

Public Consultation

January 2026

B106 Corridor Scheme Consultation Analysis

ANALYSIS:

Q3. Support putting in Bus Lanes?

		Count	%
Support putting in bus lanes?	Yes	426	19%
	No	1846	81%
	Total	2272	100%

Q3a. Support for bus lanes - by Road Group

		Support putting in bus lanes?			
		Yes		No	
		Count	Row % >>	Count	Row % >>
Name of Road	Albert Rd	26	23%	87	77%
	Alexandra Park Rd	35	12%	260	88%
	Durnsford Rd	10	10%	92	90%
	Grasmere / Grosvenor Rds N10	15	14%	95	86%
	Muswell Rd / Ave	29	27%	79	73%
	Rosebery Rd & The Avenue	4	4%	86	96%
	Thirlmere & Windemere Rds	13	12%	99	88%
	Winton Ave & Woodfield Way	24	26%	68	74%
	Clifton Rd & Clyde Rd	14	14%	87	86%
	Victoria & Vallance Rds N22	18	13%	118	87%
	Crescent Rd & Crescent Rise N22	11	18%	51	82%
	Rhodes Ave & Princes Ave	16	16%	81	84%
	Other local roads	188	26%	542	74%
	Roads outside the area	8	62%	5	38%
	Not stated	15	14%	96	86%
	Total	426	19%	1846	81%

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Q4. Support Bus Lanes Curzon Road – Colney Hatch Lane?

		Count	%
Bus lane Curzon Rd - Colney Hatch Lane?	Yes	330	15%
	No	1873	82%
	Don't know	69	3%
	Total	2272	100%

Q4a. Support – by Road

	Bus lane Curzon Rd - Colney Hatch Lane?					
	Yes		No		Don't know	
	Count	Row %>>	Count	Row %>>	Count	Row %>>
Albert Rd	22	19%	88	78%	3	3%
Alexandra Park Rd	22	7%	264	89%	9	3%
Durnsford Rd	9	9%	92	90%	1	1%
Grasmere / Grosvenor Rds N10	7	6%	98	89%	5	5%
Muswell Rd / Ave	19	18%	87	81%	2	2%
Rosebery Rd & The Avenue	2	2%	87	97%	1	1%
Thirlmere & Windemere Rds	8	7%	102	91%	2	2%
Winton Ave & Woodfield Way	22	24%	67	73%	3	3%
Clifton Rd & Clyde Rd	11	11%	83	82%	7	7%
Victoria & Vallance Rds N22	14	10%	119	88%	3	2%
Crescent Rd & Crescent Rise N22	10	16%	51	82%	1	2%
Rhodes Ave & Princes Ave	11	11%	84	87%	2	2%
Other local roads	152	21%	553	76%	25	3%
Roads outside the area	7	54%	5	38%	1	8%
Not stated	14	13%	93	84%	4	4%
Total	330	15%	1873	82%	69	3%

Q5. Support bus lane Clifton Rd up to 68 Durnsford Rd?

		Count	%
Bus lane Clifton Rd up to 68 Durnsford Rd?	Yes	316	14%
	No	1879	83%
	Don't know	77	3%
	Total	2272	100%

Q5a Support bus lane Clifton Rd up to 68 Durnsford Rd – grouped by Road

	Bus lane Clifton Rd up to 68 Durnsford Rd?					
	Yes		No		Don't know	
	Count	Row %>>	Count	Row %>>	Count	Row %>>
Albert Rd	14	12%	97	86%	2	2%
Alexandra Park Rd	24	8%	257	87%	14	5%
Durnsford Rd	9	9%	92	90%	1	1%
Grasmere / Grosvenor Rds N10	10	9%	97	88%	3	3%
Muswell Rd / Ave	22	20%	78	72%	8	7%
Rosebery Rd & The Avenue	3	3%	87	97%	0	0%
Thirlmere & Windemere Rds	8	7%	96	86%	8	7%
Winton Ave & Woodfield Way	20	22%	71	77%	1	1%
Clifton Rd & Clyde Rd	10	10%	89	88%	2	2%
Victoria & Vallance Rds N22	12	9%	121	89%	3	2%
Crescent Rd & Crescent Rise N22	8	13%	53	85%	1	2%
Rhodes Ave & Princes Ave	10	10%	86	89%	1	1%
Other local roads	149	20%	552	76%	29	4%
Roads outside the area	7	54%	5	38%	1	8%
Not stated	10	9%	98	88%	3	3%
Total	316	14%	1879	83%	77	3%

Q6. Support bus lane Woodfield Way - Bounds Green Rd?

		Count	%
Bus lane Woodfield Way - Bounds Green Rd?	Yes	414	18%
	No	1715	75%
	Don't know	143	6%
	Total	2272	100%

Q6a. Support – by Road

	Bus lane Woodfield Way - Bounds Green Rd?					
	Yes		No		Don't know	
	Count	Row %>>	Count	Row %>>	Count	Row %>>
Albert Rd	18	16%	90	80%	5	4%
Alexandra Park Rd	38	13%	227	77%	30	10%
Durnsford Rd	10	10%	91	89%	1	1%
Grasmere / Grosvenor Rds N10	16	15%	89	81%	5	5%
Muswell Rd / Ave	32	30%	66	61%	10	9%
Rosebery Rd & The Avenue	5	6%	84	93%	1	1%
Thirlmere & Windemere Rds	18	16%	78	70%	16	14%
Winton Ave & Woodfield Way	23	25%	69	75%	0	0%
Clifton Rd & Clyde Rd	13	13%	80	79%	8	8%
Victoria & Vallance Rds N22	17	13%	111	82%	8	6%
Crescent Rd & Crescent Rise N22	11	18%	51	82%	0	0%
Rhodes Ave & Princes Ave	11	11%	80	82%	6	6%
Other local roads	185	25%	500	68%	45	6%
Roads outside the area	7	54%	5	38%	1	8%
Not stated	10	9%	94	85%	7	6%
Total	414	18%	1715	75%	143	6%

Q7. Signalise the Wroxham Gardens pedestrian crossing?

		Count	%
Signalise Wroxham Gdns ped crossing?	Yes	938	41%
	No	1268	56%
	D/K	66	3%
	Total	2272	100%

Q7a. Signalise Wroxham Gardens pedestrian crossing – by Road?

	Signalise Wroxham Gdns ped crossing?					
	Yes		No		D/K	
	Count	Row %>>	Count	Row %>>	Count	Row %>>
Albert Rd	49	43%	62	55%	2	2%
Alexandra Park Rd	121	41%	167	57%	7	2%
Durnsford Rd	51	50%	50	49%	1	1%
Grasmere / Grosvenor Rds N10	34	31%	73	66%	3	3%
Muswell Rd / Ave	44	41%	59	55%	5	5%
Rosebery Rd & The Avenue	35	39%	55	61%	0	0%
Thirlmere & Windemere Rds	44	39%	58	52%	10	9%
Winton Ave & Woodfield Way	40	43%	50	54%	2	2%
Clifton Rd & Clyde Rd	36	36%	64	63%	1	1%
Victoria & Vallance Rds N22	59	43%	71	52%	6	4%
Crescent Rd & Crescent Rise N22	17	27%	45	73%	0	0%
Rhodes Ave & Princes Ave	37	38%	60	62%	0	0%
Other local roads	330	45%	375	51%	25	3%
Roads outside the area	10	77%	3	23%	0	0%
Not stated	31	28%	76	68%	4	4%
Total	938	41%	1268	56%	66	3%

Q8. Signalise the Muswell Avenue pedestrian crossing?

		Count	%
Signalise Muswell Ave ped crossing?	Yes	537	24%
	No	1683	74%
	D/K	52	2%
	Total	2272	100%

Q8a. Signalise Muswell Avenue pedestrian crossing – by Road?

	Signalise Muswell Ave ped crossing?					
	Yes		No		D/K	
	Count	Row %>>	Count	Row %>>	Count	Row %>>
Albert Rd	30	27%	80	71%	3	3%
Alexandra Park Rd	61	21%	229	78%	5	2%
Durnsford Rd	30	29%	70	69%	2	2%
Grasmere / Grosvenor Rds N10	15	14%	93	85%	2	2%
Muswell Rd / Ave	27	25%	79	73%	2	2%
Rosebery Rd & The Avenue	12	13%	78	87%	0	0%
Thirlmere & Windemere Rds	18	16%	92	82%	2	2%
Winton Ave & Woodfield Way	28	30%	62	67%	2	2%
Clifton Rd & Clyde Rd	21	21%	78	77%	2	2%
Victoria & Vallance Rds N22	31	23%	98	72%	7	5%
Crescent Rd & Crescent Rise N22	12	19%	48	77%	2	3%
Rhodes Ave & Princes Ave	23	24%	72	74%	2	2%
Other local roads	201	28%	512	70%	17	2%
Roads outside the area	9	69%	4	31%	0	0%
Not stated	19	17%	88	79%	4	4%
Total	537	24%	1683	74%	52	2%

Q9. Upgrade zebra crossing (St Regis Close) to a signalised crossing?

		Count	%
Upgrade Zebra (St Regis CI) to signalised crossing?	Yes	688	30%
	No	1507	66%
	D/K	77	3%
	Total	2272	100%

Q10. Upgrade zebra crossing (Sunshine Gardens) to a signalised crossing?

		Count	%
Upgrade zebra (Sunshine Gdn) to signalised crossing?	Yes	842	37%
	No	1379	61%
	D/K	50	2%
	Total	2271	100%

Q11. Upgrade Grasmere Road (informal crossing) to a zebra crossing?

