which is why they are not considered viable as an area wide traffic calming measure.

**Sinusoidal Road Hump**

As well as entry signage to enforce the 20mph zone we propose sinusoidal road humps spaced at 50m – 70m intervals. These offer road users less ‘discomfort’ than traditional round-top humps but remain effective at reducing vehicle speed.

**Entry Treatment**

Entry treatments are proposed at each junction with Bounds Green Road and Durnsford Road. These will reduce vehicle entry and exit speeds and improve pedestrian crossing facilities. They are also effective at highlighting to motorists that they have entered a residential area. Double yellow lines would be introduced at these locations to prevent parking at junctions in order to improve pedestrian sight lines and mobility.

**Other elements of Option 2 include:**

The proposed zebra crossing on Durnsford Road also forms part of option 2 as does the proposed kerb build-out with raised uncontrolled pedestrian crossing at the entrance to Albert Recreation Ground on Bidwell Gardens. Double yellow line markings are also necessary within this proposal and are indicated on the plan.
Consultation Questionnaire

Please tell us what you think of the Options, and measures contained within them, by answering the following questions. Please return the completed form using the Freepost envelope.

Name (optional)

Street name and number (needed to determine the section of road you live in)

Post Code

Instructions: Please tick ( ) one box only unless otherwise stated

1. Is the above address?
   Your Home ☐ Retail Premises ☐ Office ☐ Other ☐

2. Please indicate your preference for the proposals by ticking the appropriate box.
   Option 1 – Timed point no entries ☐ Option 2 – 20mph zone with humps ☐

3. Please indicate your views of the specific components of the options listed below.

<table>
<thead>
<tr>
<th>Option</th>
<th>In favour</th>
<th>Opposed</th>
</tr>
</thead>
<tbody>
<tr>
<td>Zebra crossing with pedestrian refuge on Durnsford Road</td>
<td>1 &amp; 2</td>
<td></td>
</tr>
<tr>
<td>Kerb build-out with raised uncontrolled crossing on Bidwell Gardens</td>
<td>1 &amp; 2</td>
<td></td>
</tr>
<tr>
<td>Timed point no entries operating at both morning and evening peaks</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>Timed point no entries operating at evening peaks only</td>
<td>1 (modified)</td>
<td></td>
</tr>
<tr>
<td>Timed point no entries allowing northbound traffic on Blake Road, westbound traffic on Woodfield Way in the morning peak only and then allowing southbound traffic on Blake Road, eastbound traffic on Woodfield Way in the evening peaks only</td>
<td>1 (modified)</td>
<td></td>
</tr>
<tr>
<td>Entry treatments</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Sinusoidal road humps</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>Kerb build-outs (road narrowing)</td>
<td>1 &amp; 2</td>
<td></td>
</tr>
</tbody>
</table>
4. If you have any comments to make about these traffic management issues, please write them here.


Confidentiality

Please note that while the Local Government (Access to Information) Act 1985, requires us to make details of representations available for public inspection this requirement does not apply to information relating to any individual, or information which could reveal the identity of an individual. This information is exempt from the Act.

Thank you for taking the time to complete this questionnaire.
Haringey Council offers this translating and interpreting service to Haringey residents. We can translate this document into one language per resident ONLY.

Blake Road and Bidwell Gardens Area Traffic Management Scheme

Please return to: Freepost RLXS-XZGT-UGRJ, Haringey Council, Translation and Interpretation Services, 8th Floor, River Park House, 225 High Road, London N22 8HQ

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