrictions at the triangular junction of Woodland Gardens and Woodland Rise. It is very wide with good visibility from all directions and this will throw more cars looking for parking on surrounding streets. It also serves as a useful junction and parking for any vehicles used by traders and builders for the many surrounding houses.</p>

WhollyObject	<p>OBJECTION TO ROAD DANGER REDUCTION PROGRAMME BATCH 2 PART 1 - MUSWELL HILL - 2023-T37</p> <p>We write to register our objections to the proposed provision of double yellow line parking restrictions at the junction of Woodland Gardens and Woodland Rise.</p> <p>We have lived here for over 40 years. There have been no serious accidents in this time.</p> <p>We consider that prohibiting parking on the junction will lead to faster traffic speeds and increase the risk of serious road traffic accidents.</p> <p>The proposals will heighten the risks of accidents to pedestrians crossing the road, particularly the elderly, wheelchairs users and those pushing prams.</p> <p>The elimination of parking at the junction, together with the provision and extension of double yellow lines on nearby road junctions, will significantly reduce the number of roadside parking spaces. This will prevent individuals from parking close to their homes, cause great inconvenience and harm relations with neighbours. It will displace a large number of cars to other parts of these already congested, narrow, residential roads.</p> <p>We, along with many of our neighbours are elderly and reliant on delivery, medical, emergency and other services. The measures will induce drivers to double park and increase the risks of accidents.</p> <p>The proposed measures will encourage homeowners to provided additional off-street parking by paving their front gardens. This will reduce environmental diversity, increase rainwater run off and add to the danger of flooding in the immediate area and other parts of the borough.</p> <p>In conclusion, we object to the proposals because they will not achieve the stated objective of improving road safety. They will indirectly reduce our quality of life and damage the environment. We believe that they will:</p> <ul style="list-style-type: none"> <li>- Increase the risk of serious road and pedestrian accidents,</li> <li>- Increase congestion and danger in the adjacent streets,</li> <li>- Damage the environment and increase the danger from floods.</li> </ul>
WhollyObject	<p>The additional parking restrictions would not make the said junctions any safer -- there is adequate visibility with the current "double yellows".</p> <p>Visibility problems only arise if delivery or utility vans illegally park at these junctions when the nearby parking spaces are limited. Arguably, the new restrictions could make these junctions more dangerous: less legal parking = more illegal parking instances = less visibility at junctions then = higher risk of collisions.</p>
WhollyObject	<p>This is a wholly unnecessary measure which will simply increase the parking pressure for locals.</p>

WhollyObject	<p>I fully object to these proposals.</p> <p>As a resident of Firs Avenue, i believe the the proposals suggested to both Firs Avenue as well as Grand Avenue as intersects with Fir Avenue and Birchwood Avenue, will increase the danger to pedestrians, particularly children, as well as further inconvenience the residents of these roads.</p> <p>I therefore believe that the proposed changes will achieve the opposite of what is intended. I object for the following reasons:</p> <ol style="list-style-type: none"><li>1. Due to proximity of Firs Avenue and Grand Avenue to Muswell Hill High Street, at the weekend in particular, it is a popular area for parking for shoppers. There is already limited parking and one of the main dangers is cars circling around these roads looking for free space, getting increasingly frustrated. By further limiting parking availability, these proposals will increase the risk to pedestrian safety as drivers circle and patrol with increasing frustration. As a father of a young child on these streets, there have been multiple incidents of cars speeding down these streets looking for parking which has has caused real and present danger for my child as well as others. Furthermore, it would only create further traffic as cars get jammed and gridlocked on these narrow streets - creating further environmental pollution and impacting air quality for residents. This danger is further increased by the proximity to local schools such as Tetherdown and Norfolk House.</li><li>2. There is already limited parking on Firs Avenue for residents. I regularly cannot park on my street anywhere within a reasonable proximity to my property. It again will cause an increase in traffic and aggressive driving by further limiting available parking space. In an area with so many young families, it seems completely counter productive to be creating new measures to increase danger and further inconvenience families and residents.</li></ol> <p>I think a better option to explore would be to increase restricted residents parking hours (currently 11-1, Mon-Fri) rather than remove available spaces.</p> <p>I also think it is appalling that such fundamental changes have been proposed with NO direct communication being made with any residents. No direct mail, email or communication whatsoever has been sent to residents, but rather a small sign has been posted on a lamp post at the very end of our street. I presume, this is to enable the passing of these proposals by stealth and unknowing, given you understand the severity of objection that would be made against them.</p> <p>On this basis, like the majority of residents on Firs Avenue, i fully object to these proposals,</p>
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PartlyObject	<p>My primary response relates to proposals around Woodland Rise/Woodland Gardens and connected streets.</p> <p>Any proposals which reduce parking in these streets should only be considered if essential for safety/mobility access. The current parking is just adequate: street fully parked at night when residents are at home, more availability normally during the day.</p> <p>Taking account of the above, my view as a long-term resident, is that the proposal for extending the yellow lines at the junction of Woodland Rise with Muswell Hill Road has merit and could be acceptable (resulting in the loss of two parking spaces. MHRoad is busy with traffic and pedestrians, so justified.</p> <p>Provision of yellow lines at the junction of Woodland Rise with Ash Grove would result in the loss of 4 parking spaces. Ash Grove is a small gated development of 5 houses, with parking limited to one car per household. Consequently there is very little vehicle movement in and out of that junction, and then it is very slow due to the gates. There is no risk to pedestrians there, due to very limited traffic and cautious approach due to gated approach. Yellow lines are not justified.</p> <p>Provision of yellow lines at the "junction" of Woodland Rise and Woodland Gardens would also result in a significant loss of parking and is totally unnecessary due to the width of the road at this point and clear sight lines. This is evident to any inspection of the "junction" either in situ, or on the map. The point has been well made by others objectors.</p> <p>There is also in my view , no necessity for extensive yellow lines around the junction of Woodland Rise/Gardens/Connaught Gardens with Cranley Gardens. Again the junction is wide, and the provision of traffic islands in the centre of the road and cross-overs to driveway parking, effectively means it is not possible to park very close to the junction.</p> <p>I both drive and cycle here every day, so I have good experience of the dangers and difficulties.</p> <p>Should on-parking be reduced too much, the consequence is likely to be more front gardens paved over for private parking, which has a negative impact on the environment.</p> <p>I strongly object to most of the proposals, as set out above.</p> <p>If Haringey would like to improve safety and accessibility for pedestrians and wheelchair users, would they please spend money on maintaining and improving the surfaces of pavements? My wife has on three recent occasions tripped on uneven paving stones on Muswell Hill Road, fallen flat and hurt herself. Many of our friends (in the over 60 category) have suffered broken bones in similar falls. The pavements are incredibly rough, usually due to tree roots, making any wheeled device difficult to manage and providing trip hazards. There are materials available which allow flexibility to accommodate roots.</p>
PartlyObject	<p>I would like to object to two parts of this plan. Adding 10 meters of double yellow lines to the junction of Ash Grove and Woodland Rise will remove a very large number of car parking spaces in a road which is already very difficult to park on as a resident. This is a very minor junction with only 3-4 houses on Ash Grove behind an electric gate. If it is felt that yellow lines really are necessary on this junction then a much shorter distance would protect visibility on the junction whilst not causing a major headache for residents parking. I write as a cyclist rather than a motorist so I am genuinely not an enthusiast for car parking, but it would be safer to not remove lots of parking space and cause cars to be flying up and down the road looking for parking spots. I feel the same principles apply on the junction with Woodland Rise and Woodland Gardens. This is an extremely wide road junction with no visibility issues for crossing currently. Therefore long 10m double yellows will just cause cars to be circling up and down our streets looking for space to park.</p> <p>I would add that the addition of sleeping policemen on Cranley Gardens, with no traffic calming measures on Woodland Rise or Woodland Gardens was not well thought through. Cars and vans are now encouraged to veer left into Woodland Rise and rat run up to Muswell Hill Road to avoid the slow moving traffic on Cranley Gardens. I would fully support a LTN on our streets to avoid this.</p> <p>thank you for your consideration.</p>
WhollyObject	<p>I think this is entirely unnecessary, it's going to cause massive disruption to parking on the road, which is already congested. It's a very wide road, plenty of space for people to walk safely with parked cars. If anything, it would make the junction more dangerous, as people would just go faster!</p>

WhollyObject	I think this is entirely unnecessary, it's going to cause massive disruption to parking on the road, which is already congested. It's a very wide road, plenty of space for people to walk safely with parked cars. If anything, it would make the junction more dangerous, as people would just go faster!
PartlyObject	The double yellow lines proposed at the junction of Ash Grove and Woodland Rise, and the junction of Woodland Rise with Woodland Gardens are not necessary and would reduce parking capacity in our street. The one at the junction of Woodland Rise and Muswell Hill Road is sensible as vision and turning space there are obstructed by parked cars.
WhollyObject	I object to B. I support your efforts to reduce accidents but I have lived here for 10 years and there has never been an issue at B. Double yellow lines will reduce parking options in the road unnecessarily
WhollyObject	I live directly opposite this development. What you propose removes three parking spaces in a residential road with very limited parking. The entrance to Ash Grove is the width of two cars and the five houses are limited to a car each. This is non sensical because congestion here is so infrequent and the negative impact on the entire street, especially those that live nearby will be intolerable. Please desist. thank you
WhollyObject	in a neighbourhood where parking is limited this is completely unnecessary and unwelcome. Haringey's justification of safety and blind spots is completely flawed given space at the junction and gentle, curve of each turning. Please desist.
PartlyObject	The restrictions on parking around the end of Woodland Gardens running into Woodland Rise make no sense at all. They will bring no benefit to anyone but have serious downsides by reducing parking spaces considerably, and moving cars to other parts of the street, where spaces are already competitive. It is perfectly easy to see across the road, and I feel very safe crossing here. Similarly, the entry to Ash Grove does not need to have reduced parking. There is no difficulty here either. It is really NOT a good idea to reduce parking as much as this overall plan shows as the consequences will be very difficult for where the cars will go to park. The biggest problem though is the huge reductions brought by the suggested changes at the point where Woodland Rise and Woodland Gardens come together. Don't do it!
WhollyObject	This proposal is wholly unrequired and could cause safety and parking capacity challenges within the area. Lines of sight and road safety currently work effectively.
PartlyObject	<p>I am currently staying with my parents who live on Woodland Rise. I was very surprised to hear of the plans to introduce double yellow lines at the junction where Woodland Rise and Woodland Gardens meet. I have grown up on Woodland Rise and have never been aware of any accidents or issues around this junction (in the last 20-30 years) and therefore cannot understand why these yellow lines are necessary, or the rationale behind them. There have been no reported accidents at the junction for over 20 years.</p> <p>There are currently only just enough parking spaces on the road and with the huge reduction in parking (anticipated to be approx 25 spaces) the yellow lines will create, it will make the roads more congested, make parking very difficult and create more problems than it is solving. As Woodland Rise and Woodland Gardens are both two way roads but do not have space for cars to pass one another with parked cars on both sides, more pressure on the parking spaces around this junction will make it much harder for cars to pass one another on the roads creating unnecessary traffic, congestion and difficulties with cars reversing or having no space to manoeuvre.</p> <p>Furthermore, I have just had a baby and am worried about the impact this will have on the ability to park outside of the house. I do not want to have to compete to have a parking space close to the house because there are no longer enough parking spaces available for all of the residents who live on the junction.</p> <p>I also worry this will encourage people to create off street parking in their front gardens, which further restricts parking for other residents and is known to have bad environmental impacts with residents replacing gardens with concrete.</p> <p>While I am very supportive of efforts to make roads and junctions safer in Haringey, I do not think this is a priority or a necessary change.</p>

