

Report for: Record of Decision Taken Under Delegated Authority

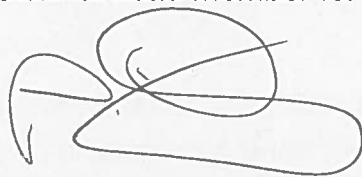
Item number:

Title: Local Safety Scheme – Barratt Avenue Traffic Calming Improvement

Report authorised by: Head of Operations:

*Stunningham*

Cabinet Lead Member for Environment :



Lead Officer: Allain Alexis, Alexandra House, 5<sup>th</sup> Floor, N22 7TR,  
[Allain.Alexis@haringey.gov.uk](mailto:Allain.Alexis@haringey.gov.uk), 020 8489 5327

Ward(s) affected: Woodside

Report for Key/  
Non Key Decision: Non key decision

1.0 Describe the issue under consideration

1.1 To report the results of the public consultation carried out from 3<sup>rd</sup> July to the 24<sup>th</sup> July 2017, on proposed traffic calming improvements on Barratt Avenue

1.2 To request approval to proceed to implementation, having taken objections into consideration.

2.0 Recommendation

2.1 In view of a majority support for these proposals, it is recommended that we proceed with the scheme with some amendments made in response to the objections received.

3.0 Reasons for decision

3.1 The Council is required to formally consider the results of feedback to consultation undertaken on traffic schemes, in particular any objections to proposals prior to proceeding to implementation.

4.0 Alternative options considered

4.1 None

5.0 Background Information

At the end of 2014 Haringey made a commitment to carry out an area wide study to assess and explore solutions to the current traffic issues experienced in the north of Wood Green.

The (former) Cabinet Member for Environment met with all of the interested groups in the study areas during the summer of 2015. This exercise provided a really valuable insight into the traffic issues experienced by residents.

Funding is available from this year works plan for improvements on Barratt Avenue to reflect the issues highlighted by residents.

5.1 The scheme proposal includes the following:

- Introduce raised junction entry table on Barratt Avenue at its junction with Park Avenue and Station Road.
- Replace the 3 sets of speed cushions in Barratt Avenue with sinusoidal speed humps.

- Widen the carriageway on Barratt Avenue at its junction with Station Road to accommodate contra-flow cycling.
- Covert the footway at the at the junction of Barratt Avenue and Park Avenue to accommodate contra-flow cycling.
- Introduce signage at both junctions to highlight the new contraflow system.

### 5.3 Statutory Consultation

5.3.1 Local Ward Councillors were informed of the proposals on the 26<sup>th</sup> June 2017. No objections were received from them.

5.3.2 Public consultation was conducted between 3<sup>rd</sup> July and 24<sup>th</sup> July 2017. A copy of the consultation document is attached in Appendix A of this report.

5.3.3 Statutory consultation was carried out on the statutory elements on the scheme alongside the public consultation, no objections were received.

### 5.4 Responses to Consultation

5.4.1 In Appendix B you can find the full consultation report from which the Summary table below was extracted.

		Count	%
Support or object	Support	6	50%
	Object	1	8%
	Object to contraflow cycling	5	42%
	Total	12	100%

#### 5.4.2 Barratt Avenue – Object to contraflow cycling

*I object to a contraflow cycle lane. I think it is dangerous. Barratt Avenue is a narrow, one-way, street with parking on both sides. There isn't room for cars and for cycles travelling against the flow. Barratt Avenue is L shaped with a 90-degree blind corner, towards Station Road. This corner is next to St Paul's primary school. Traffic coming down Barratt Avenue from Park Avenue direction will not be able to see cyclists - and contraflow cyclists will not be able to see approaching traffic. It risks conditions for daily collisions, narrow squeaks, and ubiquitous road and cycle rage, right outside the entrance to a primary school. B: I object to increasing the carriageway width*