		Count	%
Upgrade Grasmere Rd informal to a zebra crossing?	Yes	1020	45%
	No	1180	52%
	D/K	72	3%
	Total	2272	100%

REPRESENTATIVE EXAMPLE COMMENTS, & REASONS FOR VIEWS

The range of comments shown over the following pages are representative of the views expressed, and provide a useful explanation of why there is considerable concern with the measures set out.

Multiple email responses: 1, 2, 3, 4, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, • Increase congestion, noise and pollution - especially as a result of LTNs being introduced. • Severely restrict safe access for residents exiting driveways and side roads • Remove any parking whatsoever for a great number of residents who rely on cars for many reasons • Reduce kerbside space and parking needed for deliveries, carers, and disabled users • Worsen local air quality as traffic diverts from the already congested North Circular • Change the nature of the neighbourhood from residential to a major thoroughfare

1. Scrap crossing west of Sunshine Cul and move it to front entrance of rec. This is where most kids cross. 2. Scrap the LTNs. These are the root cause of the B106 traffic congestion.

1. Bus times would not necessarily improve as the bus lane would be fragmented, constantly re-entering queuing traffic and stopping at more proposed traffic lights. 2. The proposal won't reduce existing congestion (caused by the road being a supposed short-cut to avoid congestion on the North Circular) and many side roads such as Windermere, Grasmere etc will become cut-throughs which already happens now when there are blockages such as road works on Alexandra Park Road. 3. Parking will be removed at local shops, cafes and the church destroying the local community. 4. Parking will be removed from a significant number of homes creating issues for carers, disabled residents, trades people and deliveries. 5. Displaced cars will spill into all the side roads which are already full affecting hundreds of households. 6. No proper research of modelling bus times has been carried out and most residents have not been informed of the plans.

1. The biggest improvement would be abandoning LTNs. Seventy-five percent of residents and businesses said they didn't like LTNs, but the council completely ignored the results of the consultation and kept them. They claimed the purpose was to reduce traffic inside the LTNs — which was achieved. Yes, it was achieved, but at the expense of all the surrounding areas, creating huge congestion around them. 2. The only place where parking spaces might reasonably be removed is on Alexandra Park Road, when turning left onto Colney Hatch Lane towards Muswell Hill. There are a couple of parking spaces right after the Colney Hatch Lane bus stop (CS). These spaces block buses, which mostly turn left, forcing them to move right and then back left to make the turn just before the junction. This, in turn, blocks cars that are trying to turn right. The same happens with cars: when many vehicles are turning right, cars wanting to turn left cannot reach the junction because of the parked cars, and sometimes they miss the green light altogether.

1. The consultation document is incorrect in the way it maps the green space and numbers properties in Durnsford Rd. This means I do not know from the consultation whether my property is impacted or not. I therefore challenge whether the consultation is lawful. 2. Loss of parking for me, as an older resident with mobility needs, would severely impact my ability to live on this road. I know that this is the case for other residents also. I am wondering if not taking this into account, or proposing any remedies to this problem, would leave the Council open to the possibility of judicial review. 3. Where is the risk assessment for this proposal? 4. Where is the options appraisal? Other possible options 5. Reopening the closed side roads between Alexandra Park Rd and Colney Hatch Lane would allow for better through traffic flow. 6. Changing the LTN near Bounds Green station would allow through traffic from Durnsford Rd to Bounds Green Road, alleviating the traffic on

Bounds Green Rd: this was the case before the LTN, and worked well. The change could be to either abolish the LTN, or allow traffic through at peak traffic times. 7. Opening up the through route to Blake Rd again, to reduce traffic on Durnsford Rd, and allowing through traffic to Bounds Green Rd.

1. Would it help congestion to open some side road access (e.g. Muswell Avenue and Grosvenor Rd) just during the afternoon when busy or would that be impractical to operate? 2. Create more lanes at Bounds Green traffic lights to increase flow and reduce back up. 3. Address N Circular access queuing in Brownlow Road (which does impact movement in entire area up to traffic lights at B Gr sometimes).

A box at bounds green and better access to the north circular. For cars. Remove some of the LTNs for easier flow of traffic. It's outrageous that local people were not informed about this by Haringey Council. There needs to be a meeting about this issue.

A bus gate. If I'm in Camden town and want to drive to Essex for some reason, google thinks bounds green is along the way and all the dimwits mindlessly drive as slaves to GPS. Screw em. Stick to the A10.

A bus lane between Woodfield Way and Bounds Green should be tried initially to see its effect on traffic flow, before making any decision on the bus lane at Q5

A bus lane in either direction will only serve to make local traffic worse, increase local parking problems and won't help the bus journey speeds. It is the council's introduction of LTNs that have largely created the issues as they deliberately disadvantage the 'boundary roads'. All of the traffic that was using the LTNs as a rat run and 95% plus of the traffic on the boundary roads is only there because the North Circular Road is inadequately provisioned between Conley Hatch Lane and Green Lanes. The council's current view of add LTNs then add bus lanes is a self-fulfilling and destructive loop that ends up helping nobody except, not even the residents in the LTNs as they have to join the back of the queues caused by the LTNs.

A bus lane it does not solve the main problem which is why does traffic generally get so delayed getting through to Bounds Green and beyond in the 4-7pm period and what can be done about this. If this was solved there would be no need for a bus lane anywhere between Bounds Green and Colney hatch lane. A bus lane would just create even longer waits for other traffic heading for Bounds Green.

A bus lane towards Bounds Green station is vital for effective public transport, as the route is very slow during the evening peak; there is no real case for the bus lane towards Colney Hatch Lane. Any bus lane needs to be continuous towards BG - an intermittent bus lane is likely to be much less effective, especially if the bus stops for the station remain in their current position. The current proposal looks over-engineered, with all of the traffic-controlled crossings. Too much parking is being lost for limited benefit. A better-balanced scheme needs to be proposed. The balance of the traffic light signalling at the BG junction needs to be reviewed - at present there are frequently much longer queues along Durnsford Road than the High Road, which is contributing to the problems

A bus lane will only cause more chaos on this road. And push cars into neighbouring streets like mine. Residential roads need to be residential not full of cars and traffic.

Abandon the LTN.

Abolish the Bounds Green LTN and you will solve most of the problems. The existing zebra crossings all have a central refuge and work well - I use them constantly.

Abolish the LTN which has been the cause of the increased volume of traffic. Traffic on the scale we see daily now was not an issue before the introduction of the LTN. A bus lane is absolutely not the answer.

All LTNs in the locality need to be scrapped. They have caused massive increases in traffic congestion and pollution in the surrounding communities. They have been installed without proper consideration of the knock-on effects they have on the wider communities, carers and residents in need of care, businesses and commuters. In many instances they actually make life more difficult for those living in the LTN areas. At the same time, there is an urgent need for investment in improvements to the North Circular in order to remove bottlenecks and pinch points, and thus eliminate the congestion on the stretch of this road which currently forces commuters to divert through residential roads in order to escape the jams.

All of suggestions 7 to 12 will slow down traffic, including buses, which will make existing serious congestion even worse and add to pollution levels. Everyone, residents and bus travellers alike, will face even slower journeys than now, which were caused by the council's decision to impose a LTN. It is hard to believe how anyone who has ever spent time on this street and who has examined carefully what happens there could have suggested these ill-conceived proposals. An already bad situation is going to get a whole lot worse. Residents in the side streets are also justifiably annoyed that we were not consulted properly - I only found out about this when a neighbourhood group put a leaflet through my door. From the council - absolutely nothing.

All of the above questions have the same impact within the location - decreased traffic flow. I support signalised pedestrian crossings near the schools.

All of the signalised proposals will slow down traffic flow. Meaning more time spent by cars emitting fumes. The bus lane is a stupid idea to speed up public transport. Get rid of some of the road closures and LTNs that force all other cars on the main roads. Everything is being done to make it more frustrating for people to drive.

All of these measures will inconvenience motorists further

All of these measures would also help cyclists

All of these proposals would slow traffic down, displace parked cars, cause traffic jams, raise air pollution and destroy our neighbourhood. There is no need for any of these interventions. All traffic interventions by Haringey have made things worse, e.g. traffic lights at the junction between Colney Hatch Lane and Alexandra Park Road, road bumps etc. Haringey is only interested in revenue raising and swamping us with more of its horrible CPZs. Leave us alone.

All of these proposed changes will just make it worse. Changes made in the past five years have had negative effects, producing more traffic, slower moving traffic, and more congestion in smaller residential roads due to cars using them instead. Everything was fine as it was. Please don't try to fix the errors of recent changes by creating more issues. For instance, the zebra crossing west of sunshine garden centre is SO safe and helps keep a good flow of traffic - it doesn't need to be an official crossing. FYI this is coming from a resident in their 20s who uses mainly walking, buses, and cycling. I have sympathy for car drivers who have had their residential access ruined, and deal with immense traffic all the time simply to get to the shops. I use the buses affected - yes, they sometimes run a little late, but people are used to it and the changes you propose would probably make them run even later. Don't do it please. And if you do ignore everyone, please for god's sake make sure it doesn't take a million years like the renovation of Durnsford park.

All of your traffic calming measures cause more issues. Listen to your constituents or risk being voted out!

All the above measures are nonsensical and do nothing but slow and disrupt the traffic. This proposal will significantly negatively impact 1000s of people and ruin and clog what is a vital artery in Muswell Hill life. If there was a demonstrable benefit the perhaps some sensible measures could be implemented - residents would no doubt be open and willing to engage sensible options. This proposal however makes literally zero sense and does nothing other than to disrupt residents. The main issue on traffic is local congestion on the north circular. Solve that - but not by routing traffic through here.