WhollyObject	<p>I object to the proposal to impose double yellow lines and a no parking at any time restriction to the three sides of the road at the triangular junction between Woodland Gardens and Woodland Rise, N10.</p> <p>This is not an a junction which has any adverse safety record - records in fact show that there have been no reported accidents at this junction for the past 20 years. The area is in fact one which has good sight lines generally and a wide area for vehicles to pass. The imposition of double yellow lines will force vehicles into the far narrower residential roads and will add to the general parking issues in both streets which are already struggling to provide sufficient parking spaces for residents. The proposal relating to the junction is wholly unnecessary in terms of road safety, and a waste of financial resources which would be better deployed elsewhere.</p>
WhollyObject	<p>It appears that parking for residents in being reduced and given it is already extremely difficult to find parking, I would object to any proposal that reduces parking. If we want to stop people stopping on the corners, and endangering pedestrians, my proposal would be to have prominent signage and a camera which can issue fines, for any cars that stop more than a minute. Revenue is generated and local residents do not lose any further parking spaces.</p>
PartlyObject	<p>In my opinion the proposed no waiting restriction at the junction of Woodland Rise and Woodland Gardens is unlikely to improve safety as suggested and may indeed decrease safety. Unlike the majority of other junctions where I fully support the proposed waiting restrictions, for safety and accessibility for larger vehicles, this is not a T junction, rather a wide sweeping junction with no restricted view from any direction/approach even when all kerb space has parked vehicles. It is also conceivable that the absence of parked vehicles could led to increased speed and reduced caution by motorists. In summary this restriction is unnecessary, potentially more dangerous and will also remove significant kerb space for parking.</p>
PartlyObject	<p>I am generally in favor of making roads in this area safer by prohibiting parking near junctions which causes blind spots. However, the double yellow lines proposed on the junction of Woodland Rise and Woodland Gardens are unnecessary given the very wide camber of the road and viewing angle available so parked cars there do not cause blind spots and do not pose a danger. However, by painting these quite extensive double yellow lines in this specific location, parking will become much more difficult for residents and likely lead to increased illegal parking in locations which do pose a danger.</p>
WhollyObject	<p>I am writing with specific regard to the proposal for parking restrictions at the junction of the The Chine and Eltheldene Avenue. I understand that double yellow lines are proposed to prevent parking at the junction on all sides. I don't see how this aids pedestrian safety - it will improve visibility for cars travelling along the road. Many already are in excess of the 20 mile speed limit I would guess. Cars parked at or near the junction encourage/force them to slow down. I'm not aware of any accidents at this junction and I've lived here for some 17 years. Further it seems that the lines would prevent our elderly neighbours at Westwood from parking outside their house.</p>
WhollyObject	<p>The proposal to restrict the parking by c.25 spaces by putting double yellow lines at the junction of Woodland Rise and Woodland Gardens is ridiculous. There is clearly not a safety issue here. It is extremely wide at the junction concerned, there have been no accidents on this street for the 14 years I have lived here. What are you actually basing your risk assessment on ? One can only assume you have never visited the site, otherwise you would not have come up with such a ludicrous suggestion. I suggest you spend money on emptying our bins more regularly then painting yellow lines to pretend you are doing something useful.</p>

PartlyObject	<p>I wholly object to the planned double yellow lines at the junction of Woodland Gardens and Woodland Rise.</p> <p>I understand the need for this initiative broadly, and I applaud it, but there needs to be flexibility given for when it's clear none of the goals of the initiative will be achieved. In fact, in this case all stakeholders will be worse off, and therefore an exception should be made.</p> <p>The outcomes Haringey council is looking for will not be achieved here.</p> <p>1.It will not make it easier for pedestrians to be seen.</p> <p>It is not a street corner or junction in the normal sense, as seen, for instance, at the nearby T junction of Cranley Gardens and Wood Vale. Here the tight nature of the T means normal sight lines could be restricted if someone parks tightly to the bend, and therefore the chance of an accident is heightened.</p> <p>The junction of Woodland Gardens and Woodland Rise is an unusually wide and large triangular shaped road confluence. The camber of the curve is very wide and broad. There is no sharp T shape, there are already broad sight lines and good visibility for all road users, including pedestrians crossing the road, cyclists passing through, and all drivers. None of the sight line is impeded or impacted by existing residential parking.</p> <p>2.Pedestrians will cross less safely.</p> <p>if all residential parking were prohibited as proposed, the junction would become even wider for vehicles and likely to encourage faster and less safe driving at the junction, as opposed to the current position in which traffic generally moves at low and safe speeds. Further, the wide space of the junction would effectively become wider still for any pedestrians wishing to cross at this location, increasing their time 'in the road' and associated dangers.</p> <p>3.There will be no additional accessibility for wheelchair users or those pushing prams</p> <p>There are several drives with low kerbs at all sides of this broad junction. These are clear no parking zones, giving wide access to the road with clear visibility for all. Also the low kerbs make crossing as easy as possible for all path users, including those in wheelchairs or pushing prams.</p> <p>4.It will create congestion for refuse lorries and for all vehicles</p> <p>There is no issue with the current parking impeding access or causing congestion to refuse lorries or any large vehicles. However, this proposal will actively force all the residents who currently park in the wide road spaces to park where the road is narrow. This will inevitably create congestion and blockages, and in a place where currently there are none.</p> <p>The outcomes for Haringey residents will all be negative</p> <p>On top of making it more dangerous for residents and others by speeding up traffic and increasing time in the road, and causing blocks to large vehicles by forcing parking to squeeze into the narrower roads - it will also cause two further issues:</p> <p>1.It will seriously disrupt parking for many homes</p> <p>It's an area that is often full of parked cars and vans, but generally parking is, for the most part, OK. Taking out this amount of parking space will have a particularly wide and significant impact to parking in the surrounding area. This would in turn require a significant volume of existing residential parking to be relocated elsewhere, causing inconvenience, and</p>
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	<p>transferred impact and congestion for all affected. Parking will become much more difficult for everyone in both streets, pretty much all the way up.</p> <p>Looking at the plan in the proposal, it's clear the restriction is impacting many more residential properties here than in any of the other proposed restrictions. And yet it is bringing none of the benefits you get in the other locations.</p> <p>2.It will mean more paved front gardens</p> <p>Anecdotally residents are saying paving their front gardens and adding a drive will be the only option for them in a world where parking becomes fraught, if not impossible. Paving gardens means more water being pushed into more drains and is the last thing London and Haringey need and want. It is in complete contradiction to the good flood defence work the council have done at the bottom of Muswell Hill, where the water is soaked into the ground and not rushed away. We all need this, the Council is actively working towards this, and yet this proposal indirectly does the opposite.</p> <p>There simply aren't any benefits in doing this for anyone.</p> <p>This is an unusual junction and one where, for the reasons given, I think an exception should be made. The current proposal would not result in any material improvement of road safety at the junction that could possibly justify such an unusually wide restriction and impact on current residents' parking and lives. On the contrary, it is more likely to decrease road safety, whilst causing substantial inconvenience and difficulty to many nearby residents.</p>
WhollyObject	<p>I strongly object to the proposal to introduce double yellow lines at the junction between Woodland Rise and Woodland Gardens (between 77-85 Woodland Rise, 84-92 Woodland Gardens, 80 Woodland Rise and 81 &amp; 83 Woodland Gardens). There are no safety issues at the junction. It is a wide open space. By going ahead with the proposal, you would create overcrowding in other parts of the two roads and increase risks for local residents. You would also be depriving owners of these properties from parking in front of their own homes - all based on some ill founded risk assessment. Your proposal is unjustifiable and I don't want you to proceed.</p>
PartlyObject	<p>In an area (Hillfield Park/St James Lane) where parking for residents can be difficult, taking away parking spaces as is proposed will cause parking problems for residents. The proposals will result in cars driving around the area searching for a place to park, resulting in increased pollution, danger to pedestrians, wasting time and increasing stress. I have not been aware of any problems with these junctions during my 20 years as a resident in Hillfield Park.</p>