at the junction of Barratt Avenue and Park Avenue because it will enable larger vehicles to enter Barratt Avenue from Park Avenue, and allow them to cut the corner from Park Avenue and enter at a faster speed. This will reduce road safety and increase noise nuisance. The current layout was implemented as part of the Safer Routes to School programme. How can it possibly be a good idea to get rid of the pavement buildouts and bollards that were introduced to calm traffic in Barratt Avenue? Widening the carriageway will reduce the effectiveness of traffic calming in the street. There are trees planted at the entrance to Barratt Avenue that were funded by the Local Area Assemblies following a submission from local residents. The current proposal to widen the carriageway would mean losing one or both of these trees, which is unacceptable. Residents didn't bid for trees in the expectation that the Council would rip them out within 10 years C: I object to the raised table at the junction of Barratt Avenue and Park Avenue. This is likely to cause vibration and noise nuisance, while making no difference to entry speeds into Barratt Avenue from Park Avenue; which are already controlled by the pavement buildouts and bollards. As Barratt Avenue is a one-way street there is no justification for a raised table. D: I object to full width sinusoidal speed humps. The existing speed cushions cause less noise and vibration, and so should be retained. The additional noise and clatter and vibrations from vehicles crossing and speeding away from full width humps is detrimental to residents. As Barratt Avenue is a narrow street this effect is amplified. Cyclists are currently cycling unimpeded in the gap between the existing cushions. E: Street signage: Barratt Avenue already has too much street clutter. Any amended street signage should make use of existing poles, and all redundant signs should be removed. Summary This proposal would reduce road safety for vehicles, cyclists and pedestrians, increase noise and vibration nuisance, impact negatively on residents in their dwellings, and tear up much loved community trees. This proposal would reduce the effectiveness of current traffic calming measures. It is dangerous. Why is the Council proposing spending money on a scheme that is prejudicial to Barratt Avenue residents' interests? I strongly object to the proposal.

Response:

A- Transport for London (TfL) policy is that "there should be a presumption that contraflow cycling should be provided for in all one-way streets". Signs will be provided to clearly indicate that the road is a contra-flow cycle route so vehicles will be aware that cyclists are likely to be travelling towards them and can exercise caution. A safety audit has been carried out on the proposals and no issues were identified.

B – Due to the concerns raised about widening The Barratt Avenue and Park Avenue junction, we will now not be increasing the carriageway width. The proposal has now been amended to incorporate a cycle lane on the footway at the junction to allow cycle access. Existing trees will be set aside and replanted.

C – The raised junction entry table at the Park Avenue/ Barratt Avenue junction will reduce the speed of traffic entering and exiting Barratt Avenue which will improve pedestrian and cyclist safety and accessibility at that location.

The department of Transport commissioned the Transport Research Laboratory to carry out track trials to assess the effects which road humps might have in generating ground-borne vibrations when vehicles are driven over them for a sustained period. The results were used to calculate minimum distances, which would be desirable for road humps to be sited from dwellings, according to different soil types. Predications have also been made of minimum distance within which sustained vibration exposure may cause superficial hairline cracks and for minor structural damage as defined in BS7385. This study showed that even very minor hairline cracking should not occur unless the road humps are placed less that 2m from the dwelling (for London clay soils type). d

D - Sinusoidal speed humps offer road users less discomfort and it allows cyclist to maintain speed. The sinusoidal profile of the hump will have a gentler than usual incline and will reduce the need for vehicles, such as refuse vehicles to accelerate and decelerate thus reducing noise and vibrations. This is the HCC's preferred type of vertical traffic calming.

E - Signage will be consolidated and all existing post will be set aside and re-used.

#### 5.4.3 Barratt Avenue – Object

*My main objection to the scheme is the potential for serious accidents. You state that the proposed traffic plan "will improve safety for the benefit of all users." FIRSTLY: look at the plan of Barratt Avenue. It is a narrow L shaped street. On the sharp L shaped bend is St Paul's Primary School. This is a blind bend and any attempt to establish a two-way flow of traffic will inevitably result in serious and even fatal accidents, especially at start and end of school times. The widening of the junctions will further increase potential danger. At present vehicles are forced to slow down at the narrow entrance with Park Avenue, but any widening would simply increase the volume and speed of traffic, already using the road as a cut through. This traffic would then meet the cyclists head on at the dangerous bend by the*

*school. Any change of traffic speed calming humps is unlikely to counter the danger of collisions. So my main opposition to the scheme is it will actually increase the risk of serious and possible fatal accidents.*

Response: Due to the concerns raised about widening The Barratt Avenue and Park Avenue junction, we will now not be increasing the carriageway width. The proposal has now been amended to incorporate a cycle lane on the footway at the junction to allow cycle access. A raised junction entry table will also be introduced at the junction to reduce entry and exit speeds which will improve safety and accessibility for cyclists and pedestrians. Sinusoidal speed humps offer road users less discomfort and it allows cyclist to maintain speed. The sinusoidal profile of the hump will have a gentler than usual incline and will reduce the need for vehicles, such as buses to accelerate and decelerate thus reducing noise and vibrations. This is the HCC's preferred type of vertical traffic calming.