All the above measures will slow down traffic and increase congestion, with impacts on residents and businesses along the route. The only way to improve the bus times and traffic congestion significantly is to get rid of the LTNs on side roads, so that traffic can spread out around the area, and not be concentrated on one main road.....their impact has actually caused the traffic jams and congestion to become much worse. Many older and disabled people cannot ride bikes and need their cars to get around, so you are making their situation worse.

All the above will cause more traffic jams.

As important as it may be for TFL, I believe the bus running times should not be taken as priority over the certain impact on the daily lives of local residents. I'm aware the London Mayor has put an order for more bus lanes, and a significant budget has been allocated to councils for that purpose. But this proposal it feels has most definitely not been considered in detail with regards the real impact it will have on the local neighbourhood.

Bounds Green currently has too much traffic due the road closures and restrictions on Blake Road and Woodfield Way, without the implementation of a bus lane which will consume the entire road. This will immobilise residents and restrict their freedom to travel and park which is unacceptable. Enough restrictions are currently in place. Please consider the residents who have to live with these ridiculous restrictions daily.

Bus lanes are desirable in general to prioritise public over private transport but have to be suited to local conditions and not exacerbate other traffic issue

Bus lanes may improve times for the bus as it did in Colney Hatch Lane by 1minute but has caused more aggressive driving at the junction buses dropping off for picking up delaying the flow of the traffic and ultimately increasing traffic emissions for local residents which we know affect health. No one got hurt waiting a bit longer on or for a bus !

Bus lanes might not be required, and thus money/time might be saved, if traffic from the A406 is prevented from turning off Colney Hatch Lane onto the B106 'corridor' between the hours of 3 and 7. Alexandra Park and Rhodes Avenue schools are located on the B106 and so the area should be an LTN - and this alternative proposal is a temporary LTN for the benefit of school children and people coming home from work by bus who have left their cars at home instead of turning our residential road into an extension of the A406. If bus lanes are introduced, electric bikes/scooters could use them instead of the pavements of the B106 along which they currently illegally yet freely speed and where they can hit and seriously injure/kill pedestrians.

Bus lanes need to be in operation for longer hours. Essentially all you are doing is adding in an extra lane for traffic, and it just so happens to be restricted access for 3 hours per day, 6 days per week. It's silly. Bus lanes should be in operation at a minimum 7am-7pm, 7 days per week. Everyone with any skills in highways planning knows that more lanes=more people use the roads. And by essentially opening up an extra lane, you are just going to make the traffic worse longer term There are 18 buses per hour each way along some parts here, and yet the best you can offer is a measly peak time bus lane. Very shoddy. Consider making Clifton Road one way, this would enable junction narrowing. Motorists can very easily divert with minimal time penalty. Quick win for pedestrian safety and improving road flow. Consider making Rhodes Avenue one way. Again, would enable junction

narrowing and should reduce the number of motorists here which will make it safer and make it a nicer place for students to walk.

Bus lanes on small roads will only create more traffic and more parking issues. I don't believe the pedestrian crossing are a pressing issue, I've had no issues using any of them. I can't see anything other than making the area local or resident only traffic for cars and buses being successful to improve traffic, but removing so many parking places is a dreadful solution.

Bus lanes will not solve the issues your decisions in Bounds Green have created. You've bought the area to gridlock. I use the bus more than a car and I do not support this. Pressure on parking will be exacerbated too. And it will force people to park on our roads where we have already lost spaces to electric charge points. And then you will reconsult to implement CPZ as an income generator. I'd rather have honesty as to why these things are being consulted on. People are fed up with relentless consultations as you are also doing on Coniston rd. and Dukes Ave.

Buses are currently almost unusable due to traffic congestion caused by the LTNs. I oppose the LTNs with every fibre of my being - they have made traffic awful, increased air pollution, made buses so slow that it's faster to walk - however, this is terrible for those less able to walk, so it is pure discrimination - the elderly, disabled, pregnant women, people (mostly women) with small children.

Colney Hatch Lane is already very congested and the buses will not be any quicker. Many residents who will not be able to drop off their children at home or shopping forced to have to walk quite a distance to find a park. Side roads off Alexandra Park Rd Road and Colney Hatch lane will be impossible to park on and businesses will be affected as people will not be able to park and go to Tesco's or large shopping centres instead. The local community will be worse off. These ideas and their consequences have not been thought through properly. Many people will be affected and their lives made difficult for little gain

Constant jams on North Circular need to be addressed as this diverts traffic through this area. Also, Muswell Avenue South is a constant rat run. Perhaps making it left hand turn only into Alexandra Park Road would be a solution.

Consultation has been minimal and case for this change is not strongly made. If there was fuller consultation and maybe a 3-month trial I would be more inclined to support it.

Consult your residents before you get these insane ideas

Current crossings work perfectly well. Signalised crossings will cause even more delay

Current pedestrian crossings work well. Traffic is bad enough in the evenings, this will make it even worse

Current situation is a consequence of the previous actions of the council: LTNs and roads' closure and will lead to further LTNs, CPZs and revenue collection projects. Suggestion is to review these again and propose alternatives.

Get rid in all the LTN that have caused all the traffic

Get rid of LTNs that have made this route much busier as a result

Get rid of LTNs which caused this problem in the first place.

Get rid of the Bounds Green LTN given that it is this causing the congestion problems. I do not see any proposals about where cars are supposed to park given the loss of a considerable number of

parking spaces. What consideration has been given to this and the impact on surrounding side streets? Why has the consultation not been sent to the side roads such as my road Thirlmere, which will clearly be adversely affected by the reduction in parking spaces. These are terrace houses where there is no space for driveway parking. I object in the strongest possible terms to a proposal which in effect removes my freedom of choice to have a car, especially as I am over 65. I use public transport where feasible but have a car for journeys out of London and where a journey by public transport is difficult or not feasible eg no direct public transport route or heavy shopping or taking rubbish to the tip, Even a resident's parking zone is not going to help because there are not over 100 free parking spaces in the area. There seems to be an agenda to force people to get rid of their cars, which is not the same as encouraging use of public transport. What assessment has been done about how this will impact people who need a car for work or are elderly?

Get rid of the CPZ that many residents and individuals objected to but which the council went ahead with. The flow of traffic was a lot better before the CPZ and we didn't have as many delays on the bus routes. You created the delays and it's a knock one effect from stopping us using the side roads.

Get rid of the low traffic neighbourhood - it's so problematic for the whole area - despite benefitting the residents of that small area (they don't all agree with it as generally they're trapped in that area and can't move anywhere easily or efficiently because of backed up traffic. Why doesn't the council listen to the neighbourhood? A bus lane isn't the solution at all!!

Get rid of the LTN - easy, cheap, limited disruption, sensible

Get rid of the LTN and traffic is likely to flow a lot more smoothly

Get rid of the LTN and traffic will flow as it always did. This is self-inflicted in the name of saving the environment and all it has done is worsen omissions. The proposal is disgraceful and will make things significantly more challenging for residents.

Get rid of the LTN in Gordon Road. Get rid of the restrictions in Blake Road.

Get rid of the LTN zones - they have such a negative impact on the people working and living on Durnsford Road.

Get rid of the LTN's which most residents voted against, which don't work, and allow traffic to filter through side roads.

Get rid of the LTNs

Get rid of the LTNs around the bounds area and get us moving without displacing cars and making us drivers and residents/visitors life a misery. Ridiculous ideas to make everyday life harder. Removing parking spaces making impossible for people to find parking elsewhere and straining what ever spaces might be available. People with mobility issues will be affected. Residents need to park near home. GET RID OF THE LTNS which created all this slow traffic . Was perfectly fine before Haringey and Will Norman stuck their noises in

Get rid of the LTNS in Bounds Green which are causing trouble in our neighbourhood. I'm in favour of crossings being formalised for pedestrian safety.

Haringey council are a disgrace

Haringey council seems to be waging a war on cars. Ever since the LTNs were introduced there has been significant increase in traffic at a standstill often the whole length of Alexandra Park Road. I can't see how reducing the width of the road to accommodate a few buses will rectify this and will only add to the problem with f congestion and pollution. Signalised pedestrian crossings will only

slow traffic further. The crossings as they stand are not unsafe so why spend more public funds meddling with them? I write as pedestrian, cyclist and car driver.

Haringey Council should just leave things alone. Nothing it does, with regard to traffic management, improves the situation. If the Council really wants to reduce traffic on the borough's roads, it could remove all parking permits from its staff. This might encourage them to leave their cars at home and use public transport instead. Until council staff have to put up with the same inconveniences that inflict on residents, they won't know how ineffective their efforts are.

Haringey have failed to implement the 20mph scheme in this area shown by cars dangerously speeding down Alexandra Park Road sometimes totally out of control endangering the elderly and young at the same time. Signalised pedestrian crossing may help alleviate this problem.'

Haringey should be saving money at the present moment not spending our money on ineffectual road projects. The answer to the traffic problem is staring you in the face get rid of the LTNs between Wroxham Gardens and the North Circular and allow the traffic to flow naturally. Haringey created the problem by interference the answer is obvious to all, enough money has been wasted on this project, please waste no more.

Has any modelling been done on this?