PartlyObject	<p>These comments refer to the proposal to install double yellow lines at the junction between Woodland Rise and Woodland Gardens and, secondly, the junction between Woodland Rise and Ash Grove.</p> <p>I completely understand the logic of double yellow lines at some junctions where parked cars can create a blind spot. But neither of these proposals make sense and will simply create problems where none currently exist.</p> <p>The road at the junction between Woodland Rise and Woodland Gardens is wide and open and parked cars do not create a blind spot. The proposal will simply make parking in the immediate area more difficult and exacerbate parking in the area more generally.</p> <p>Ditto the 'junction' between Woodland Rise and Ash Grove. This is not a junction in any meaningful sense: it is the entrance to a private drive. Extensive yellow lines will simply make parking in the immediate area more difficult.</p> <p>Woodland Rise is already lined with parked cars. The proposals will remove important parking spaces to no useful end and make life more difficult for residents.</p>
PartlyObject	<p>I strongly object to the proposal to introduce no-parking yellow lines around the junction of Woodland Rise and Woodland Gardens. The junction between WR and WG is large and has excellent visibility, so there is no danger of accidents from any direction. Traffic from Woodland Gardens is slowed down by a blind corner. Your planners have presumably worked from plans, and have applied technical criteria, but have not looked at the reality on the ground. The proposal would result in another problem: the junction currently supplies much-needed street-parking for residents. There is currently just enough room for residents' cars. Reducing available space by some 90 metres would lead to spill-over into other streets and would create a problem where there is currently no issue. At the moment, everyone in the street is able to park close to their home. During the day, there are spaces between parked cars that allow vehicles coming from opposite directions to make room for the other to pass. This possibility to park easily obviates the need to reverse dangerously for many yards, to make room for passing.</p> <p>The proposed yellow lines would create a public nuisance and not have any benefits.</p>
PartlyObject	<p>We do not need parking restrictions on Woodland Gardens :junction with Woodland Rise. I have lived her for 25 years and have never seen an accident there.</p>
PartlyObject	<p>In general I support installing double yellow lines at T junctions where visibility is restricted. However, I strongly object to restricting parking or waiting at the bottom of Woodland Rise where the road meets Woodland Gardens. This is a wide open area of road where visibility is perfectly fine and open. There is absolutely no need for yellow lines in this area. Parked cars in no way impede visibility or access. It is not a dangerous T junction. All yellow lines there will do is reduce parking spaces and force more congestion into Woodland Rise and Woodland Gardens which is more of a safety hazard than parking in the open area where the two roads meet. As a woman this proposal will mean having to park father from my home at night which makes me less safe. I would implore the council not to implement this proposal in this location.</p>
PartlyObject	<p>This relates to the proposed yellow lines at the junction of Woodland Rise and Gardens. I live on Woodland Rise and know the location very well. I must cross this junction a minimum of twice a day, during dog walks, children to school etc. Whilst I fully approve of improving the safety of our roads, this addition, I feel, would serve no purpose. Sight lines are good and there's never a problem crossing safely., I have lived here for over 10 years and, to my knowledge, there has never been an incident at this location. The only real problem that ever arrises is with people speeding whilst rat running and this obviously does nothing to help with that.</p>
PartlyObject	<p>We do not think it will improve the safety situation to restrict parking at the junction of Woodland Rise and Woodland Gardens, and in fact might make the intersection more dangerous. The intersection has a rather large footprint, and parked cars there tend to have a traffic calming effect as it gets a bit more narrow with parked cars, so people slow down, making it safer rather than flying through. We also prefer to not eliminate useful parking places for no reason. thank you</p>

PartlyObject	<p>Re the Woodland Rise/Woodland Gardens Area: I can see the sense of yellow lines at the junction of Connaught Gdns and Woodland Gardens - this is a potential blind spot. However, the proposed lines at the junction of Woodland Gardens and Woodland Rise make no sense - only trouble! As it stands, this junction is wide and visibility is very good , and that is including the parked cars. Removing them will not improve traffic safety or visibility but it will create considerable parking problems for local residents. Please think again!</p> <p>Likewise I am not convinced by the suggested lines at the junction of Ash Grove and Woodland Rise. Ash Grove is not a public road but the gated entrance to a private drive - very few cars go in and out, and certainly not enough to warrant yellow lines. The surrounding residents depend heavily on the street parking and removing it here will create unnecessary pressure.</p> <p>At the moment Woodland Rise is a n effective, self-regulating traffic system. There is enough parking for most of the residents and the parked cars on both sides of the road act as an effective deterrent to drivers trying to use the road as a high-speed short-cut since they may have to reverse if they meet a car coming the other way. Removing parking unnecessarily makes no sense. Please don't mess it up!</p>
WhollyObject	<p>I object to the double yellow lines planned for the junction of Woodland Rise and Woodland Gardens. I do not think that this will improve road safety as there is clear visibility even with parked cars. It will make parking (already problematic sometimes) much harder.</p>
PartlyObject	<p>I object to the proposal for double yellow lines (X3) at the junction of Woodland Gardens and Woodland Rise as it is a very wide junction with a gentle camber and no visibility issues. I have lived very close by for 25 years and have never found it an issue. It will reduce parking in an already congested area for residents and particularly services which these days make up a significant percentage of use. I would on the contrary support the junction at Woodland Gardens and Connaught Gardens where there is a visibility issue and Cranley Gardens/Woodland Rise ditto.</p>
PartlyObject	<p>We refer to the proposal to introduce double yellow lines at the junction of Woodland Gardens and Woodland Rise.</p> <p>We understand that the yellow lines are purportedly justified on the basis that it seeks to further the policy objective of improving the safety of residents in the borough by introducing “up to 10 metres” of double yellow lines on approaches to junctions.</p> <p>We respectfully suggest that the Council has failed to have any, or any sufficient, regard to the specific and unusual features of the junction of Woodland Gardens and Woodland Rise. Specifically , this is not a junction in the normal sense. Rather, it comprises a wide, triangular area which enables road users to view the entire area without their sight lines being restricted. Records indicate that there have been no serious accidents at this junction for over 20 years. It follows that the introduction of double yellow lines would not meet the policy aim of improving the safety of residents. To the contrary, it would be likely to undermine the policy objective and make road safety in the area significantly worse because it would increase the volume of cars parked elsewhere in an already densely populated neighbourhood with a number of narrow roads.</p> <p>Further, and contrary to the stated terms of the proposal it appears that the introduction of double yellow lines at this junction would necessarily be over 10 metres. This emphasises the unusual nature of this junction.</p> <p>In conclusion, the introduction of double yellow lines at this junction would be an irrational decision on the basis that it would not further the stated policy objective and would in fact undermine it. Given the historical absence of any serious incidents at this junction it appears that the Council has also failed to have regard to relevant considerations. We urge the Council to reconsider its decision.</p> <p>Yours faithfully</p>

PartlyObject	<p>I object to Proposal 12) on the EAST SIDE of FIRS AVENUE (To introduce double yellow lines outside No.2 north for 14 metres. This will replace the existing single yellow line operating at zone hours and reduce the shared use Permit Parking/Pay to Park bay by 3 metres.)</p> <p>This change has nothing to do with road danger reduction as set out in the Statement of Reasons as the change is not within 10 metres of any traffic junction (the access gate to Firs Close shown on the map is in fact a gated private driveway that is very rarely used). The change will therefore have no safety benefit and will have the negative effect of further reducing the available parking in Firs Avenue which is already insufficient to meet demand.</p> <p>I therefore strongly object to this element of the proposal.</p>
PartlyObject	<p>The junction between Woodland Rise and Woodland Gardens does not require yellow lines because the visibility is excellent as it is because the junction is incredibly wide.</p>
PartlyObject	<p>I object to the addition of the double yellow lines at the junction of Woodland Rise and Woodland Gardens. Parking in our area is already a great challenge, and if there are any works or construction blockages, or if one arrives home late in the evening, we always must seek to park here. Having double yellow lines here will make it harder for residents to park in their own area, and since we do NOT yet have parking restrictions (which I'm in favour of -- whatever happened to this decision?) anyone can park there and leave vehicles for a long time, making it more difficult. Having the double yellow lines there will not make it easier/safer to cross the street, and delivery vans will just park/block these areas anyway. I have lived in this area for 8 years and I've never seen a safety issue with this area. Thank you.</p>
WhollyObject	<p>I wholly object to this proposal in the streets of Hillfield Park and St James Lane as the reduction of parking without the introduction of a CPZ would be intolerable for residents. It is absolutely ridiculous that Hillfield Park and St James Lane are the only streets off the Broadway without any parking restrictions at all. The result is that available parking on our streets is used freely by shoppers, commuters, local businesses such as the garages in the arches, and the gym, in preference to parking on the Broadway or in Summerland gardens car park where they would have to pay. This massively constrains the available parking for residents of our streets, means that we have to park miles away from where we live, and causes massive traffic problems and congestion on our streets as drivers circulate and recirculate our two streets trying to find a parking space where they do not have to pay. As our streets are two way, double parked, single lane and narrow and steep blind roads, this often causes gridlock and road rage, particularly as St James Lane is used as a rat run, with people getting stuck with no passing places, and struggling to reverse long distances up narrow and steep roads. This causes terrible pollution on our residential streets, altercations, crashes and damage to our cars. Removing more available parking would only exacerbate these problems further as it concentrates the problem of a further lack of available parking spaces, and would cause more and more people to circulate around our streets waiting longer for places to become available.</p> <p>Please, I am begging you to implement a CPZ for our streets, simply to put us on parity with all the other streets off the Broadway, to remove the appalling concentration of these problems. I would wholeheartedly support the introduction of the increased double yellow line areas, BUT ONLY IF THIS IS INTRODUCED IN COMBINATION WITH A CPZ. Even better, this would be combined with a one way system around our streets to avoid the gridlock situation, or even better an LTN to prevent our streets use as a rat run.</p> <p>I am aware that last year there was a local consultation on parking and that respondents on our street narrowly indicated against a CPZ. However, it was not clear to residents that this survey would be treated as a referendum on the issue, and that it would be treated by the council as a 'vote' on whether to introduce a CPZ. Had residents known this, I am sure that there would have been many more respondents and the outcome would have been more representative of local opinion. As it is, there is a small but active cohort of residents who do not want to have to pay for the right to park on our street, who overwhelmingly responded against a CPZ. However, this is to the detriment of the local environment and the lived experience of residents on our street having to put up with increased traffic, pollution, gridlock and road rage. It is clear to me that the council should not have simply treated this as a local referendum on a CPZ, without giving any due regard to the council's other stated environmental or traffic aims of reducing car journeys, encouraging the use of public</p>

	<p>transport, improving local environment of residential areas, etc etc etc.</p> <p>Thus the council's proposal to extend double yellow lines without a simultaneous introduction of a CPZ, one way system or LTN to make our streets less favourable to non-resident parking (or at least as favourable as the surrounding streets), and drivers circulating the area or cutting through, would absolutely not be tolerable as it would only exacerbate the existing traffic problems and worsen the lived experience of the residents of our street.</p>
WhollyObject	<p>To restrict parking when there has not been a death in this road from a rta is nonsense We already have major parking issues and there are further flats being built in the area with no additional parking I am disabled and fed up with being already unable to park outside my house</p>
WhollyObject	<p>I object to the double yellow line at the end of woodland Gardens with Woodland rise. There has not been any security issues in the area and the only consequence will be loss of parking spaces. I have a child and I have no concerns re security in this area.</p>
PartlyObject	<p>I am very concerned that placing parking restrictions in the areas near Woodland Gardens will cause enormous repercussions for parking. I do not accept that there are safety issues in the areas where the council is proposing to restrict parking as there have never been any accidents in those areas.</p>
WhollyObject	<p>I feel the proposal to stop parking at the bottom of Woodland Gardens &amp; Woodland Rise is an utter waste of money for no viable reason. It is hard to justify it as a safety reason as there have been no reported deaths or accidents to pedestrians here. It will also make parking even harder - an increasingly more difficult problem which won't be helped by the development on the corner of Woodside Ave and Muswell Hill Rd of 40+ dwellings with no on-site parking (apart from disabled areas). It is an open area with good visibility and pedestrians have the option to walk up the roads a little to have a shorter crossing.</p>
PartlyObject	<p>I object strongly to the proposed double yellow lines at the junction of Woodland Gardens and Woodland Rise, N10. There has not been any recorded incidents with pedestrians at that junction, so the proposal will have no impact on the stated objectives. However by reducing the amount of on-street parking in the area they will create additional congestion and force residents to park further away from their homes and spend more time with engines running to find a space. The proposal is completely without merit or logic.</p>
WhollyObject	<p>Proposal to place double yellow lines on the junction of Woodland Gardens and Woodland Rise is unnecessary as there have been no incidents in the 40 years I have lived on this corner</p>
PartlyObject	<p>I object to the loss of parking space at the junction between Woodland Gardens and Woodland Rise - there is evidenced safety risk.</p>