#### 5.4.4 Barratt Avenue – Object to contraflow cycling

*I object to the contraflow cycle lane, for the following reasons: A1. Barratt Avenue is a narrow street, with parking either side of the carriageway. The remaining carriageway width is not a great deal larger than the average car. It is not possible for cyclists travelling with the flow of traffic to be overtaken. In this regard the proposal for a formal contraflow cycle lane must be regarded as dangerous, and likely to precipitate arguments, road rage and accidents between drivers and cyclists. This cannot be what is intended. A2. Barratt Avenue has a sharp bend in it, prior to opening onto Station Road. It is a blind corner. Contraflow cyclists, present into the centre of the carriageway, particularly if street parking is full, would be exposed to the danger of head-on collision by vehicles travelling down the 'one-way street' from the Park Avenue end. Drivers would not be expecting to meet a cyclist in the carriageway around the blind corner. This is potentially very dangerous, and the scheme should not be attempting this. B: I object to the proposal to increase the carriageway width at the junction of Barratt Avenue and Park Avenue for the following reasons: B1. Widening the carriageway will result in the removal and loss of one or both of the street trees at the junction. These trees were requested by the local community and funded by the Local Area Assemblies in 2007/8. Their removal is unacceptable. B2. An increase in carriageway width will permit larger vehicles to enter and at a higher entry speed into Barratt Avenue from Park Avenue. This will result in greater noise nuisance and less road safety. The widening will encourage drivers to cut the corner from Park Avenue. The current junction layout of pavement buildouts and bollards was applied as part of the 20mph Safer Routes to School*



programme and has been effective in calming traffic turning from Park Avenue. This is demonstrated by the high rate of attrition and damage to the bollards. The effectiveness will be reduced by widening the carriageway. B3. A contraflow cycle lane marking could be accommodated on the existing pavement buildouts without requiring the carriageway to be widened at this point. Precisely this arrangement has been put in place, 100m from this location, at the junction of St Michaels Terrace and Buckingham Road N22, facing The Starting Gate pub. This would be safer for cyclists exiting the junction, who would otherwise be perched in a narrow roadway, on the road side of the bollards, waiting to be hit. C: I object to the proposal to introduce a raised table at the junction of Barratt Avenue and Park Avenue for the following reasons: C1. A raised table is likely to cause vibration and noise nuisance to nearby dwellings, while making no difference to entry speeds into Barratt Avenue, which are already controlled by the pavement buildouts and bollards. As Barratt Avenue is a one-way street there can be no relevance of the junction table for exit from Barratt Avenue at this junction. C2. The current arrangement of pavement buildouts and bollards is in keeping with the character of the area, part of Conservation Area 10. The bollards and narrowed entrance carriageway reflect the quality of the Victorian period street, and enhance the Conservation Area. A raised table is not in keeping with the character of the area, and the table will have a negative impact on this character, for zero or marginal effect on vehicle behaviour. The proposal should therefore be rejected. D: I object to the proposal to introduce full width sinusoidal speed humps, for the following reasons: D1. The existing speed cushions are a compromise between control of vehicle speeds versus the noise and vibration nuisance of vehicles braking, traversing and accelerating away from the hump. Barratt Avenue is a comparatively narrow street

Response:

A1 & A2 - Transport for London (TfL) policy is that "there should be a presumption that contraflow cycling should be provided for in all one-way streets". Signs will be provided to clearly indicate that the road is a contra-flow cycle route so vehicles will be aware that cyclists are likely to be travelling towards them and can exercise caution. A safety audit has been carried out on the proposals and no issues were identified.

B1 - Existing trees will be set aside and replanted.

B2 & B3 - Due to the concerns raised about widening The Barratt Avenue and Park Avenue junction, we will now not be increasing the carriageway width. The proposal has now been amended to incorporate a cycle lane on the footway at the junction to allow cycle access.

C1 - The raised junction entry table at the Park Avenue/ Barratt Avenue junction will reduce the speed of traffic entering and exiting Barratt Avenue which will improve pedestrian and cyclist safety and accessibility at that location.