I believe if the LTN scheme was reversed, traffic would flow more easily through the area, reducing congestion, frustration and importantly the increases pollution from the stop start cars on these roads. I feel sorry for the people that reside in this area. Research highlights people living on roads where there is additional traffic have poorer health especially with increased respiratory difficulties. Please reverse the LTN scheme to allow traffic to flow more effectively again. Thank you.

I do not own a car and exclusively use buses, and I still believe these proposals will be detrimental to road users of all types. It seems this is a cop out rather than dealing with the source problem of signal timings in Muswell Hill, on Colney Hatch Lane, by Bounds Green station and at the North Circular. (indeed, recent changes to the signal timings at Bounds Green station have made the junction more dangerous and increased traffic).

I do not see the advantage of a signalised crossing over a zebra crossing. It would also be noisier. Removing the local LTNs would spread the traffic out more fairly over all roads rather than concentrating it on this increasingly busy but still residential set of roads

I do not see the need to introduce no doubt expensive signalised crossings in place of zebra crossings. I have lived in Curzon Road for 7 years with my family and crossing this road is not a problem. I think the loss of so many parking spaces, including those which will in practice become largely unusable for residents (if out of use in the evening from 4 to 7) is too high a price to pay for people that rely on cars.

I do not support any action that reduces parking spaces in residential areas. I do not support causing more congestion issues for the community by adding bus lanes to already congested areas. Look at the traffic on Colney Hatch Lane Northbound at peak hours to understand the potential impact. I do not support the Council making access to IR Tambo rec more difficult by removing parking spaces and I would be happy to take the matter to court.

I do not support any of the proposed changes for the B106 corridor between Bounds Green Road and Colney Hatch Lane. The council's existing Low Traffic Neighbourhood (LTN) schemes and blocked side roads have already caused severe congestion and delays. Adding bus lanes or further restrictions will make this worse. Alexandra Park Road and surrounding roads are too narrow to safely accommodate buses alongside other traffic, creating hazards and bottlenecks. These

problems were caused by the council's own policies, and instead of introducing more restrictions, the council should remove the LTNs and restore normal traffic flow. Remove LTNs and reopen side roads to ease congestion and improve traffic flow for all road users.

I do NOT support Haringey council implementation of a bus lane and taking away parking spaces. There is already a terrible issue with heavy traffic and long delays on Durnsford road and other areas with toxic fumes filling residents' lungs and causing health issues that were not there prior to the ltn and traffic road changes. Adding a bus lane will exacerbate the traffic and pollution in an already problematic area. Cars will be squeezed by bus lanes taking the road space narrower. Roads have already been made narrower by the council for whatever inconvenient reason, which we were never consulted on. We live at number 1 Durnsford and have been here for over 5 years; we saw the road go from a calm road to a hectic chaotic road with people beeping all day long through frustration of sitting in traffic for close to 45 mins on a road that used to take 10 minutes to travel from top to bottom prior to the ltns. which goes against the purpose of ltns to make air cleaner Please review: 1. The real cause of the traffic and delays. Traffic has become much worse on Durnsford road. 2. Review or change the ltns that are moving traffic on our road. We need a fair and practical solution that works to ease bus delays. 3. Protect the health and safety of local residents.

I DO NOT support the proposals of a bus lane and removal of parking spaces between Colney Hatch Lane and Wroxham Gardens. It will be an absolute nightmare for us to lose parking space outside our home. 1. We need to park near or outside our home as my parents are disabled and can't walk far. 2. There is no parking on the side streets. They are already full of parked cars. Our nearest hope would be 4 blocks down the street to Grasmere or Thirksmere but there is never anywhere to park there anyway so we would end up going even further down the road. How can I push a wheelchair up 5 blocks or rickety pavements? And carry shopping? 3. There is rarely any traffic. Traffic builds because of the crossings and traffic lights 4. This is a residential road full of families and the elderly but you treat it like a thoroughfare changing the nature of the road and area. It's not why residents moved here. 5. Cars would be driving several meters closer to our home causing even more noise, pollution, danger to residents especially children and the disabled and also shaking our homes even more than usual causing problems and cracks in the bricks and mortar. 6. This is not needed as I heard buses were only delayed by a few seconds and that was because of the crossings. So it's a lot of heartache for 9 seconds and punishes the residents who live here for that sake a few seconds. I feel this is a heartless idea designed to create stress and all sorts of logistical problems for the people that actually live on these streets. Residents don't seem to count for much it seems. How on Earth will we be able to park even relatively close by? It will become impossible. My parents won't be able to come or go from the house into our car. Our street will become just like Colney Hatch lane and the A406 - one busy dual carriageway rather than a street families are glad to live on. I live at the top end of Alexandra Park Road near Muswell Avenue. I regularly use the bus as there is rarely parking near the tube and I have never been delayed or had a problem - I am very surprised that you think a bus lane is needed, let alone one that destroys parking and safety and clean air for the residents. For residents it would be a massive change in our way of life - not being able to park or access your home if you are disabled - some people might well have to move house. In this financial climate how can you do that to people? What is your solution for the people like us that need to park by their homes? And the council never confirmed their earlier statement that I could convert my garden to a driveway. Now I can't afford it (we aren't rich like some) so it's even more important that I can park on the street. Isn't it immoral to do something like this to people? When We moved in here, we never expected such regular terrible suggestions about parking designed to make life impossible. This is the second time in a year that the council has proposed to remove my parking space despite my needs for parking outside my house because of my disabled parents. It's been one fight after another. Please think about what this will do to residents. It is unacceptable and cruel!!! Imagine having to drive around and park a mile away then carry your bags and push a wheelchair up the hill to get home. Life will be impossible here. there are no spaces nearby in side streets! You already removed some of them when you extended the lines. Now we have no options and it's already hard to get parking some days. Please do not pass these proposals!! We are begging you!!

I do not support this proposal. I am not in a favour of the bus lane and loss of parking spaces. This area thrives on families' activities that offer some limited free parking. This is another way to penalise families as the very limited disposable income will be used to pay for parking spaces. Not everyone is CEO of Haringey and has over £100 K annual income to be able to visit park and pay £5 for parking. This proposal penalises families that do not have house with it's I've drive. Not everyone on this route is living in a house with it's own parking space. This proposal will increase a population on the route but that is not your worry. The crossing near Sunshine Garner centre has been upgraded last year and now this proposal suggests another upgrade. This is additional cost that is not necessarily.

I do not support upgrading any of the zebra crossings to signalised crossings. This will cause further delays and is not necessary. The zebra crossings are adequate for the job. If bus lanes are put in this should be on a trial basis for six months, followed by a further consultation with residents. It should also be combined with other measures for discouraging traffic along this route on weekday afternoons; and should be on weekday afternoons only, not Saturdays (when there is no significant issue with delays). There is no need for a bus lane westbound from Curzon Road to Colney Hatch Lane, as there is no significant congestion problem in this direction. A bus lane here would actually cause congestion particularly at the Colney Hatch Lane junction.

I do not think bus lane is a practical solution to this road and would cause additional un-necessary congestion

I do not think losing parking spaces is a good idea. It will just put more cars parking in streets which already have enough.

I don't know the best alternatives, but my sense is that the volume of traffic is driven by the weight of traffic on the North Circular Road. Many years ago, there was a significant road scheme to remove all of the traffic lights along that route. If this could be resurrected by TFL perhaps that would solve the problem

I don't see a need to change the current set up, in fact more traffic and pollution has appeared since the LTNs were brought in along this route as less cars can disperse from the area at peak times and since their introduction the traffic has quadrupled on the main road to Conley hatch and Brownlow/A406 This seems like a huge waste of council funds and could be better spent improving youth and local facilities in the area. Also removing cars n spaces not only effects local residents it's a further step to destroying the local community of independent shops on Alexandra Park Road that still retain the areas lovely community local feel, which has slowly been killed across the borough with over regulation n restrictions. Don't destroy the last part of what makes this area great.

I don't see the need to make any of the above changes

I don't support signalised crossings because they encourage faster driving and make crossing the road take longer. They don't work for either motorists or pedestrians as pedestrians will cross the road if it is clear even with the red man

i don't think any of the changes above is going to improve the safety or traffic that we already have. it will make it worse. The bus being stuck in traffic is during peak hours is normal. i suggest looking at the traffic lights at the Bounds Green area to improve the flow of traffic because that is the cause of the jams during peak hours.

I don't think any of the crossings truly need upgrading, there has been so little issue since the zebra crossings were introduced a few years ago

I don't want any removal of vital parking spaces to mean that excess parking spills over into the residential side streets where parking is already difficult

I don't know the solution but since the through roads were made Cul de sacs our roads on this side of Alexandra Park Road are full of traffic.

I don't think any of the proposed measures would really make much difference to the bus regularity as the 102 and 184 are long routes with bottlenecks all along their routes. The measures would increase the traffic problems as, particularly from about 3 pm, the traffic queues from the bottom of Brownlow Rd, up along Alexandra Park Rd. OJ Tambo park is a very important part of our neighbourhood, used by all ages. These measures would have a very detrimental effect on people being able to use the park. I am a bus user and am in total disagreement of the proposed plans.

I fear these proposals are simply motivated by money, as in the council(s) who are all barely scratching a living are set on monetising every possible stretch of road. There is no care for the residents or quality of life. The LTNs are a great example of just this, as are CPZs. All these things are foisted into people against their wishes, all in the name of improving lives, which is a lie. Regarding this current proposal, I believe it will turn this stretch of roads into a true thoroughfare. It's overkill. We don't need the traffic lights, but we know you're proposing these because you'll have to remove the islands to make way for this proposal. This stretch of roads is residential and your actions over the last 15+ years are the direct cause of the car park the road is. You don't need an island or traffic lights to cross a road of stationary traffic... As I said. All these bits lanes, traffic lights are overkill. You've littered the roads with humps which were a totally unnecessary expense and pointless. I agree to none of the creatures listed in your proposal. I do actually have quite a few ideas re how to perhaps do things differently. I travel a lot around Europe. There are lots of good ideas never seen in the UK.