WhollyObject	I have lived on this street for over 14 years and as far as I am aware there have not been any accidents at this junction. This isn't a dangerous area. You will be removing much needed parking spaces from an already restricted area. This seems an unnecessary expense and one that has not considered the residents .
WhollyObject	This proposal says this is to be done for safety reasons but there have never been any accidents in this area. This feels like a waste of money, and highly prized parking spots.
WhollyObject	<p>We refer to the proposal to introduce double yellow lines at the junction of Woodland Gardens and Woodland Rise.</p> <p>We understand that the yellow lines are purportedly justified on the basis that it seeks to further the policy objective of improving the safety of residents in the borough by introducing “up to 10 metres” of double yellow lines on approaches to junctions.</p> <p>We respectfully suggest that the Council has failed to have any, or any sufficient, regard to the specific and unusual features of the junction of Woodland Gardens and Woodland Rise. Specifically , this is not a junction in the normal sense. Rather, it comprises a wide, triangular area which enables road users to view the entire area without their sight lines being restricted. Records indicate that there have been no serious accidents at this junction for over 20 years. It follows that the introduction of double yellow lines would not meet the policy aim of improving the safety of residents. To the contrary, it would be likely to undermine the policy objective and make road safety in the area significantly worse because it would increase the volume of cars parked elsewhere in an already densely populated neighbourhood with a number of narrow roads.</p> <p>Further, and contrary to the stated terms of the proposal it appears that the introduction of double yellow lines at this junction would necessarily be over 10 metres. This emphasises the unusual nature of this junction.</p> <p>In conclusion, the introduction of double yellow lines at this junction would be an irrational decision on the basis that it would not further the stated policy objective and would in fact undermine it. Given the historical absence of any serious incidents at this junction it appears that the Council has also failed to have regard to relevant considerations. We urge the Council to reconsider its decision.</p> <p>Yours faithfully</p>
WhollyObject	<p>We object strongly to the proposal for the extension to 10 metre double yellow lines in our area. There is no evidence of serious or fatal accidents around here for decades, or that this will improve pedestrian safety. A better use of vast amounts of our money would be to repair damaged road surfaces and potholes, as this would considerably improve road safety - for cyclists too.</p> <p>Even more parking spaces will be lost with these extended yellow lines, and this will become a more serious problem in the whole area when the monstrous Cranwood development is completed, with its 4 disabled parking spaces for 41 new flats.</p> <p>This proposal is a complete waste of effort, time and money.</p>
PartlyObject	I object to the proposed installation of double yellow lines at the junction of Connaught Gardens and Woodland Gardens and to the junction of Woodland Rise and Woodland Gardens. The council say this is to reduce road deaths in the area, this is completely unnecessary as there have been no reported accidents, injuries or deaths at these junctions for the past 20 years. The reduction of resident parking in this area will lead to more congested parking elsewhere and potentially cause a more chaotic situation for local residents needing parking and having to travel further to find parking in the area.

WhollyObject	<p>We live at 3 Firs Avenue and this proposal plans to reduce parking in our road. Firs Avenue is one of the busiest roads for parking in Muswell Hill being the first left turn off Fortis Green Road when coming from the main shops and services of Muswell Hill. As the parking is free people use our road to park for their shopping in Sainsbury's and also for restaurants and businesses.</p> <p>The introduction of the CPZ has meant we can now park on our own road in the middle of the day Monday to Friday. At school drop off and pick up time and later in the evening on Thursday and Friday we regularly cannot get a space on our road which means parking on grand Avenue or birch wood Road and walking between 100 to 400 metres to our front door.</p> <p>At the weekends it is virtually impossible to park on our road. Muswell Hill had become increasingly popular and having lived here for 8 years the level of traffic has increased dramatically as shops and restaurants have improved. The downside is we cannot park near our house at weekends.</p> <p>Any proposal which reduces parking on one of Muswell Hill's busiest roads is madness and displays a complete lack of knowledge of the area.</p> <p>There are major road rage problems already with regular arguments and fights about parking.</p> <p>Have you done any parking surveys which demonstrate how busy the road is?</p> <p>We could not object to this more strongly and will never vote for the current administration again if this were to be implemented.</p> <p>It is not acceptable with young children to have to walk hundreds of metres to your house when all you want to do is pick them up from school or take them to ballet.</p> <p>If you do insist on this crazy proposal, you must;</p> <ul style="list-style-type: none"> <li>- all houses on the road install a dropped kerb and allow on plot parking. All houses on our road have space.</li> <li>- extend the CPZ to 7 days a week 8am to 6pm. Then residents can park on their own road and those who want to drive to Sainsbury's will be forced to use the under utilised public car parks which charge</li> </ul> <p>If you allow these two things it will allow you to follow through with your crazy proposal. If not, it is a non starter that will lead to accidents for children and more road rage.</p>
PartlyObject	<p>We have lived on Firs Ave for 5 years and are not aware of any injury-related accidents occurring between pedestrian and cars on our road. There is a huge demand for parking on our road in particular as our road is the closest road on Fortis Green road to the shops in Muswell Hill Broadway. Therefore a further reduction in parking spaces does not make sense, sometimes families living on the street often have to park 50-100m away on neighbouring roads because of lack of space</p>

PartlyObject	<p>I write to object to elements of the Road Danger Reduction Programme Batch 2 Part 1 - Muswell Hill.</p> <p>Specifically, the elements that impact on Firs Avenue, Birchwood Avenue and Grand Avenue.</p> <p>Firs Avenue N10 12) East Side: The introduction of double yellow lines outside No.2 is the only element here that I support. This is outside a fire engine entrance to the flats and parking should be discouraged.</p> <p>Firs Avenue N10 13) Both Sides x Grand Avenue: Grand Avenue N10 15) North Side x Firs Avenue: Objection: The extension to of the double yellow lines seems pointless given that visibility is already good with the existing provision.</p> <p>Grand Avenue N10 14) Both Sides x Birchwood Avenue : Objection: There are no records of any slight, serious or fatal accidents at this junctions (Source: think.gov.uk &amp; crashmap.co.uk) or indeed any of the areas being altered by this proposal. If there was an issue then the equivalent treatment should be given to junctions at Fortismere Avenue N10 and Leaside Avenue N10.</p> <p>Additional or Alternative measure: Grand Avenue N10 North Side x Collingwood Avenue: The only junction on Grand Avenue N10 that needs improvement is the one with Collingwood Avenue N10 where the North Side would be improved significantly should double yellow lines be applied opposite Tetherdown Primary School. Visibility as you approach this junction is limited as a result of parked cars. The corner is a 90 degree turn opposite a primary school. It seems crazy that you are 'improving' junctions that do not require improvement and ignoring the only local junction that could benefit from this change.</p> <p>Overall: Objection: This proposal will reduce the number of parking spaces available to residents and almost more importantly to shoppers who use the Broadway. The impact of this change on the Broadway is important given the lack of a problem that is being 'fixed' by these proposals (there are no recorded road traffic issues) and the negative impact on footfall and trade. With the exception of the proposed change to Firs Avenue N10 12) East side the changes are pointless and wasteful.</p>
PartlyObject	<p>There is no need to restrict parking at the junction of Woodland Rise and Woodland Gardens due to the large open area that this junction covers. Parked cars do not block or restrict the view of motorists or pedestrians. The double yellow lines at this junction will only restrict the availability of parking for residents and their visitors.</p>
WhollyObject	<p>The guise of safety is disingenuous. I would welcome any data showing any accidents caused by parked cars. The safety has improved following the 20mph speed limit change and I look forward to seeing any statistics that suggest that any accidents would be prevented by removing parking spaces.</p> <p>In reality this is a total waste of time and effort and will impact residents ability to park in an already congested road. Using safety as a concern is just a falsehood.</p> <p>Keep the proposal of double yellows but do not lose any parking bays</p>
WhollyObject	<p>Hi - I object to any reduction in parking in and around Firs Avenue, Muswell Hill. There is insufficient parking to meet current demand as it is and, on the whole, most drivers are aware that it is a residential area and drive with caution. Having lived here over 10 years, I am not aware of any injury (not to mention death) as a result of a car accident on this street. There are no logical arguments to this proposed change.</p>

PartlyObject	<p>I am concerned that the parking problems in Firs Avenue will be aggravated by the extension of the yellow lines - not only on our road but also on the adjacent parts of Grand Avenue. There is ample space to cross safely at the bottom of our road and by extending the yellow lines this will increase the opportunity for illegal parking by mini-cabs and delivery vans, so making the problem worse. Firs Avenue is a favourite road for people to use when visiting shops or to avoid trying to park on the main road - the loss of parking spaces will make it harder for residents to find parking outside of the brief restricted window of 11:00am to 1:00pm. If the council squeezes the available parking further, this will open up the debate around extending the hours of restriction (as is the case in other congested areas).</p>
PartlyObject	<p>The Placing on double yellow lines at the junction of Woodland Rise &amp; Woodland Gardens is unnecessary and will cause enormous issues for local residents....It is already very difficult to find parking in both / either roads - this trend will get worse as houses are converted to flats....</p>
WhollyObject	<p>To whom it may concern ,</p> <p>Traffic orders Ref no: 2023-T37 Woodland Gardens</p> <p>I write with surprise, alarm and concern re the proposal to draw double yellow lines across three areas around the junction of Woodland Gardens and Woodland rise.</p> <p>I fully understand the need for safety at T and other similar junctions and how restricted parking could help in these cases. The junction of Woodland Gardens and Rise bears no resemblance to these junctions. It is a wide section of road with a large central area. There are no visibility issues and in the 20 years we have lived here there have been no accidents. This is confirmed by postcode related historic data.</p> <p>Furthermore were these lines to be drawn this would cause significant displacement of current residential parked traffic and increase density around the area. This would lead to not only a lack of parking and therefore inconvenience to all residents but also restrict space for traffic to pass up and down Woodland Gardens and Rise.</p> <p>I fear the increased space this would create a wider and therefore more dangerous crossing space, increase traffic speed through the widened "junction" and be more dangerous. God forbid the increased space becomes attractive to skateboarders or other children playing.</p> <p>In summary this is a hammer to crack a nut approach where there clearly is no nut. In short this is not an appropriate solution for this location and we strongly object</p>
PartlyObject	<p>I object to the proposal to apply double yellow lines at the junction of Woodland Gardens and Woodland Rise.</p> <p>There are no obstructed sight lines at this location caused by curbside parked cars and there is no history of accidents here. The only effect of this proposal will be to further limit the availability of street parking for residents in the vicinity.</p> <p>Of all the broken things in Haringey that require a fix, this isn't one of them.</p>