The department of Transport commissioned the Transport Research Laboratory to carry out track trials to assess the effects which road humps might have in generating ground-borne vibrations when vehicles are driven over them for a sustained period. The results were used to calculate minimum distances, which would be desirable for road humps to be sited from dwellings, according to different soil types. Predications have also been made of minimum distance within which sustained vibration exposure may cause superficial hairline cracks and for minor structural damage as defined in BS7385. This study showed that even very minor hairline cracking should not occur unless the road humps are placed less than 2m from the dwelling (for London clay soils type). At this location, the table will be placed approximately 3 metres away from the nearest property.

C2 - The materials proposed for the raised junction entry table will complement the existing surface materials and therefore not negatively impact on the character of the road.

D1 - Sinusoidal speed humps offer road users less discomfort and it allows cyclist to maintain speed. The sinusoidal profile of the hump will have a gentler than usual incline and will reduce the need for vehicles, such as buses to accelerate and decelerate thus reducing noise and vibrations. This is the HCC's preferred type of vertical traffic calming.

#### 5.4.5 Barratt Avenue – Object to contraflow cycling

*Two-way cycling is dangerous and I object to it. The road is already a rat run because of the primary school and church. Please leave the existing speed bumps.*

Response: Transport for London (TfL) policy is that "there should be a presumption that contraflow cycling should be provided for in all one-way streets". Signs will be provided to clearly indicate that the road is a contra-flow cycle route so vehicles will be aware that cyclists are likely to be travelling towards them and can exercise caution. A safety audit has been carried out on the proposals and no issues were identified. Sinusoidal speed humps offer road users less discomfort and it allows cyclist to maintain speed. The



sinusoidal profile of the hump will have a gentler than usual incline and will reduce the need for vehicles, such as buses to accelerate and decelerate thus reducing noise and vibrations. This is the HCC's preferred type of vertical traffic calming.

#### 5.4.5 Barratt avenue – Object to contraflow cycling

*Contraflow cycling on a road with a right-angle bend and with no visibility is dangerous. This proposal is a waste of money. Surely Haringey can find a better use for the funds?*

Response: Transport for London (TfL) policy is that "there should be a presumption that contraflow cycling should be provided for in all one-way streets". Signs will be provided to clearly indicate that the road is a contra-flow cycle route so vehicles will be aware that cyclists are likely to be travelling towards them and can exercise caution. A safety audit has been carried out on the proposals and no issues were identified.

### 6.0 Contribution to strategic outcomes

6.1 *This project will improve cycle accessibility as well as reduce speed of traffic contributing to the delivery of Haringey Corporate Plan Priority 3, "A clean, well maintained and safe borough where people are proud to live."*

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

7.1 Comments of the Head of Legal Services

7.1.1 N/A

7.2 Chief Finance Officer Comments

7.2.1 The cost of these works can be contained within the existing budget funded from the Local Safety Scheme budget

7.3 Equal Opportunities

7.3.1 Those proposals will improve road safety for all that location. The consultation documents were distributed to all households / businesses within the agreed consultation area and also placed on the Councils

web-site to ensure that all stakeholders were made aware of the Councils proposals.

#### 7.4 Staff Side Comments

7.4.1 N/A

#### 7.5 Summary and Response

7.5.1 The scheme proposals have achieved majority support (50%) from the public consultation carried out from the 3<sup>rd</sup> July to the 24<sup>th</sup> July 2017, with 42% objecting to the contraflow cycling and 8% objecting to the overall scheme mainly on safety grounds. The scheme has been designed with additional traffic calming features to improve safety and accessibility for cyclists as well as all other road users. A safety audit has been carried out on the proposals and no issues were identified.

7.5.2 The primary focus of the objections is towards the contraflow cycling.

7.5.3 The scheme proposals will help in reducing the level of Personal Injury Accidents (PIA) within the scope of the scheme.

8.0 Use of Appendices

- Appendix A – Consultation letter
- Appendix B – Consultation Report

9.0 Local Government (Access to Information) Act 1985

9.1 N/A



**Appendix A  
Consultation Letter**





## Sustainable Transport

Ann Cunningham: Head of Traffic Management



3 July 2017



## Statutory Notification

### Barratt Avenue: Traffic Calming Improvement

Dear Resident or Business,

As part of the Wood Green Area traffic review we have developed proposals for traffic and cycling improvements on Barratt Avenue, which we believe will improve safety for the benefit of all road users.