Leave our area alone you have already caused so much congestion and traffic with LTNS we sit in traffic for ages along Durnsford trying to get home already stop destroying our area parking places are necessary and help keep the community alive

Leave the roads alone. You have already created enough issues with closing side streets

Leave the roads as they are and look at deterring traffic coming from the A406 through to Bounds Green tube station and beyond to Southgate

Leave things as they are already closing of some of the side roads has caused much congestion

Leave things as they are and reopen traffic through Clifton Road and Woodfield Way 4-6.30 pm

Let residents on LTN Bounds Green rd. to Green lanes have access. Enfield has done this successfully on Warwick rd. LTN

Life in Harringay is becoming a nightmare for people driving which is a must for most of us, not a nice choice.

Life will be tough if the proposed bus lane goes ahead as it will inconvenience the residents living in the area due to loss of parking facilities

Lift the LTN schemes which overnight increased traffic on this road. Once lifted there will be no need for this. Listen to local residents and remove the LTN.

Local Asthma cases are worsening. Reverse the LTN's- they have caused so much damage to our air quality, to quality of life, to ease of travel for the vast majority of local residents. We can no longer open our windows in the mornings, late afternoons or evenings because the air pollution is now so toxic. The strangulation of traffic flow is the issue. The bus drivers agree the addition of bus lanes is no more than lip service and won't increase travel times enough to make any real difference. Please stop destroying our neighbourhood. It's hard not to believe that the council has written off this Neighbourhood as collateral damage for some grand scheme we did not vote for.

London will always have traffic. It's part of living here. Taking away parking spaces and therefore putting local residents at a disadvantage in parking near their homes is unfair. Bus lanes only help buses. The majority of the traffic is from cars in a single lane. Adding a bus lane will not help the issue!

Londoners need to be able to move around the city, be that buses, tubes or driving. It's becoming impossible to live in London for all the challenges that moving freely brings. I say this as someone who has lived here all my life for 47 years. Please stop making it even more challenging to move freely - for everyone.

Look at improving traffic flow on the A406 so drivers don't try to cut through. Remove the LTNs so reducing the massively increased traffic and traffic jams they cause. Please do not turn a residential street into a busy main road. Which is what you seem to be doing.

Look at restructuring the Bounds Green LTN. The implementing of the LTN in this location being so close to not only the cross roads by the station but also the North Circular is creating a build-up of traffic at certain times as traffic is funnelled along this road that goes to Station Road which adds unnecessary vehicles. There is significant traffic at rush hours just going to the North Circular and on to Edmonton, Palmers Green and Southgate, the addition of traffic going towards Friern Barnet and North Finchley has to go right to the junction to turn onto bounds green road.

Open back up the local side roads. The closing of these has caused the awful traffic in the first place.

Open LTN get traffic lights timing to be 'smart' Long term work with TfL to Improve A406

Open the LTN restrictions in Bounds Green and the tragic for cars and public transportation will be less and the bus lanes won't be necessary !

Open the LTN roads again! They were used for brief times in the morning and after work. Relieve the congestion on Durnsford road.

Open the LTN's and let traffic flow again. The congestion has been caused by the closures implemented by the local council to raise money. Adding bus lanes and bus lane enforcement cameras is another revenue stream for TfL and local labour council.

Open the side roads (closed for LTNs) - those closures are the reason why there are always traffic jams

Open the side roads!!!! You will reduce traffic in Alexandra Park Road. Easy. Unless all you want is money from fines.

open up all LTN roads, this will let the traffic flow freely and distribute it so its not all pushed into one road

Open up all the side roads that you have closed or find another alternative. Forcing drivers on main roads and then proposing bus lanes will make the situation worse not better. Consult, consult, consult.

Open up LTN Rds., cos they cause this problem in the 1st place

Open up the back roads. The closure of the back roads forces traffic onto the main road.

Open up the side roads again (ideally make them one-way only) as this is what has caused immense traffic jams on Durnsford Road and Albert Road. The current conditions mean that journeys are doubled in time (or more) and road-rage is a common occurrence.

Open up the streets that are prohibited to traffic to allow the traffic to move more quickly.it would relieve congestion at bounds green.

Opening up the LTNs outside of school times would allow traffic to flow as it did before they were introduced. The introduction of LTNs has inadvertently affected as a disabled person, unable to move around freely in my local neighbourhood due to the increased traffic they have caused. These proposals will only increase the issues that already exist.

Please stop calling it the B106 corridor - it's insulting! This is our road and where we live, send our children to school, park our cars and generally like to be. Putting bus lanes in will make living here much, much worse. You will kill the small businesses and the park. People come here with families. We need to park our cars, receive deliveries, welcome tradespeople. Will you put parking on the pavement, when children walk to school on this road? Have you thought this through at all? This policy feels railroaded by a bullying council agenda. Stop it now. Listen to the people who pay your tax. What's it like where you live? Any bus lanes there?

Please stop calling our road the B106 corridor. We live here. You show your ignorance and complete lack of care by using this language that suggests there is nothing more to this road and area than the buses that drive through it. When I get on a bus on Alexandra Park Road, it's always fine, even in heavy traffic. The traffic is only heavy when the road is being dug up - thinking through the roadworks schedule might be a good idea? There are also too many cars who drive too fast and too noisily down our residential road. Targeting those people would also help? Not making their lives easier by freeing up the buses. This plan is insulting to those of us who live here and I feel very angry to live in this area as a result.

Please stop destroying the roads and making life more chaotic and stressful it's terrible what is happening to our roads try spending money and dealing with all the pot holes and fly tipping that is ruining the area

Please stop making our lives even more a living hell in this city. Everything you propose is somehow to 'benefit' the public but it brings along even more misery and it results in chaos. Please listen to the people and stop only doing whatever benefits you and the eco warriors

Please stop making this problem worse!

Please stop north circular traffic using our neighbourhood as a short cut. Either stop it turning left from Colney Hatch lane into Alex park road or road narrowing /!traffic calming. We live here and it is MISERABLE as a pedestrian and for our kids coming out of school into miles of stationary cars, not to think of the pollution.

Please stop pursuing schemes that intentionally choke traffic into a standstill. Road traffic and public transport should work in harmony, not at the expense of one another. These proposals waste money

and offer little real benefit. Funds would be far better directed toward schools, hospitals, and health & social care, where they can make a meaningful difference to residents' lives. Thank you

Please stop the schemes, it helps nobody but hurts everybody. Traffic will further increase as the road changes from residential to an intensely busy thoroughfare attracting more vehicles and heavy lorries from the North Circular and encouraging its use as a cut-through from across the area - effectively becoming a mini A406. As well as heavier flow, this will create more pollution and more noise. Your solution to congestion won't achieve its stated objectives in terms of journey times. It is an assault on the character and functioning of the area, destroying the community living there. 52 parking spaces will be removed forever with a further 72 spaces being unavailable between 4-7pm. That's a total of 134 spaces lost. That's 134 cars affecting hundreds of households and thousands of residents. Families home from the school run, people getting home from work during the rush hour will find nowhere to park, all the while getting stuck in the extra traffic the scheme would create. These displaced cars will be forced to park in side streets. Anyone living on the affected roads and side streets knows that there are NO spare parking spaces as side streets are at capacity. The proposals would make everyday life impossible for many households — especially those with mobility challenges, the elderly and young children. Without access to nearby parking, elderly and disabled residents risk being trapped in their own homes and carers won't be able to visit. Local businesses and community hubs will also suffer if stopping places are removed. St Andrew's Church and its busy community centre rely on nearby parking for worshippers, classes, weddings and funerals. The local shops and cafés that bring life to this area will lose passing trade and customers. Deliveries and tradesmen will not be able to stop on the main streets and will have to join the battle over the rare space in a side street - or refuse to come at all.

- Increase traffic, noise and pollution on both main and side streets
- Turn a peaceful neighbourhood into a busy noisy through-route and traffic corridor
- Destroy local access for carers, deliveries, and disabled residents
- Hamper the ability of parents to take their children to local schools
- Make walking on the street more dangerous for residents and children
- Harm local shops, cafés and St Andrew's Church by removing essential parking
- Remove almost all parking for over hundreds of residents
- Make it unsafe and difficult to exit side roads or driveway

Please take into account that, although I'm sure you're getting large numbers of responses from irate car local owners, this road is a traffic sewer, principally due to its use as an alternative to the North Circular. Encouraging people not to use it in private cars/vehicles by prioritising public transport is great. The traffic has always been horrendous on this road during evening rush hour (I'd be interested to know why it's so clearly an issue westbound), even before the LTNs nearby. It's also obvious, from using the road regularly, that the amount of traffic is hugely influenced by school-run traffic (it's definitely better during school holidays). Anything you can do to encourage parents not to drive their children walkable distances is also great. Bus lanes may also make this a slightly more tempting cycle route - good! Generally, I prefer zebra crossings to the signalised - shorter disruption to traffic flow, and immediate crossing for pedestrians, rather than waiting for the light to change. 4 additional signalised crossings on this road would be excessive, and slow down bus times. I would also support the reinstatement of the flattened speed bumps on this road next to the OT Rec. I believe these were installed after a traffic collision involving a child, and it's shameful that they have essentially been removed.