WhollyObject	<p>The junction of Woodland Gardens / Woodland Rise is not a street corner or junction in the normal sense, as would appear at the 'neck of a typical T junction (such as the nearby junction of Cranley Gardens and Wood Vale), at which normal sight lines could be restricted, and where the imposition of 10 metre yellow lines would not cause undue difficulty for nearby residential parking.</p> <p>On the contrary, as indicated on the plan diagram accompanying the proposal, there is an unusually wide and large triangular shaped road confluence at the junction of Woodland Gardens and Woodland Rise, which would mean that the generalized imposition of double yellow lines within 10 metres of this junction would have a particularly wide and significant impact on residential parking in the surrounding area.</p> <p>In fact, by reference to the proposal plan, the restriction would appear to impact more residential properties than any of the other proposed restrictions. This would in turn require a significant volume of existing residential parking to be relocated elsewhere, causing huge inconvenience and transferred impact, congestion etc. for all affected.</p> <p>It is submitted that the particularly wide and significant impact of this restriction would substantially outweigh, and would not be justified by, any possible safety improvement that the restriction would yield at this junction.</p> <p>As there is already a wide open space at this junction, there are already broad sight lines and visibility for all road users, including pedestrians crossing the road or cyclists, and which are not presently impeded or impacted by existing residential parking. The website <a href="http://www.crashmap.co.uk">www.crashmap.co.uk</a> shows that there have been no recorded accidents in the proposed areas of Woodland Rise and Woodland Gardens in the last 20 years (between 1999-2022).</p> <p>Having lived in the area for a long time and spoken to neighbors, we are not aware of any accidents or safety problems in the junction for any pedestrians or cyclists, and none that would indicate any particular lack of safety caused by current residential parking.</p> <p>On the contrary, if all residential parking were prohibited as proposed, the junction would become even wider for motor vehicles and likely to encourage faster and less safe driving in / around the junction, as opposed to the current position in which traffic generally moves at low and safe speeds.</p> <p>Further, the wide space of the junction would effectively become wider still for any pedestrians wishing to cross at this location, increasing their time 'in the road' and exposure to hazards from vehicular traffic.</p> <p>There is also no issue of current parking impeding access or causing congestion (but which is very likely to be caused elsewhere if existing residential parking were required to relocate to other roads nearby).</p> <p>As a result, having regard to the unusual features of this junction and balancing the various relevant factors, the current proposal would not result in any material improvement of road safety at the junction that could possibly justify such an unusually wide restriction and impact on current residents' parking.</p> <p>On the contrary, it is actually more likely to decrease road safety, whilst causing substantial inconvenience and difficulty to a large number of nearby residents.</p> <p>Accordingly I strongly object to the proposed parking restriction being imposed at this location.</p>
WhollyObject	<p>2023-T37</p> <p>I object to the proposed installation of double yellow lines at the bottom of Woodland Gardens and Woodland Rise N10.</p> <p>No issues have been recorded at this site.</p> <p>The expenditure therefore is unnecessary.</p> <p>It would permanently remove scarce road parking spaces.</p>

WhollyObject	This proposed measure is totally unjustified. The road is double width there, there is no congestion and are known accidents. To deprive residents from parking in front of their houses, is totally unjustified and simply leads to overcrowding elsewhere. Haringay must Provide valid evidence for this vindictive move. Cars are legal but Haringay tries. Its best to make their use punishable
WhollyObject	I strongly object to the double yellow lines planned at the junction of Woodland Rise and Woodland Gardens which will substantially reduce parking in the area. My research shows there have been no accidents in this zone, there is absolutely no requirement for this restriction it makes no sense at all as this change will not contribute in any way to meeting the Majors targets as accidents do not occur here. It is non-sensical.
WhollyObject	I believe that this will not only reduce parking spaces in an already stretched area but that by making this area wider you will increase through traffic. I have two toddlers on woodland gardens and when non residents cut down our street they do so at speed and are already unable to see pedestrians about to step out onto the street as the cars are parked so tightly!
WhollyObject	What a complete nonsense!!! There were no accidents in the area for at least the last 40 years. The Council always complains they have no money and suddenly, with a light hand, there is no problem to spend 3.5 million pounds to protect us against accidents which never happen! Repair potholes which are real danger, especially for cyclists. Do something properly at least once. So far all the Council's actions are detrimental to the community they should serve! NO MORE LINES ANYWHERE! We want to live!
WhollyObject	I object to this proposal as it will significantly impact everyone's ability to park on woodland gardens and woodland rise, two streets with limited spaces for residents. This proposal is also failing to recognise that there have been no road deaths since 1999 in this area. It seems like a waste of taxpayer money.
WhollyObject	No justification in losing another 15-20 parking spaces where there is very limited parking and, as far as we are aware, no injuries/deaths/problems recorded there over the last 20 years. It's a crazy plan when you should be filling the many potholes in Haringey causing damage to cars, potential injuries and death to cyclists and motorcyclists. This is where the real danger lies and you can't see it!
WhollyObject	This proposal makes no difference to road safety here but does make a difference to available parking which is completely disproportionate and insufficient while more flats are being built without the provision of parking.
WhollyObject	Dear sir/madam  After reviewing carefully the consultation documents I can't see any evidence that shows the effectiveness of this measure. In particular, the introduction of double yellow lines in the junction of Woodland Gardens with Woodland Rise: I have seen no reported accidents on this junction for several years.  It is absurd to argue that not having cars parked on that junction will lead to less accidents. Using the same logic we could argue that not having cars at all would be a more effective measure. You can't have less accidents than 0.  Cheers
WhollyObject	There are no recorded deaths recently, there are safe places to cross and the loss of parking will be devastating for the area for residents and recreational use for the park.
WhollyObject	This proposal seems to be a case of "spending money because the mayor set a pointless goal and gave us a budget for it". Achieving zero road deaths is not going to happen, ever, and the overly sentimental rhetoric that "one road death is too many" is not how the council should think about its allocation of funds. The part of the plan that affects me (woodland gardens /rise yellow lines) will remove about 15 parking spaces from an already busy road. Given there have been 0 deaths at that junction in 20 years, it seems to me like the council ran out of ideas for where to spend the "0 deaths" budget, so threw in some extra random inconveniences. Terrible planning, please stop making life more difficult for the people who fund this borough.
WhollyObject	It's extremely difficult to find parking as is. Adding yellow lines will make people drive more aggressively

PartlyObject	<p>We wish to object to the proposed parking prohibition at the junction of Woodland Gardens / Woodland Rise.</p> <p>The junction of Woodland Gardens / Woodland Rise is NOT a street corner or junction in the normal sense, as would appear at the 'neck of a typical T junction (such as the nearby junction of Cranley Gardens and Wood Vale) at which normal sight lines could be restricted by parked cars, and where the imposition of 10 metre yellow lines would not cause undue difficulty for nearby residential parking.</p> <p>By contrast, as indicated on the plan diagram accompanying the proposal (and the enclosed (unaltered) image of the junction which was simply taken as a screenshot from Google Streetview), there is an unusually wide and large triangular shaped road confluence at the junction of Woodland Gardens and Woodland Rise, which would mean that the proposed generalized imposition of double yellow lines within 10 metres of this junction would have a particularly wide and significant impact on residential parking in the surrounding area. In fact by reference to the proposal plan, the proposed restriction at this location would appear to impact more residential properties than any of the other proposed restrictions. This would in turn require a significant volume of existing residential parking to be relocated elsewhere, causing inconvenience and transferred impact, congestion etc. for all affected.</p> <p>It is submitted that the particularly wide and significant impact of this proposed restriction would substantially outweigh, and would not be justified by, any possible safety improvement that the restriction would yield at this junction.</p> <p>As there is already a wide open space at this junction, there are already broad sight lines and visibility for all road users, including pedestrians crossing the road or cyclists, and which are not presently impeded or impacted by existing residential parking.</p> <p>Having lived in the location for over 10 years, we are not aware of any accidents or safety problems in the junction for any pedestrians or cyclists, and none that would indicate any particular lack of safety caused by current residential parking. On the contrary, if all residential parking were prohibited as proposed, the junction would become even wider for motor vehicles and likely to encourage faster and less safe driving in / around the junction, as opposed to the current position in which traffic generally moves at low and safe speeds. Further, the wide space of the junction would effectively become wider still for any pedestrians wishing to cross at this location, increasing their time 'in the road' and exposure to hazards from vehicular traffic.</p> <p>There is also no issue of current parking impeding access or causing congestion (but which is likely to be caused elsewhere if existing residential parking were required to be relocated nearby).</p> <p>As a result, having regard to the unusual features of this junction and balancing the various relevant factors, it is submitted that the current proposal would not result in any material improvement of road safety at the junction that could possibly justify such an unusually wide restriction and impact on current residents' parking. On the contrary, it is actually more likely to decrease road safety, whilst causing substantial inconvenience and difficulty to a large number of nearby residents.</p> <p>Accordingly we strongly object to the proposed parking restriction being imposed at this location.</p>
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WhollyObject	<p>As a resident and father of two young children at 80 Woodland Rise I strongly object to these plans. I believe they produce no benefit in terms of safety - quite the opposite in fact - and would cause chaos up and down the road and surrounding areas as residents jostle for places to park. This helps no-one, but would negatively impact residents and road users across the surrounding area.</p> <p>The junction of Woodland Gardens / Woodland Rise is not a street corner or junction in the normal sense, as would appear at the 'neck of a typical T junction (such as the nearby junction of Cranley Gardens and Wood Vale), at which normal sight lines could be restricted, and where the imposition of 10 metre yellow lines would not cause undue difficulty for nearby residential parking.</p> <p>On the contrary, as indicated on the plan diagram accompanying the proposal, there is an unusually wide and large triangular shaped road confluence at the junction of Woodland Gardens and Woodland Rise, which would mean that the generalised imposition of double yellow lines within 10 metres of this junction would have a particularly wide and significant impact on residential parking in the surrounding area. In fact by reference to the proposal plan, the restriction would appear to impact more residential properties than any of the other proposed restrictions. This would in turn require a significant volume of existing residential parking to be relocated elsewhere, causing inconvenience and transferred impact, congestion etc. for all affected.</p> <p>It is submitted that the particularly wide and significant impact of this restriction would substantially outweigh, and would not be justified by, any possible safety improvement that the restriction would yield at this junction.</p> <p>As there is already a wide open space at this junction, there are already broad sight lines and visibility for all road users, including pedestrians crossing the road or cyclists, and which are not presently impeded or impacted by existing residential parking.</p> <p>Furthermore, we are not aware of any accidents or safety problems in the junction for any pedestrians or cyclists. On the contrary, if all residential parking were prohibited as proposed, the junction would become even wider for motor vehicles and likely to encourage faster and less safe driving in / around the junction, as opposed to the current position in which traffic generally moves at low and safe speeds. Further, the wide space of the junction would effectively become wider still for any pedestrians wishing to cross at this location, increasing their time 'in the road' and exposure to hazards from vehicular traffic.</p> <p>We have two small children - 1 and 5 - and I believe this corner be made more not less dangerous by the proposed measures.</p> <p>There is also no issue of current parking impeding access or causing congestion (but which is likely to be caused elsewhere if existing residential parking were required to be relocated nearby).</p> <p>As a result, having regard to the unusual features of this junction and balancing the various relevant factors, it is submitted that the current proposal would not result in any material improvement of road safety at the junction that could possibly justify such an unusually wide restriction and impact on current residents' parking. On the contrary, it is actually more likely to decrease road safety, whilst causing substantial inconvenience and difficulty to a large number of nearby residents.</p> <p>Accordingly I strongly object to the proposed parking restriction being imposed at this location.</p>
PartlyObject	<p>Overall I'm supportive of the idea to improve sight-lines, and this will sound NIMBY about it, but the 3 directly outside of our house will have minimal impact on sight lines, but displace probably 20 cars into a place where there is already insufficient space.</p> <p>In our 8 years at the address I've never seen an issue with cars or pedestrians at that junction because it is actually very wide. If anything, making the separation of Woodland Rise / Woodland Gardens clearer would help on speed, but sight lines are fine...and I drive it daily!</p>
WhollyObject	<p>I object to the proposed double yellow lines at the junction of Woodland Gardens and Woodland rise</p> <p>Drawing number 13-1165-MH-TMO-29</p> <p>One of the cited reasons is to 'Make it easier for pedestrians to be seen, so they can cross the road safely'</p> <p>I actually think adding lines here will have the opposite effect, it will encourage drivers to come faster especially down Woodland Gardens and Woodland Rise and by removing cars around the circle you are encouraging pedestrians to cross at the worst</p>