The key elements of the scheme are set out below and illustrated on the plan overleaf:

- Introduce raised junction entry at Park Avenue in line with the rest of the road.
- Replace the remaining 3 sets of speed cushions in the area with sinusoidal speed humps the whole width of the Road.
- Introduce contra-flow cycling by widening the carriageway at the junctions.
- Amend the signage at both junctions.

This notification letter marks the start of a three week period during which we welcome your comments using the enclosed Freepost feedback card or our online form accessible on the *current road safety consultations* web page. If you have a mobile device with a QR reader you can access the web page and online comment form by scanning the QR code above.

Please ensure that your comments reach us by 24 July 2017. Your feedback will enable us to decide whether we should go ahead with the scheme as planned, or if changes are required.

Thank you for your attention. If you have any queries or additional comments, please email us at [frontline.consultation@haringey.gov.uk](mailto:frontline.consultation@haringey.gov.uk) putting Barratt Avenue in the title line.

Yours faithfully,

A handwritten signature in black ink, appearing to be 'Ann Cunningham', located below the 'Yours faithfully,' text.

Highways Engineering

Sustainable Transport  
Level 5 Alexandra House  
10 Station Road, Wood Green  
London N22 7TR

020 8489 1000

[www.haringey.gov.uk](http://www.haringey.gov.uk)



**Appendix B**  
**Consultation Response Report**





3 August 2017

## Statutory Consultation

### Report

#### Barratt Avenue: Traffic Calming

The objectives of this scheme are to:

- Introduce raised junction entry at Park Avenue in line with the rest of the road.
- Replace the remaining 3 sets of speed cushions in the area with sinusoidal speed humps the whole width of the Road.
- Introduce contra-flow cycling by widening the carriageway at the junctions.
- Amend the signage at both junctions.

The statutory notification letter was delivered to local residents in July. Responses were requested using Freepost feedback cards or online forms. The latter were made easily accessible by means of a QR code. The consultation closing date was 24 July 2017.

#### Consultation Results

	Count	%
Support or object		
Support	6	50%
Object	1	8%
Object to contraflow cycling	5	42%
Total	12	100%

There is general support for traffic calming but significant objections to contraflow cycling. The reasons for this – as described by respondents – are set out below.

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Level 5 Alexandra House  
10 Station Road, Wood Green  
London N22 7TR

020 8489 1000

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<p>1</p>	<p>Object to contraflow cycling</p>	<p>I object to a contraflow cycle lane. I think it is dangerous. Barratt Avenue is a narrow, one-way, street with parking on both sides. There isn't room for cars and for cycles travelling against the flow. Barratt Avenue is L shaped with a 90-degree blind corner, towards Station Road. This corner is next to St Paul's primary school. Traffic coming down Barratt Avenue from Park Avenue direction will not be able to see cyclists - and contraflow cyclists will not be able to see approaching traffic. It risks conditions for daily collisions, narrow squeaks, and ubiquitous road and cycle rage, right outside the entrance to a primary school. B: I object to increasing the carriageway width at the junction of Barratt Avenue and Park Avenue because it will enable larger vehicles to enter Barratt Avenue from Park Avenue, and allow them to cut the corner from Park Avenue and enter at a faster speed. This will reduce road safety and increase noise nuisance. The current layout was implemented as part of the Safer Routes to School programme. How can it possibly be a good idea to get rid of the pavement buildouts and bollards that were introduced to calm traffic in Barratt Avenue? Widening the carriageway will reduce the effectiveness of traffic calming in the street. There are trees planted at the entrance to Barratt Avenue that were funded by the Local Area Assemblies following a submission from local residents. The current proposal to widen the carriageway would mean losing one or both of these trees, which is unacceptable. Residents didn't bid for trees in the expectation that the Council would rip them out within 10 years. C: I object to the raised table at the junction of Barratt Avenue and Park Avenue. This is likely to cause vibration and noise nuisance, while making no difference to entry speeds into Barratt Avenue from Park Avenue; which are already controlled by the pavement buildouts and bollards. As Barratt Avenue is a one-way street there is no justification for a raised table. D: I object to full width sinusoidal speed humps. The existing speed cushions cause less noise and vibration, and so should be retained. The additional noise and clatter and vibrations from vehicles crossing and speeding away from full width humps is detrimental to residents. As Barratt Avenue is a narrow street this effect is amplified. Cyclists are currently cycling unimpeded in the gap between the existing cushions. E: Street signage: Barratt Avenue already has too much street clutter. Any amended street signage should make use of existing poles, and all redundant signs should be removed. Summary This proposal would reduce road safety for vehicles, cyclists and pedestrians, increase noise and vibration nuisance, impact negatively on residents in their dwellings, and tear up much loved community trees. This proposal would reduce the effectiveness of current traffic calming measures. It is dangerous. Why is the Council proposing spending money on a scheme that is prejudicial to Barratt Avenue residents' interests? I strongly object to the proposal.</p>
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2	Object	<p><b>My main objection to the scheme is the potential for serious accidents. You state that the proposed traffic plan "will improve safety for the benefit of all users." FIRSTLY: look at the plan of Barratt Avenue. It is a narrow L shaped street. On the sharp L shaped bend is St Paul's Primary School. This is a blind bend and any attempt to establish a two-way flow of traffic will inevitably result in serious and even fatal accidents, especially at start and end of school times. The widening of the junctions will further increase potential danger. At present vehicles are forced to slow down at the narrow entrance with Park Avenue, but any widening would simply increase the volume and speed of traffic, already using the road as a cut through. This traffic would then meet the cyclists head on at the dangerous bend by the school. Any change of traffic speed calming humps is unlikely to counter the danger of collisions. So my main opposition to the scheme is it will actually increase the risk of serious and possible fatal accidents.</b></p>
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3