Please take steps to slow and reduce all traffic. Enforce the 20mph speed limit - most cars exceed this by 10-20mph. Currently, the parked cars are the only thing that slows the traffic at off peak times. Restrict traffic taking short cuts off the North Circular at peak times- this is most of the traffic on the B106!

Please think you have already closed all the other routes to Bounds Green you have already made life on Alexandra Park Road difficult for residents who live and work here due to the excess traffic which you created by closing all the roads and other routes to get to and from Muswell Hill and

Bounds Green. Now that the buses are finding the excess traffic that you created bad you want to make things even worse for all the people that live here and pay council tax etc

Please, just spend our money on repairing our roads and helping the poor

Please. Think about this! It's so bad now around our roads!! You have stop car being able to use other routes off the main road! It's pushing all the traffic to the main roads! It's so bad. It will put pressure on the other roads that you haven't put restrictions on. Including parking. It's all so bad!! I honestly don't understand what you're doing!!!!

Removal of LTNs which have created this nightmare and congestion for residents

Removal of the LTNS's (keep the Street Road for Blake Ave) hours but these roads need to be reopened. All the restrictions do are cause traffic, chaos and pollution for the main road which our children have no choice but to walk along, to avoid walking down darker side streets and poorly lit parks in the early winter months.

Remove all LTNs to improve the traffic flow. This will make an enormous difference to the congestion caused by the LTNs Adding bus lanes will add to further congestion and not improve the traffic situation The width of road from Conley Hatch Lane to Bounds Green is not wide enough for a bus lane Adding a bus lane from Woodfield Way to Bounds Green would be a waste of money for such a short distance Would the grass areas be impacted on to widen this stretch of road? This would be detrimental to the aesthetic Green benefit to the community Consider the well-being of the residents do not add to the stress and inconvenience caused by the LTNs by adding further restrictions

Remove all the LTNs that caused all the traffic issues in the first place!!!!

Remove the LTN's recently installed near Bounds Green Tube station and Brownlow Road. Improve traffic flow on the N Circular travelling east past Colney Hatch and past the end of Brownlow Road by removing all right hand turns off it. Allow traffic travelling east along the B106 to flow to the left past the Health Centre near Bounds Green in a one way system only ... allow right hand turns into Bounds Green Road from Brownlow Road

Remove the LTN's. Stop traffic at the intersection in Bounds Green from cutting in when going north at the intersection. It's dangerous and needs management. Traffic used to filter out from the B106 between Colney Hatch and the B106 so residents and businesses could get directly to where they want to be. Now we're all forced to route along roads that were never designed with these restrictions in mind.

Remove the LTN's for the whole borough as it punishes a large amount of the residents for th benefit of less than 10% of the borough. Remove the 20 zones and make them 30 zones except outside of the schools as this was also a ridiculous policy introduced (if people are going to speed they are going to speed it doesn't make a difference if it's a 20 or a 30 zone). Especially the section between the shell petrol station and the start of the 30 zone on Colbert hatch lane, there is absolutely no reason for it to be a 20 zone as it is pretty much a main road with no pedestrians.

Remove the LTN's stop wasting taxpayers money on this nonsensical proposal you are not addressing the wider issue which is why there is so much traffic , if did not magically appear from the blue , it arose as a direct result of the corrupt and underhand and decisions made by both Haringey and Enfield council imposing these unlawful and unnecessary LTN's done purely for financial gain and not with the constituents at heart . No one will benefit from this decision. Remove the LTN, or continue to pollute our streets and children's lungs . My family have all been diagnosed with asthma as a direct result of these LTN's and I reserve the right to make a claim against be council for their actions.

Remove the LTN's the residents hate them. Put a dedicated quite extensive left hand slip lane in Durnsford rd. turning into north Bounds Green rd. that way you will have a dedicated right turn lane, a straight lane for those wanting to go straight into Brownlow rd and it gets rid of the left hand turners that get stuck because Brownlow rd gets backed up. There is ample space and it's only public land. Pop a signal pedestrian crossing that runs with the traffic lights

Remove the LTN's which will help traffic flow in the area.

Remove the LTN's, plain & simple. Been a resident since 1996, been here longer than anyone who's proposed these ridiculous ideas. I know what the traffic was like before and it was never this bad before LTN's & CPZ's were put in place. How the heck do you think all the residents on Durnsford Road can park their cars if you remove all the spaces in front of our houses? What would are you living in? You're clearly not residents here, you're not apart of the community and won't know how this will impact us.

Remove the LTNS

Remove the LTNs and make our roads great again.

Remove the LTNs in Bounds Green and open up the "Lake roads".

Remove the LTNs so traffic can flow freely. You've caused this issue now you want to waste money on bus lanes.

Remove the LTNs that push all traffic to the main road.

Remove the LTNs which have brought nothing but pollution, noise, queuing traffic to the local area. Remove the CPZs imposed unfairly on local areas. Fix the pinch point of the A406 which is the primary cause of non-local traffic using the corridor road instead staying on the A406. This should have been done years ago, instead you sold land to developers. Simply a disgrace. Improve access to the new Tottenham stadium which you approved, and has also significantly impacted on traffic in this area, frequently adding to the already busy traffic on Durnsford Road and Alexandra Park Road. The entire set of plans shows a total lack of forward thinking and planning and a disgraceful waste of public money. You appear to know so little about the local area that you can't even spell the name of the roads correctly on the survey.

Remove the LTNs which have caused the massive increase in traffic. Everyone in the area talks about the traffic increase since they were introduced

Remove the LTNs, but retain the ANPR cameras and penalise HGVs who use these routes as cut-throughs. Do not penalise local residents.

Remove the restrictions you "triated" in Bounds Green and behind sunshine garden centre/Wroxham Gardens area which have caused all of the insane levels of traffic on Alexandra Park Road in the first place. It's not rocket science. What you implemented is not working, this should just be admitted rather than spending more funding on another ill fated, poorly executed so called solution. This is a master class in how to mess things up and make matters worse.

Remove the surrounding LTNs

Scrap the low traffic network you introduced!

Scrap the LTN (and ideally take away the barrier in Grosvenor Road - the rationale behind this was always deeply dodgy).

Scrap the LTN and see traffic go back to normal, much better than bus lanes.

Scrap the LTN as it makes the traffic more congested. Us, for example, instead of a three-minute journey from the top of Blake Rd to the bottom and then turning to Bounds Green Road and the NC, have to drive down Winton Avenue, then Bidwell Gardens, Dunsford Rd, all the way to Bounds Green tube traffic lights and turn on Bounds Green Rd, or, alternatively, drive down Blake Rd, turn into Lyndon Gardens, Woodfield Way, Dunsford Rd, Bounds Green traffic light, etc.

Scrap the LTN schemes to allow traffic to flow better. The traffic hasn't 'evaporated' as you predicted and the LTNs only cause more congestion and pollution and stress for drivers. Not everyone can walk or cycle and need their cars to get around.

Scrap the LTN that came into effect a couple of years ago that is causing daily horrific jams the entire length of Alexandra Park Road. Bus lanes and more crossings will make the whole thing far worse.

Scrap the LTN's and help us all to breathe again. Our air pollution has increased by such a huge amount it is having a harmful impact on local residents. This impact is felt by the children at APS school who are made to breathe in the worst of it every morning on the way to school and through the day when their windows are open in summer. The local residents are suffering the same. The LTNs have managed only to concentrate the pollutants that were once spread across multiple roads. Putting our health in danger is no solution to anything. The solution is not a bus lane that will make little or no difference. The solution is to rethink the failing LTN's which have been the source of all the issues.

Signalised crossings are not needed and will further impede the flow of traffic in both directions. The refuge islands work well, as does the zebra crossing at St. Andrews Church. Signalised crossings will automatically operate after a few minutes of inactivity and hold up traffic unnecessarily, causing more pollution. A zebra crossing at Grasmere Road is not needed.

Signalised crossings are not needed, and will only cause further traffic jams, and I believe risks to pedestrians. I would support upgrades to zebra crossings

Signalised crossings are wholly unnecessary. I use the one by Sunshine Garden Centre multiple times a week. There is good visibility and cars tend to stop. No reason to spend money for something that isn't needed. Re bus lanes: you will not be solving any issues. On the contrary, you will create a worse environment for residents while buses still have to stop at the red light of the big junction. The roads flow well during the day. I seriously question if you have properly assessed the time saved by how many bus passengers Vs thousands of residents affected by more traffic in the small side roads and a parking nightmare. Please use your initiative to improve the environment, not make it worse.

Signalised crossings disrupt the natural ebb and flow of traffic and are counterproductive in contexts such as the route being considered. These kinds of crossings also increase standstill traffic which is far more polluting than flowing traffic. They are better as they are. The massive loss of parking spaces for residents is too high a price to pay - it may improve one thing but then just creates yet another problem. We all understand that rush hour journeys take longer, in a car or a bus - this is just how things are in a city - us Londoners have been working with this for decades.

signalised pedestrian crossings will create more traffic; we do not need more traffic lights. Just make the lines, signs better, more visible. If you do need traffic lights, please make them quick as some times we have to wait so long to cross, people end up crossing with the red light. The crossing on Bounds Green Road by Truro Road is so long, nobody waits, which makes it very dangerous especially as many school kids cross there. The crossing on Bounds Green Road by Gordon Road is very large and it's difficult to see if people are indeed crossing. Maybe put islands in the middle

instead of a very large crossing. The 'informal' pedestrian crossing near Wroxham Gardens could be a zebra crossing no need for traffic light

Signalised pedestrian crossings will result in traffic being slowed, more noise and pollution. Not necessary, low volume of pedestrians crossing the road at these locations! Would create more traffic jams. Loss of parking spaces.