possible places and putting them in danger , they should be crossing at the narrower points on the 3 approaches to the junction

Rio  
You replied to this message on 16/02/2024 10:09.

Your Reference: 2023-T37

Point 2, Items 50 (Woodland Gardens) and 53 (Woodland Rise)

I object to the proposal to introduce double yellow lines for 10m on both (all) sides of the road at the junction of Woodland Gardens and Woodland Rise.

The junction is exceptionally wide, particularly on the Woodland Gardens side, having a width of approximately 7-8 car widths. This means that the usual concerns regarding safely do not apply and there is simply no safety gain in introducing double yellow lines. With parked cars, there is no impact on visibility for any vehicles using the junction, coming from either road. It is a very safe place for large vehicles to turn around as the visibility is so expansive. Furthermore, emergency vehicles and waste collection vehicles can clearly and safely stop or pass the parked cars in a way that presents no danger to other road users/oncoming traffic - there is still plenty of room for other vehicles to pass.

In fact, I believe the introduction of double yellow lines would be contrary to the objective of making it easier for pedestrians and wheelchair users to be seen so they can cross safely. The width of the junction already leaves pedestrians and wheelchair users unusually exposed – it is not an ideal crossing point. The parked cars currently have the impact of making the crossing point narrower, thereby making it safer for people to cross.

To Traffic Orders Goga  
You replied to this message on 19/02/2024 17:07.

As a resident of 70 Woodland Gardens I strongly object to the proposal to put yellow lines at the above area. There have been no road deaths there and they will take out a large number of much needed parking spaces for no reason.  
Yours

To Traffic Orders  
Rio  
You replied to this message on 26/02/2024 10:17.

>> To whom it may concern ,

>

> Traffic orders Ref no: 2023-T37 Woodland Gardens

>>

>> I write with surprise, alarm and concern re the proposal to draw double yellow lines across three areas around the junction of Woodland Gardens and Woodland rise.

>> I fully understand the need for safety at T and other similar junctions and how restricted parking could help in these cases. The junction of Woodland Gardens and Rise bears no resemblance to these junctions. It is a wide section of road with a large central area. There are no visibility issues and in the 20 years we have lived here there have been no accidents. This is confirmed by postcode related historic data.

>> Furthermore were these lines to be drawn this would cause significant displacement of current residential parked traffic and increase density around the area. This would lead to not only a lack of parking and therefore inconvenience to all residents but also restrict space for traffic to pass up and down Woodland Gardens and Rise.

>> I fear the increased space this would create a wider and therefore more dangerous crossing space, increase traffic speed through the widened "junction" and be more dangerous.

>> God forbid the increased space becomes attractive to skateboarders or other children playing.

>> In summary this is a hammer to crack a nut approach where there clearly is no nut. In short this is not an appropriate solution for this location and we strongly object

>>

You replied to this message on 28/02/2024 09:22.

To whom it may concern

I write in response to consultation no. 2023-T37 to extend double yellow lines on Hillfield Park and St James Lane, N10.

I wholly object to this proposal in the streets of Hillfield Park and St James Lane as the reduction of parking without the introduction of a CPZ would be intolerable for residents.

It is absolutely ridiculous that Hillfield Park and St James Lane are the only streets off the Broadway without any parking restrictions at all. The result is that available parking on our streets is used freely by shoppers, commuters, local businesses such as the garages in the arches, and the gym, in preference to parking on the Broadway itself or in Sunnalland gardens car park where they would have to pay. That is ridiculous as it means everybody tries repeatedly to park on our streets and drives around and around until a space becomes available, in preference to using the ample paid parking space provided on the Broadway or in the car park.

This massively constrains the available parking for residents of our streets, means that we have to park miles away from where we live, and causes massive traffic problems and congestion on our streets as drivers circulate and recirculate our two streets trying to find a parking space where they do not have to pay. As our streets are two way, double parked, single lane and on narrow and steep, blind roads, this often causes gridlock and road rage, particularly as St James Lane is used as a rat run, with people getting stuck with no passing places, and struggling to reverse long distances up narrow and steep roads.

This causes terrible pollution on our residential streets, alterations, crashes and damage to our cars. This is a daily occurrence.

Removing more available parking would only exacerbate these problems further as it concentrates the problem of a further lack of available parking spaces, and would cause more and more people to circulate around our streets waiting longer for places to become available.

Please, I am begging you to implement a CPZ for our streets, simply to put us on parity with all the other streets off the Broadway, and the Broadway itself (3), to remove the preferential parking on our streets by non-residents, and the appalling concentration of these problems on our streets alone.

I would wholeheartedly support the introduction of the increased double yellow line areas, BUT ONLY IF THIS IS INTRODUCED IN COMBINATION WITH A CPZ. Even better, this would be combined with a one way system around our streets to avoid the gridlock situation, or even better an LTN to prevent our streets use as a rat run.

I am aware that last year there was a local consultation on parking and that respondents on our street narrowly indicated against a CPZ. However, it was not clear to residents that this survey would be treated as a referendum on the issue, and that it would be treated by the council as a 'vote' in favour of introducing a CPZ. Had residents known this, I am sure that there would have been many more respondents and the outcome would have been more representative of local opinion. As it is, there is a small but active cohort of residents who do not want to have to pay for the right to park on our street, who overwhelmingly responded against a CPZ. However, this is to the detriment of the local environment and the lived experience of residents on our street having to put up with increased traffic, pollution, gridlock and road rage. Indeed, opinion on our local discussion groups comes out significantly in favour of introducing parking and traffic restrictions to address these problems. Reducing parking space provision without simultaneously reducing demand for parking from non-residents would be a disaster for our community and it is exactly what residents DO NOT WANT.

It is clear to me that the council should not have simply treated the recent consultation as a local referendum on a CPZ, without giving any due regard to the council's other stated environmental or traffic aims of reducing car journeys, encouraging the use of public transport, improving local environment of residential areas, etc etc etc. Taking these objectives into account, it would seem to me that, responsive to the consultation, the council should have decided to introduce a CPZ and other parking and traffic management measures on our streets, despite the marginal preferences indicated by the self-selecting respondents from our streets.

Thus the council's proposal to extend double yellow lines without a simultaneous introduction of a CPZ, one way system or LTN to make our streets less favourable to non-resident parking (or at least as favourable as the surrounding streets), and to drivers circulating the area or cutting through, would absolutely not be tolerable as it would only exacerbate the existing traffic problems and worsen the lived experience of the residents of our street.

I am available for further discussion by email or telephone if needed.

Best regards

You replied to this message on 28/02/2024 09:21.

Dear Ann Cunningham

Reference : 2023-T37

I write about the Road Danger Reduction Programme for Woodland Rise.

I think that the proposals are very severe and unnecessary for the following reasons:

1. There is no evidence of a high incidence of accidents at any of the junctions mentioned in the proposals ie Woodland Rise /Cranley Gardens, Woodland Gardens/Woodland Rise, Woodland Rise/Ash Grove.

The impact of the double lines proposed, means the loss of at least 20 car parking spaces which will result in huge parking problems for residents of Woodland Rise. These proposals are being suggested to solve a non-existent problem and are most unhelpful. The proposal does not take the needs of local residents into account.

Also the housing scheme currently in construction on the corner of Woodside Avenue and Muswell Hill Road is likely to create parking pressures for our road. I understand that it is a carless scheme and this could result in residents there parking on Woodland Rise and create parking pressures.

2. As a woman I do not feel safe to walk alone from other roads when I come home at night because of no parking near to my home. This will be the case if the above scheme is introduced. The road has recently experienced a woman being followed and several car thefts.

3. The only extension of double lines I support is approximately 5 metres double lines at the Woodland Rise/Muswell Hill Road junction. 10 metres unnecessarily excessive!

4. The junction between Woodland Rise and Woodland Gardens is very wide with good visual range ability at the 'give way' to see cars in all directions.

5. The junction between Woodland Rise and Cranley Gardens carries minimal risk. The road calming measures introduced in Cranley Gardens means that there cannot be speeding and the pedestrian crossing a metre away from this junction ensures that those crossing have somewhere to wait. Amazing that Haringey Council is not seeing things in the round.