Object to  
contraflow  
cycling

I object to the contraflow cycle lane, for the following reasons: A1. Barratt Avenue is a narrow street, with parking either side of the carriageway. The remaining carriageway width is not a great deal larger than the average car. It is not possible for cyclists travelling with the flow of traffic to be overtaken. In this regard the proposal for a formal contraflow cycle lane must be regarded as dangerous, and likely to precipitate arguments, road rage and accidents between drivers and cyclists. This cannot be what is intended. A2. Barratt Avenue has a sharp bend in it, prior to opening onto Station Road. It is a blind corner. Contraflow cyclists, present into the centre of the carriageway, particularly if street parking is full, would be exposed to the danger of head-on collision by vehicles travelling down the 'one-way street' from the Park Avenue end. Drivers would not be expecting to meet a cyclist in the carriageway around the blind corner. This is potentially very dangerous, and the scheme should not be attempting this. B: I object to the proposal to increase the carriageway width at the junction of Barratt Avenue and Park Avenue for the following reasons: B1. Widening the carriageway will result in the removal and loss of one or both of the street trees at the junction. These trees were requested by the local community and funded by the Local Area Assemblies in 2007/8. Their removal is unacceptable. B2. An increase in carriageway width will permit larger vehicles to enter and at a higher entry speed into Barratt Avenue from Park Avenue. This will result in greater noise nuisance and less road safety. The widening will encourage drivers to cut the corner from Park Avenue. The current junction layout of pavement buildouts and bollards was applied as part of the 20mph Safer Routes to School programme and has been effective in calming traffic turning from Park Avenue. This is demonstrated by the high rate of attrition and damage to the bollards. The effectiveness will be reduced by widening the carriageway. B3. A contraflow cycle lane marking could be accommodated on the existing pavement buildouts without requiring the carriageway to be widened at this point. Precisely this arrangement has been put in place, 100m from this location, at the junction of St Michaels Terrace and Buckingham Road N22, facing The Starting Gate pub. This would be safer for cyclists exiting the junction, who would otherwise be perched in a narrow roadway, on the road side of the bollards, waiting to be hit. C: I object to the proposal to introduce a raised table at the junction of Barratt Avenue and Park Avenue for the following reasons: C1. A raised table is likely to cause vibration and noise nuisance to nearby dwellings, while making no difference to entry speeds into Barratt Avenue, which are already controlled by the pavement buildouts and bollards. As Barratt Avenue is a one-way street there can be no relevance of the junction table for exit from Barratt Avenue at this junction. C2. The current arrangement of pavement buildouts and bollards is in keeping with the character of the area, part of Conservation Area 10. The bollards and narrowed entrance carriageway reflect the quality of the Victorian period street, and enhance the Conservation Area. A raised table is not in keeping with the character of the area, and the table will have a negative impact on this character, for