Signalised pedestrian crossings will slow the flow of traffic even further and the proposal has too many signalised crossings. Ones at St Regis Close and near Sunshine Garden Centre are enough. Although agreeing in part with the proposed bus lanes all of them should NOT be operational on a Saturday.

Signalised pedestrian crossings would cause delay to traffic on the road and make what is already a bad situation worse. The current crossings work as they are. Durnsford Road from Albert Road to Bounds Green Road is very slow moving most days after 3pm, putting a bus lane would make the situation worse. A suggestion is to look at the phasing of the traffic lights at the junction with Bounds Green Road. This used to work several years ago, was changed and then the back ups started. This is one of the worst ideas I have seen from the Council, it will not improve the local traffic flow but make it worse. Removing car parking spaces will only push people to park in other roads where there are not enough car parking spaces.

Signalised pedestrian crossings would slow traffic down unnecessarily. Having slow traffic is preferable to the loss of many parking spaces. The side roads are already saturated with parked cars.

The B106 "corridor" has become gridlocked at morning and afternoon peak times largely because of the LTN. Have you measured the increase in pollution? If implemented, the proposals now tabled will significantly increase traffic congestion and pollution and force traffic to attempt unrestricted bypasses through the entire residential area between Muswell Hill Broadway and Bounds Green Road.

The B106 corridor is a terrible bottleneck making the commute between Bounds Green and Muswell Hill/Highgate/Crouch End extremely complicated. There is significant local and transit traffic already and situation became MUCH worse after introducing of LTNs few years ago, which reduced multiple connections to a single road. Any measure complicating the car traffic on the road will make commute much worse, as well as make life of nearby residents much more miserable. The area requires opposite movement of enabling more traffic moving freely through different roads/routes, not making the only road even more congested.

The B106 has been subject to many upgrades in recent years, including the introduction of LTNs near Bounds Green Station. This has created an almost continuous traffic jam with long lines of traffic throughout the whole day where previously this would only occur at the start and end of the working day. I fear the introduction of bus lanes will create even more of a traffic issues and by removing so many parking spaces will cause competition for the already limited parking spaces in the surrounding area. The cost and disruption of the this scheme is not justified in my opinion. I also believe the LTNs should be removed to reduce traffic congestion in the area to stop funnelling traffic down one main road.

The B106 has been turned into a polluting, jammed road by other council measures. A bus lane will not improve it and it will cause more parking problems in side roads. Open up more roads or routes. The only positive is changes in pedestrian crossings. Since taking away the island by Sunshine, it has become more dangerous as vehicles overtake from behind buses etc.

The B106 is a highly residential rather than commercial road, which happens to also be a route through to the A406. By blocking off side road access to the A406 huge congestion & higher pollution problems have occurred - the council forcing local residents to add to this is 100% contradictory to any green policies! The introduction of a bus lane, on a route clearly not wide enough for one, would do nothing to alleviate the congestion once the traffic crosses Bounds Green Rd onto Brownlow Rd. Haringey & Enfield councils need to work together to enable traffic to start using the side roads again - yes: get rid of the LTNs! We local residents have been unfairly treated, compared to residents elsewhere, because we happen to live close to the A406. This is an equality issue as well as health and safety!

The B106 is NOT a corridor, it is a vital road that connects resident to their families, places of work, schools, shops, doctors and libraries. Haringey have already made life for residents complicated and at the mercy of the traffic that is imprisoned on the B106 and cannot disperse to reduce traffic loads due to the boxing in effect of LTN's. How can anyone justify putting in bus lanes to correct their own previous bad planning decisions. You have got it wrong before and now you propose to make it worse. There are less than 25 buses per day using the proposed bus route at the proposed times, how can permanently exacerbating the misery of hundreds of residents be justified based on such a small reason? Or have you got another reason?

The increase in traffic along Alexandra Park Road, Albert Road, Durnsford Road, is because of the LTN's road closures. Just undo these and the traffic will improve, without spending large sums of money.

The increase in traffic queues in Alexandra Park Road/Durnsford Road as well as Bounds Green Road and Station Road between 4 and 7 are a direct result of the introduction of the LTNs which should be re-thought/removed.

The increased traffic is in a large part due to the new LTN around Winton Ave which stops the cut-through. All that traffic is now compounded on the main route from the Shell Garage to Bounds Green station. No need to spend more money on a problem of the councils' creation. The loss of parking spaces will have a huge effect on local residents and businesses. There are two large schools and staff use these spaces to park

The increased traffic on Alexandra Park Road and Durnsford is due to the multiple LTN's Haringey and Enfield have created. Remove them. Loss of parking. It's difficult enough as it is and we only have 1 car which we share in our household

The informal and zebra pedestrian crossings are more than adequate. People aren't stupid and can easily cross using what is currently available. Also, the cost benefit would not be worth it, it's throwing good money away, our very expensive council tax, that is unnecessary. Why put in signals when this would only serve to slow down traffic more, something I thought you were trying to ameliorate???

The informal crossing at Muswell Avenue, which I live next door, is fit for purpose. Making this a signalised pedestrian crossing not only removes yet more car parking spaces, it also creates a further hold up in front of the traffic light at Colney Hatch Lane, ie traffic (including the bus) will be slowed down further, just before or after the bus stop, and would negate any benefits the council hopes to achieve from bus lanes, and create more noise and pollution for local residents. Traffic including the bus, is slow due to lots of crossing points, making crossings have traffic lights will not speed up traffic, nor will it cause people to cross more safely and wait for the green light, as people will cross whenever there is a gap in traffic. Informal crossings have made a positive impact for pedestrian safety; a traffic light would not improve that.

The informal crossings work well in this area. Most drivers allow pedestrians to cross apart from the one near Rosebery and Thirlestone which is quite dangerous. One often has to wait at the island.

The informal crossings work well. Do not waste money on this when it can be used more efficiently for more needy reasons.

The informal pedestrian crossings are fine; we use them all the time and they are sufficient for crossing the road quickly.

The informal zebra crossing help keep the traffic moving whereas upgrading to a zebra crossing causes more build-up of traffic.

The introduction of double yellow lines on Alexandra Park Road between Muswell Avenue and Colney Hatch Lane will increase traffic flow at the junction. Currently it is impossible to get into the left-hand lane to turn left due to parked cars. Vehicles then get stuck behind right turning cars and miss the left turn green light phase onto Colney Hatch lane.

The introduction of the LTN in all of the above areas has made the traffic much worse and you need to re-open the LTN roads to reduce pollution which is now all concentrated on one road down to the north circular. Totally unacceptable and forced through without a proper consultation.

The issue in these roads is caused by the current LTN system around Bounds Green and the North Circular Road. This needs to be rethought. People living between the Bound Green Station and the North Circular have to make a tortuous journey to avoid road closures. This increases journey times and adds to pollution. The continuous queue every evening is solely caused by this LTN system. If this system was observed, monitored and replanned to reduce the amount of traffic forced to use Alexandra Park Road and Durnsford Road this situation would be resolved. The flow of traffic was so much better before this system was put in place. It seems that these LTNs are put into place by people with no local knowledge

The issue is exacerbated by the A406 going from 3 lanes to 2 and cars trying to take a short cut. While expensive the right solution would be to remodel the bridge to retain the 3 lanes for cars there. Also reassess the traffic light timings near Bounds Green tube. The current proposals would have an extremely bad impact on the local area and are not fully thought through.

The main issue is congestion on B106 which is the result of LTNs implemented locally without real thoughts as well as local majority roads being insufficient. The A406 needs widening and the junctions improving (remove 4way lights at Bounds Green Road intersection and provide flyover alternative) to be able to support moving traffic through the area and not diverting it to smaller local roads and cut throughs. Flexible rules for LTNs and other restrictions required when inevitable incidents occur on local roads (A406, Colney Hatch Lane etc).

The problem is the North Circular and the LTNs. Focus your energies on alleviating the North Circular instead of making our community more dangerous and polluting.

The problem lies with the North circular rd. coming to a standstill. The proposal was scrapped years ago to widen it and introduce a tunnel by the Arnos Grove junction

The problem of the B106 corridor is its overuse by non-local traffic travelling North seeking access to travel eastward on the A406. This traffic should be directed to continue on Colney Hatch Lane. Drivers are against this route due to the common congestion on the A406 section east of Friern Barnet retail park, where a lane is lost. An alternate and bold proposal for development of the road system would be to alleviate the congestion on this problematic section of the A406, and use

cameras to allow only local traffic on the B106 at peak hours. This would allow for improved public transport without punishing local residents, and would act as a deterrent for non-local drivers using this route, maybe even leading to less car use altogether. The proposal to add bus lanes to the B106 will undoubtedly have a significant negative impact on local residents. There will be no disincentive for non-local drivers to continue to use the B106 to gain access to the A406, so congestion will not be alleviated. Residents with the misfortune of living on or adjacent to the B106 will suffer considerably and daily, with only the minor benefit of occasional improved bus journeys on this section of road. This would be disproportionate and unfair.

The traffic on this road is already awful from lunchtime everyday due to road closures and LTNs leading to large amounts of standstill traffic going past three schools and more nurseries, from Muswell Hill to Bounds Green. I believe a bus lane is a good idea but due to these restrictions it won't work. And the loss in parking spaces would affect the area too much unfortunately.