6. The proposed double lines at the junction Junction of Woodland Rise and Ash Grove is absolutely unnecessary as there are a handful of gated houses in Ash Grove with one parking space each and I rarely see a car enter or exit Ash Grove

7. The council seems to lack the ability to see the whole picture and to understand with the reduced speed limit to 20mph and road humps have resolved many road danger issues .

I do not therefore support the proposals as they stand and they will result in huge parking pressures on residents of Woodland Rise giving rise to other risks.

Please acknowledge receipt of this response.

You replied to this message on 28/02/2024 09:23.

I have been a resident at 36 Woodland Gsrdens for over 25 years and have never seen an accident at that junction. I object to the proposed introduction of restrictions

Yours

Rio

You replied to this message on 29/02/2024 10:29.

With regard to proposed new Double Yellow Lines on the roads around Woodland Gardens meeting with Woodland Rise and Connaught Gardens as listed on the Consultation documents I would like to object in the strongest terms to this unwarranted proposal.

Department of Transport records list no accidents whatsoever in this quiet residential area, and the imposition of further restrictions will cause parking problems for many in this area. While we are totally supportive of the Mayor's proposals, Haringey is wrong to list these roads as in any way having a history of accident or death. We are also supportive of green initiatives that reduce carbon emissions such as bike hubs promoting more cycle use and electric charging points for electric cars.

Please listen to the strong objects in our area over this proposal which is based on sound data and consideration of the wellbeing of families and others in the immediate area.

Thank you

Regards

CC: Cllr Seema Chandwani, Cllr Cathy Brennan, Cllr Pippa Connor, Cllr Mike Hakala

You replied to this message on 29/02/2024 10:42.

Dear Ann Cunningham

#### Road Danger Reduction Programme Batch 2 –Part 1 Muswell Hill

Reference : T37

I writing about the Road Danger Reduction Programme for junction of Woodland Gardens and Woodland Rise . I have lived adjacent to this junction for 32 years and I think that the proposals are very extreme and unnecessary for the following reasons:

1. There is no evidence of a **high incidence** of accidents at any of the named junctions mentioned in the proposals ie Woodland Rise / Woodland Gardens and Woodland Rise, / Cranley Gardens. The impact of the double lines proposed, means the loss of at least 18 car parking spaces which will result in **huge parking problems** for residents of Woodland Gardens and adjacent roads .These streets are already congested for local residents parking and we often cannot find parking outside our homes . For a number of elderly residents such as ourselves this produces a problem of not being able to park near our homes and to provide to access mobility to our homes and if coming home in the dark , feeling vulnerable to crime which has grown exponentially over the last 5 years Please review the crime figures from the Met Police on these roads to see the extent of crime growth . Therefore the proposal does not take the needs of local residents into account. These proposals are being suggested to solve a **non-existent problem** and will definitely the quality of the environment for local residents

2. The junction between Woodland Rise and Woodland Gardens is very **wide** with good visual range ability at the 'give way' to see cars in all directions. If you observe , like I can from my windows many delivery trucks from supermarkets to builders merchants can often be seen to be making circular turns and U-turns in this wide junction with cars parked in the areas that are you propose to change to double yellow lines zones . I believe this junction is quite unique in Muswell Hill for being so wide and therefore lacks the ingredients for a dangerous junction .

3. The junction between Woodland Rise and Cranley Gardens carries minimal risk. The road calming measures introduced in Cranley Gardens means that there cannot be speeding and the pedestrian crossing a metre away from this junction ensures that those crossing have somewhere to wait. It is concern that Haringey Council has not analysed this junctions to determine a clear safety picture but has grouped this together with other junctions which may have problems .

4. The council seems to lack the ability to see the whole picture and to understand with the reduced speed limit to 20mph and road humps have resolved any perceive road danger issues .

I therefore object the proposals and they will result in huge parking pressures on residents of Woodland Gardens giving rise to the other risks as outlined

Please acknowledge receipt of this response.

Dear Cllr Chandwani

**Re: proposal to put double yellow lines in parts of the Woodland Rise/Woodland Gardens area of N10.**

I am writing to you in would as cabinet chair for resident services which I understand includes highways.

I would like to express concern about current proposals to put double yellow lines in parts of the Woodland Rise/Woodland Gardens area of N10.

I completely understand the logic of double yellow lines at some junctions in the area where parked cars can create a blind spot.

But I cannot see the sense or logic of putting double yellow lines at the Woodland Rise/Woodland Gardens junction and ditto the Woodland Rise/Ash Grove junction.

The road at the junction between Woodland Rise and Woodland Gardens is wide and open and parked cars do not create a blind spot. The proposal will simply make parking in the immediate area more difficult, exacerbate parking in the area more generally and create a problem where none currently exist.

Ditto the 'junction' between Woodland Rise and Ash Grove. This is not a junction in any meaningful sense: it is the entrance to a private drive. Extensive yellow lines will simply make parking in the immediate area more difficult.

There has been no proper consultation with local residents, these specific proposals will not make the roads safer and will make life more difficult for local residents.

I would urge you to speak up against these particular proposals and use your best efforts to make sure they do not take place.

You replied to this message on 08/03/2024 09:45.

RoadDanger.docx  
103 KB

The proposals will heighten the risks of accidents to pedestrians crossing the road, particularly the elderly, wheelchairs users and those pushing prams.

The elimination of parking at the junction, together with the provision and extension of double yellow lines on nearby road junctions, will significantly reduce the number of roadside parking spaces. This will prevent individuals from parking close to their homes, cause great inconvenience and harm relationships with neighbours. It will displace a large number of cars to other parts of these already congested, narrow, residential roads.

We, along with many of our neighbours are elderly and reliant on delivery, medical, emergency and other services. The measures will induce drivers to double park and increase the risks of accidents.

The proposed measures will encourage homeowners to provided additional off-street parking by paving their front gardens. This will reduce environmental diversity, increase rainwater run off and add to the danger of flooding in the immediate area and other parts of the borough.

In conclusion, we object to the proposals because they will not achieve the stated objective of improving road safety. They will indirectly reduce our quality of life and damage the environment. We believe that they will:

- Increase the risk of serious road and pedestrian accidents,
- Increase congestion and danger in the adjacent streets,
- Damage the environment and increase the danger from floods.

You replied to this message on 08/03/2024 09:45.

Dear Ann Cunningham,

Reference : 2023-T37

I write about the Road Danger Reduction Programme for Woodland Rise.

I think that the proposals are very severe and unnecessary for the following reasons:

1. There is no evidence of a high incidence of accidents at any of the junctions mentioned in the proposals ie Woodland Rise /Cranley Gardens, Woodland Gardens/Woodland Rise, Woodland Rise/Ash Grove.

The impact of the double lines proposed, means the loss of at least 20 car parking spaces which will result in **huge parking problems** for residents of Woodland Rise. These proposals are being suggested to solve a **non-existent problem** and are most unhelpful. The proposal does not take the needs of local residents into account.

Also the housing scheme currently in construction on the corner of Woodside Avenue and Muswell Hill Road is likely to create parking pressures for our road. I understand that it is a carless scheme and this could result in residents there parking on Woodland Rise and create parking pressures.

2. As a woman I do not feel safe to walk alone from other roads when I come home at night because of no parking near to my home. This will be the case if the above scheme is introduced. The road has recently experienced a woman being followed and several car thefts.

3. The only extension of double lines I support is approximately 4 metres double lines at the Woodland Rise/Muswell Hill Road junction. 10 metres unnecessarily excessive!

3. The junction between Woodland Rise and Woodland Gardens is very **wide** with good visual range ability at the 'give way' to see cars in all directions.

4. The junction between Woodland Rise and Cranley Gardens carries minimal risk. The road calming measures introduced in Cranley Gardens means that there cannot be speeding and the pedestrian crossing a metre away from this junction ensures that those crossing have somewhere to wait. Amazing that Haringey Council is not seeing things in the round.

5. The proposed double lines at the junction of Woodland Rise and Ash Grove is absolutely unnecessary as there are a handful of gated houses in Ash Grove with one parking space each and I rarely see a car enter or exit Ash Grove

7. The council seems to lack the ability to see the whole picture and to understand with the reduced speed limit to 20mph and road humps have resolved many road danger issues .

I do not therefore support the proposals as they stand and they will result in huge parking pressures on residents of Woodland Rise giving rise to other risks.

Please acknowledge receipt of this response.

You replied to this message on 08/03/2024 09:46.

#### Proposal to extend the double yellow lines

Dear Sir

I wish to object to this proposal as we are already struggling with a reduction of parking due to the double yellow lines having been already extended once. This proposal will see the potential loss of 8-10 spaces in a road already hit by not having CPZ.

People often hover on the double yellow lines waiting for parking spaces to become available or while waiting for other cars to go either up or down the road as vehicles can only travel in one direction at a time.

Yours faithfully

You replied to this message on 08/03/2024 09:47.