		zero or marginal effect on vehicle behaviour. The proposal should therefore be rejected. D: I object to the proposal to introduce full width sinusoidal speed humps, for the following reasons: D1. The existing speed cushions are a compromise between control of vehicle speeds versus the noise and vibration nuisance of vehicles braking, traversing and accelerating away from the hump. Barratt Avenue is a comparatively narrow street
4	Object to contraflow cycling	Two-way cycling is dangerous and I object to it. The road is already a rat run because of the primary school and church. Please leave the existing speed bumps.
5	Object to contraflow cycling	Contraflow cycling on a road with a right-angle bend and with no visibility is dangerous. This proposal is a waste of money. Surely Haringey can find a better use for the funds?
6	Support	Link the contra flow cycling by using cycle lanes to cycle routes on Station Rd and Park Ave. Please add a cycle lane to Park Avenue. Replace the parking space used by hire cars (e.g DriveNow) with a Bikehangar. Paved speed tables are preferable to the usual humps and aesthetically more appealing.
7	Support	Have bay for online delivery vehicles (Sainsbury, Amazon, Ocado, Tesco etc.) as they tend to park on the yellow lines outside 1-3 Barratt up to 10pm at night.
8	Support	Install some full width humps to slow traffic, especially near the infants' school. It's worse when the weather is wet. [ I pursued this unsuccessfully with Cllr Egan four years ago].
9	Support	Excellent proposal. The traffic on Barratt Avenue definitely needs to be slowed down.
10	Object to contraflow cycling	Whilst I agree with improving access for cyclists, I do not see how the proposed plans will slow down cars. Cars use the road as a rat run and zoom down at speed. Our car and neighbours' cars have all been hit by drivers not slowing down for the tight corner. Now none of us want to park outside no 10 as it is too dangerous. Please reconsider the placement and size of the speed bumps. I don't think the planned cycle friendly bumps will sufficiently slow cars down.
11	Support	I am absolutely for the measures outlined in the proposal. Too many drivers use our road as a shortcut in their commute which raises noise pollution and, furthermore, they come barrelling down the road at well above the speed limit. This is critically dangerous especially as there are kids, resident parking on the road and most importantly a massive blind spot where the Avenue curves toward station road. Someone could easily get hit there by theses crazy commuters.

12	Support	<p>1. INTRODUCE RAISED JUNCTION ENTRY AT PARK AVENUE IN LINE WITH THE REST OF THE ROAD. This would be welcomed with many thanks.</p> <p>2. REPLACE THE REMAINING 3 SETS OF SPEED CUSHIONS IN THE AREA WITH SINUSOIDAL SPEED We assume the purpose of this is for cyclists. If it assists cyclists approaching from the Park Avenue direction, we of course have no concerns with this. We do have serious concerns with cyclists approaching in the contra-flow direction as set out in more detail in point 4.</p> <p>3. HUMPS THE WHOLE WIDTH OF THE ROAD This would be welcomed with many thanks. A number of vans and cars already use Barratt avenue as a cut-through road to Wood Green the throughout day and night. They tend to speed through and it is a cause for concern as the corner by my house is a blind spot and they race around the corner without being aware of the people crossing there. There is a school in the corner and there are numerous sets of parents and kids crossing in the blind spot at various times of the day including rush hour.</p> <p>4. INTRODUCE CONTRA-FLOW CYCLING BY WIDENING THE CARRIAGEWAY AT THE JUNCTIONS There are 2 issues of concern with this proposal. Firstly, it is potentially really dangerous. Cyclists already cut through in the contra-flow direction and the right angle corner in the road creates a complete blind spot. Cars will continue to speed around this street whether there is speeding / cyclist signage or not and this is already evidenced by the amount of cars scraped and pranged parked on that corner. Secondly, widening the carriageway would encourage more vans and lorries to cut through which not only increases the danger aspect to residents, kids and parents of the school. It also increases the already present danger of the parked cars getting scraped / hit by hasty cut-through drivers.</p> <p>5. AMEND THE SIGNAGE AT BOTH ENDS As to my comments in point 4; while any signage to discourage speeding and using the street as a short cut would be appreciated, we do not feel that signage alerting drivers from the direction of Park Avenue to the presence of oncoming cyclists will alleviate the danger as they speed now despite the blind corner, the residents crossing and the presence of a school and kids in the area. Thank you very much for considering my comments.</p>
13	.	
14	.	
Total	12	14