The traffic problems along Alexandra Park Road have been caused by the closing of so many roads to create a low traffic zone. Putting in a bus lane only creates an even bigger problem for the area, reducing parking spaces and not dealing with the root cause of the problem. It further extends the disparity and challenges the roads without low traffic zones face.

The traffic problems on APR stem from vehicles using Colney Hatch Lane and APR instead of the North Circular. Our road is used as an overflow. Your measures won't help at all. Fix the North Circular (and LTNs) and the entire problem would be resolved. Don't make us continue to suffer

The traffic problems on the B106 during busy periods are caused by two factors: (1) poor traffic flow along Muswell Hill Broadway; (2) a significant number of drivers using Colney Hatch Lane, the B106 and Brownlow Road to avoid traffic on the A406. (1) can be improved by applying evening hours to the bus lane already in place along Muswell Hill Broadway. (2) can be improved by discouraging non-residents from using the B106 as a cut through - a simple no left turn from Colney Hatch Lane into the B106 during evening peak hours would help. It would be inconvenient for residents to have to drive around the block, but probably no worse than sitting in existing traffic. Importantly, neither of these would result in any loss of parking spaces in an area which already has insufficient parking.

The traffic problems should be addressed at their root cause - which is the traffic measures introduced elsewhere in the borough that have pushed traffic into our neighbourhood. Adding layer after layer of additional measures makes journeys more and more frustrating for everybody. Solutions should also look at what works for people who need to use and park cars, not just bus passengers and pedestrians. Cars are very important for many disabled people and elderly - both in terms of their own mobility and in terms of services being delivered to them.

The traffic queue problems down Durnsford and Albert Roads towards Bound Green were created/exacerbated by the introduction of the various LTNs in the Bounds Green area, it would be far better to address that root cause of the traffic problems rather than introduce another delay to traffic. I know people who live in the LTN that hate it as they have to enter/leave via the North Circular.

The traffic queuing problem happened as soon as Enfield created the Warwick Road LTN. Now Haringey want to waste more of our council tax money tinkering with the edges. My advice is please spend any money on more worthwhile causes like supporting the elderly or homeless people in the borough and endless quangos on traffic surveys.

The two bottle necks that cause this chaos, are not even mentioned. The traffic lights at Bounds Green and the traffic leading down to the North Circular, are the cause of the problem on the East side The traffic lights at the junction of Colney Hatch and Alexandra Park Road is the reason the

traffic is backed up and slow moving on the west side Until you solve these problems you will only make matters worse, particularly for cars and parking in already congested and full side roads. I suggest that instead of wasting public funds on this ill-advised scheme you invest it in carrying out a professional survey into how to improve the bottle necks that are causing the problems. I would lie you to reply to this comment giving me your views at michaelwimborne@hotmail.com or by letter to my address

The whole point of LTN is to make the main road so congested that people become so fed up and take less journeys (I did not make this up - read Sadiq Khan's book "Breathe"). So the B106 corridor is designed to jam unless you take down the nearby LTNs. Cutting parking spaces creates another disaster in the community and is a betrayal to the LTNs (including those under Barnet).

The zebra crossing at the Garden centre has had the central island removed. Whose idea was that? Replace it

This is a flawed consultation. None of the traffic data has shared, other than the comment that TFL says that the journey time from CHL to BG is in the bottom 25% of all journeys in London. TFL's own data must show that this only became a significant problem when the BG and Bowes Park LTNs restricted traffic to a single route. The post LTN surveys didn't mention the increased journey times from CHL to BG even though we raised this as a concern at the time. I reject the bus lanes because I don't think they will make more than a minute or so's difference to bus journey times whilst massively inconveniencing local residents. Just because we live on a B road doesn't mean our views should carry less weight. I want this to remain the lovely, residential road that it has always been!!! I would like investment to fix the A406 bottle-neck at the Bounds Green Road junction so that drivers aren't detoured down our road by their satnavs. I would also like the junction at Durnsford Road/Bounds Green Road updated so that buses continuing down Brownlow Road aren't blocked by cars turning right. My preference is to move traffic out of the area as quickly as possible, using road furniture (parked cars, islands, built out areas, crossings etc.) to control speeding. There needs to be a wider consultation to discuss the A406 issues, involving all affected boroughs, not a piece-meal approach that won't actually fix anything. I dislike the fact that even if the results of this survey are overwhelmingly against the bus lanes, as I expect they will be, the council may simply decide to ignore the results. This is what Haringey did with the recent BG and Bowes Park LTNs. I notice that this document also used the phrase 'after extensive consultation'. It's not a consultation if you ignore the people!

This is a poorly thought out, disproportionate response to the predictable result of channelling all traffic onto a handful of roads. I have lived on this road with my family for over 30 years. It has always been busy but the traffic has only regularly backed up from Bounds Green to Colney Hatch Lane for hours since the Bounds Green LTNs were introduced a few years ago. The majority of people who responded to the survey understood this and were against the LTNs but this was ignored (it rubs salt into the wound when Haringey's documents say things like 'after an extensive consultation'). The impact of the LTNs on traffic in the area wasn't measured properly. The time taken for traffic to move down Durnsford Road was tracked but the fact that it had taken half an hour to get there from Colney Hatch Lane wasn't factored in. I have to assume this was deliberate because TFL would have been aware and you are now carrying out this consultation.

This is a problem entirely of Haringey's own making when they introduced the LTN for Blake Road / Bidwell Gardens back in 2020. This forced people onto the main road and the traffic lights outside Bounds Green station have not been adapted sufficiently. It's interesting, there is rarely a traffic build up in the morning rush hour. I get the 102 bus from outside the Maid of Muswell pub every morning at 8:15 and it is fine. However, in the evenings the road is terrible. Why is this? There is no need to put in a bus lane -just get rid of the Blake Road LTN and sort out the junction outside the tube station.

This is a quiet residential community, home to many families, young children, and long-standing residents. Introducing a bus lane in this location would have a number of negative impacts on both household safety and overall quality of life. Safety Risks for Children and Families Our street is frequently used by families walking to school, parks, and nearby community spaces. Increasing bus traffic and reducing available curb space would significantly heighten safety risks. Loss of On-Street Parking Many residents rely on on-street parking, and the removal or restriction of these spaces would create major inconvenience and increase congestion on nearby streets. Noise and Disturbance Buses passing directly in front of homes throughout the day would contribute to noise pollution, which is especially disruptive for children, shift workers, and older residents. Residential Character of the Area The proposed bus lane is inconsistent with the nature of our neighbourhood. Our street was designed for residential living, not for high-capacity transit flow. Implementing a bus lane would fundamentally alter the character and liveability of the area. Lack of Demonstrated Need To date, there has been no clear evidence that a dedicated bus lane is necessary on these specific streets, nor that existing traffic levels justify such a disruptive change.

This is a residential area; there has been a lot of traffic for years. I cannot see how a bus lane in the area will enhance the traffic. All drivers are equal people travelling on buses are no more important than drivers in cars.

This is a residential area and more crossings will make the roads safer. Losing parking and changing the road to a bus lane will make the road busier, faster traffic and dangerous for the 100s of school children.

This is all to do with the loss of parking, especially having children at that specific time when we are coming home, a complete nightmare, this has nothing to do with the residents. The road is not wide enough for a bus lane, get rid of the lorries, it will become much safer for the children and cleaner for our street environmentally

This is an expensive scheme for the benefit. Bus flow will still suffer congestion from Bounds Green Tube to the North Circular Road. There was never an issue with traffic congestion prior to roads being closed off from Colney Hatch to cars and the N11 low traffic area (voted against by a very large percentage of residents (do the Council really listen to the views of residents?)). In regard to proper zebra crossings being installed I assume this will help traffic flow (not unlike speed restrictions on motorways). Being cynical about Haringey Council, I am sure even if a large percentage of local residents object to this scheme they will be ignored.

Zebra crossings are fine -no need to signalise them. It's obvious that the Council and TfL want to stop people using cars, but cars and vans are needed for work, as well as public and commercial services. - The council needs vehicles for its borough works. The junction between APR and Colney Hatch Lane worked better when there were traffic lights between Pages Lane and Colney Hatch Lane. Now, LTNs have made things worse.

Zebra crossings are mostly fine and more traffic lights will irritate drivers for minor benefit. Bus lane implementation should be a priority.

Zebra crossings are perfectly adequate (how many pedestrians have been injured using them?) pedestrian crossing light will cause further delays and pollution.

Zebra crossings are working well I don't see need to upgrade. The lack of parking near Lake's roads will become untenable with no solution suggested

Zebra crossings rather than informal crossings are a great idea, rather than signalised pedestrian crossings.

Zebra crossings should be sufficient. The speed limit is set at 20mph and the area is not dangerous. As a relatively elderly person, I have no difficulty crossing APR at any of the listed areas. I do not believe that the proposed scheme will make a significant positive difference to bus travel in the area. There is simply too much traffic. Funnelling all vehicles down Alexandra Park Road may have improved the lives of those living in the protected areas but at a cost of displaced pollution to the residents living on the bus route. My own road has been affected by those seeking to avoid APR but I believe all residents of Haringey should share the burden of road traffic pollution equally.

Zebra crossings should remain as they are. Pedestrians shouldn't have to wait for a green man to cross, they should be able to cross at any time. Please also increase the cost of the parking permits to disincentivise people from leaving their private property in public places. The extra income can be used to fund segregated safe bike lanes

Zebra crossings sound like a good idea. No need to reduce parking spaces.