Dear Ms Cunningham

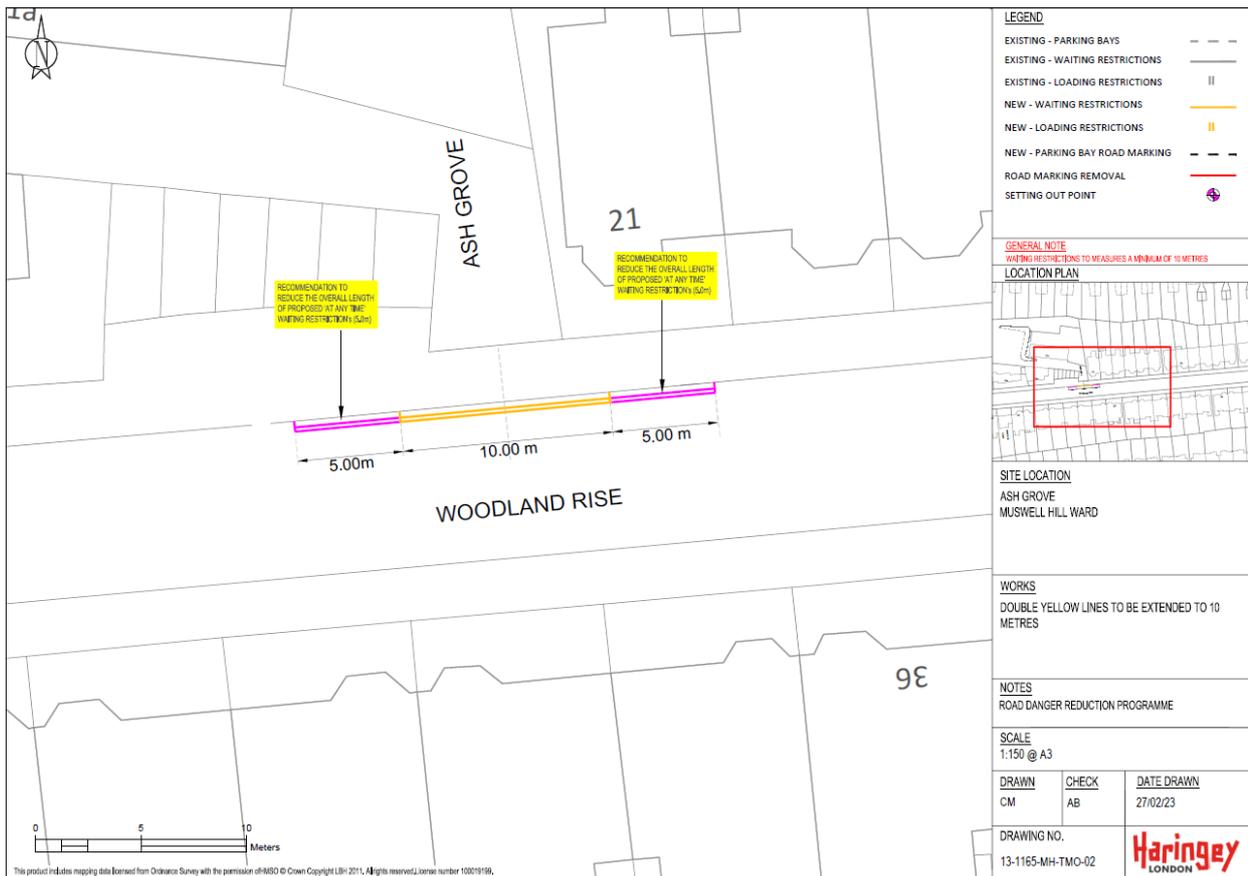
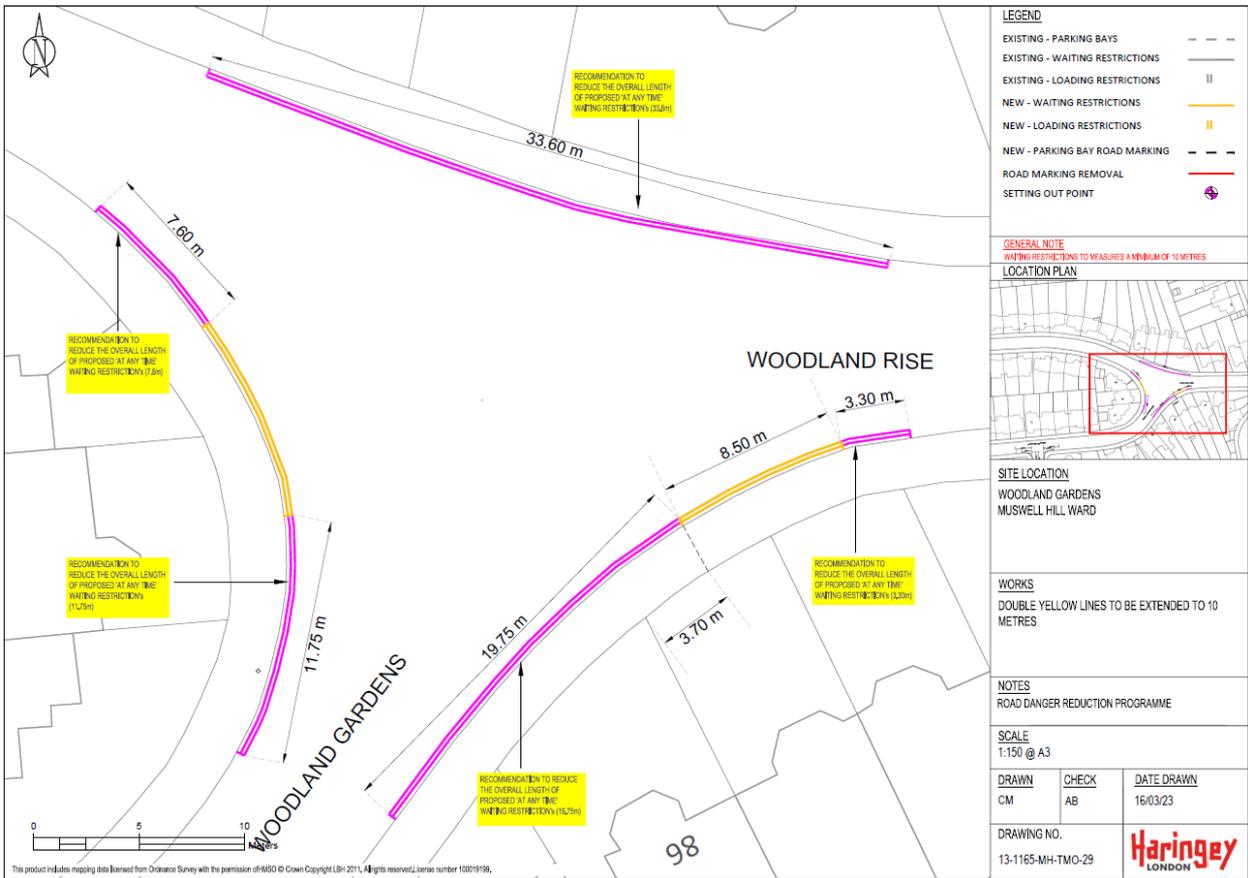
I am writing to object to the proposal for the introduction and extension of double yellow lines on Onslow Gardens, Muswell Hill Road, Connaught Gardens, Woodland Gardens and Woodland Rise.

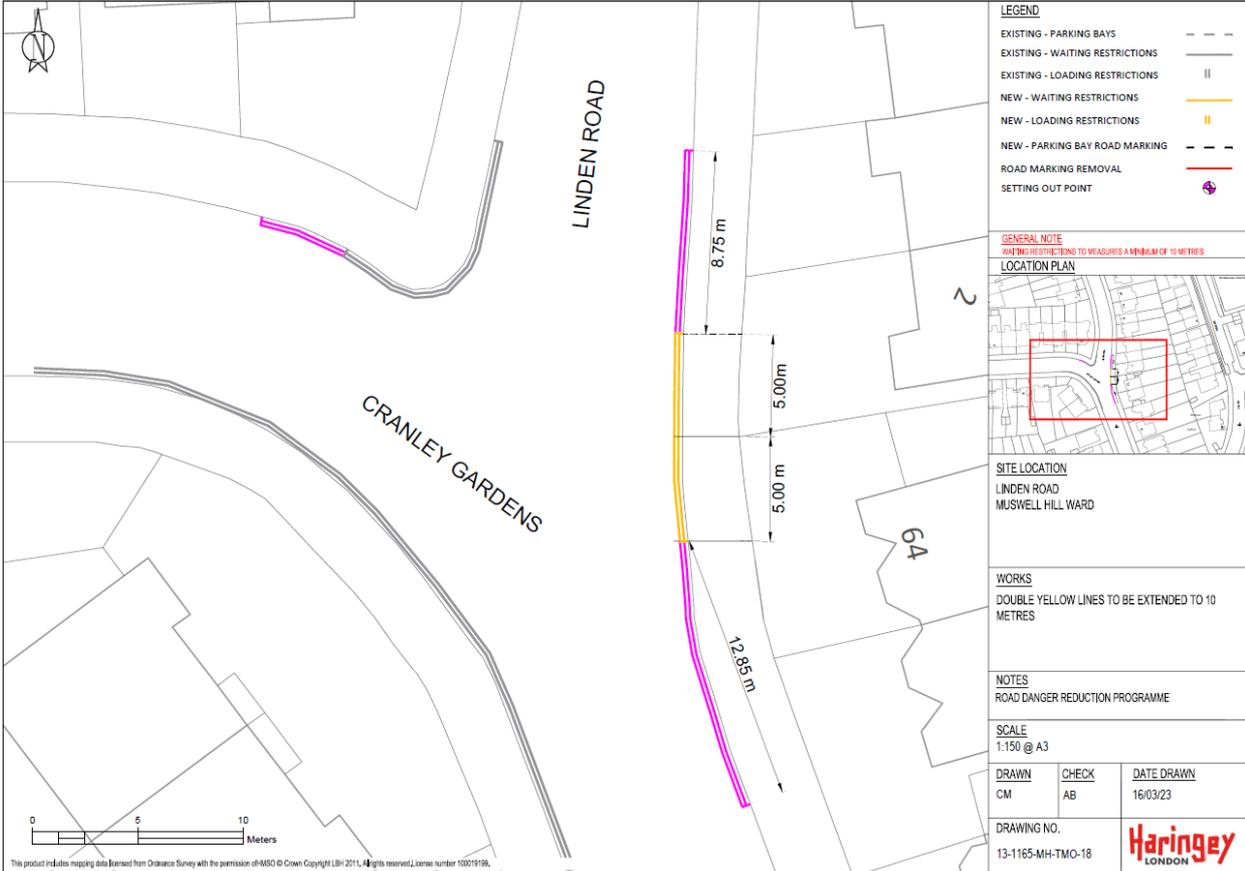
The introduction and extension of double yellow lines in these areas will lead to the loss of a significant number of parking spaces. Parking is already extremely difficult for local residents. The situation has recently been made worse by the introduction of charging bays, bike stores and dropped kerbs for new driveways. The parking spaces are also frequently used by people visiting Highgate Wood.

I live on Muswell Hill Road and there are very rarely parking bays available for us to park. We rely on the side roads and even then we usually have to spend significant time going up and down the roads looking for a space, often having to park some distance down the hill and then carry luggage, shopping and children home. Further loss of parking spaces will have an enormous impact on an already significant problem. I strongly object to the proposal.

Yours sincerely

# Appendix 5





**LEGEND**

EXISTING - PARKING BAYS	---
EXISTING - WAITING RESTRICTIONS	
EXISTING - LOADING RESTRICTIONS	
NEW - WAITING RESTRICTIONS	—
NEW - LOADING RESTRICTIONS	
NEW - PARKING BAY ROAD MARKING	---
ROAD MARKING REMOVAL	---
SETTING OUT POINT	⊕

**GENERAL NOTE**  
 WAITING RESTRICTIONS TO MEASURE A MINIMUM OF 10 METRES



**SITE LOCATION**  
 LINDEN ROAD  
 MUSWELL HILL WARD

**WORKS**  
 DOUBLE YELLOW LINES TO BE EXTENDED TO 10 METRES

**NOTES**  
 ROAD DANGER REDUCTION PROGRAMME

**SCALE**  
 1:150 @ A3

DRAWN	CHECK	DATE DRAWN
CM	AB	16/03/23

**DRAWING NO.**  
 13-1165-MH-TMO-18

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