

---

# Seven Sisters Road: Public Consultation Feedback Report

June 2016

---

---

## **Contents:**

|  |                                     |
|--|-------------------------------------|
| <b>1. Introduction</b>                   | <b>3</b>                            |
| <b>2. Consultation Aims</b>              | <b>4</b>                            |
| <b>3. Consultation Area</b>              | <b>4</b>                            |
| <b>4. Engagement Overview</b>            | <b>4</b>                            |
| <b>5. Stakeholder Engagement</b>         | <b>5</b>                            |
| <b>6. Public Exhibitions</b>             | <b>7</b>                            |
| <b>7. Key Findings</b>                   | <b>8</b>                            |
| <b>8. Written Feedback</b>               | <b>17</b>                           |
| <b>9. Conclusion and Recommendations</b> | <b>18</b>                           |
| <b>10. Appendices</b>                    | <b>20</b>                           |
| I. Appendix A                            | Seven Sisters Road Consultation Map |
| II. Appendix B                           | Exhibition Boards                   |
| III. Appendix C                          | Feedback Form                       |
| IV. Appendix D                           | Consultation Leaflet                |
| V. Appendix E                            | Website                             |
| VI. Appendix F                           | Responses (Questions 1-5)           |
| VII. Appendix G                          | Stakeholder List                    |

---

## 1. Introduction

As part of the on-going regeneration of the Woodberry Down estate, a redevelopment that will on completion deliver a total of 5,500 new homes, changes to the Seven Sisters Road, between Amhurst Park and Green Lanes have been considered.

Seven Sisters Road is a major road that plays an important part in London's transport system. However, it is also a busy road that cuts Woodberry Down in half, separating the community and at times can be congested and hard for pedestrians to cross.

As part of the Woodberry Down masterplan which was granted planning permission in February 2014, changes to the Seven Sisters Road, between Amhurst Park and Green Lanes, were consulted on and agreed to. In line with this consent LB Hackney have outlined their key objectives for the road and how it can help their aspirations for the area. These objectives include:

- Creating a better sense of place and an improved more welcoming environment
- Improving safety for vulnerable road users
- Supporting the regeneration aspirations for the area
- Maintaining Seven Sisters Roads strategic function in moving people and goods across London; ensuring that journey times are not unduly affected by any changes
- Reducing severance and bringing the community at Woodberry Down together
- Enhancing public transport services

Any final permission on the road, however, requires the consent of Transport for London (TfL) as well as a consultation process that considers the views of a wider strategic area around the existing estate. With this in mind the Woodberry Down Development Team, a partnership between Berkeley Homes and LB Hackney, have worked alongside TfL to develop a two stage consultation process designed to further understand the needs of the local community and find a solution for the road which balances the needs of residents and pedestrians, whilst also retaining the road's strategic function.

A first stage of public consultation as part of this process, was launched on **25 January 2016** and concluded on **9 March 2016**. The consultation was designed to understand how the public use Seven Sisters Road, and if they believe that changes to the road are required. It also presented them with ideas on how the road could be changed and asked for their preferred options.

The results of the first stage of consultation are detailed in this report.

---

## **2. Consultation Aims**

This section sets out the objectives of the first round of public consultation held from January to March 2016.

The methodology and rationale behind the Development Team's approach to the first stage of consultation for Seven Sisters Road was to:

- Gain a firm understanding of people's experiences using Seven Sisters Road and the appetite for change
- To present the local community and road users with workable changes that can be made to improve the road and to receive feedback on their preferred options
- Engage with residents in the road's vicinity and ensure they had an opportunity to give their feedback
- To complete an engagement process that met the standards required by TfL

---

## **3. Consultation Area**

In order to make the consultation process as inclusive as possible a consultation area surrounding Seven Sisters Road was selected, this is outlined in Appendix A and covered approximately 12,500 households. Residents within the consultation area received leaflets outlining potential solutions the road, as well as details of the public exhibitions.

---

## **4. Engagement Overview**

To raise awareness of the consultation process and the proposed plans for Seven Sisters Road, the development team engaged with the local community and stakeholders by:

- Launching a TfL Oyster Card campaign with a consultation email sent to all those accessing Seven Sisters Road and Manor House tube station
- 12.5k leaflets delivered outlining the details of the consultation in the consultation area, the leaflets were also available in Turkish
- Launch of Seven Sisters Road consultation website with an online feedback mechanism
- Email sent to local businesses and community groups at Woodberry Down, alerting them to the consultation
- Article in Hackney Today, delivered by the London Borough of Hackney to every household in the Borough (approx. 90,000) with an overall circulation of 108,000
- Promotion of consultation via social media i.e. Twitter and Facebook
- Promotion of consultation via posters and fliering across Woodberry Down
- Email send to mailing list through the Manor House Development Trust (MHDT)
- Postcards advertising the exhibition were handed out at train stations and left at communal places i.e. Redmond Community Centre
- Feedback forms were made available at the Redmond Community Centre, Woodberry Down Primary School and the Woodberry Down Local Housing office.

- Public exhibitions were held over a four-day period at locations across Woodberry Down and Stamford Hill

Relevant documents to all of the above can be found in the Appendices.

---

## 5. Stakeholder Engagement

Ahead the public consultation commencing community and political stakeholders were identified, a full breakdown can be found at Appendix G. An approach was made to these stakeholders either through email or letter detailing the consultation process, and the offer of briefing meeting was also made.

A series of briefing meetings were held with key stakeholders prior to the public exhibitions and throughout the consultation period. These included meetings with Members of LB Hackney and the Woodberry Down Community Organisation (WDCO); offers of meetings were also extended to Members and officers at LB Haringey. Further details on the discussions are outlined below:

### *LB Hackney Cabinet Members*

Meetings were held with Cllr Phil Glanville, Cabinet Member for Housing and Cllr Feryal Demirci, Cabinet Member for Neighbourhoods and Sustainability. Details of the public exhibitions were provided as well as an opportunity to view the draft consultation literature.

### *Woodberry Down Ward*

A briefing meeting was held with Cllr Caroline Selman for Woodberry Down ward, an overview of the consultation plans were provided, as well as the opportunity to ask any questions and discuss the process.

### *Stamford Hill West Ward and Springfield Ward*

A meeting was held with Stamford Hill West and Springfield ward members on 18<sup>th</sup> January 2016, in order to update them on the plans for the consultation and the materials being presented. A number of comments they raised were considered as part of the consultation process, including holding an additional public exhibition at Stamford Hill Library.

### *Woodberry Down Community Organisation*

An initial meeting was held with the Chair of the Woodberry Down Community Organisation, Geoff Bell (GB) and Simon Slater (SS), ITLA, on 11<sup>th</sup> January 2016. The opportunity was taken to discuss the plans for the consultation plans in further detail and to address any concerns. The key points raised during this discussion were:

- Further clarity on the consultation process was requested and how this would impact the final decision on Seven Sisters Road. It was explained that this was the first stage of the process designed to gauge opinions and would be followed with a second, more detailed stage of consultation. The final decision on the road would be taken by TfL
- The point was raised by WDCO that they had previously been supportive of changes to the road, during the 2014 masterplan consultation

- At the request of WDCO, it was agreed that one of the exhibitions would take place at Woodberry Down Primary School, to allow a broader range of attendees

Following this meeting with WDCO, the consultation plans were also presented at the WDCO Board Meeting on the 21<sup>st</sup> January 2016 to all board members. A further update on the consultation was given to the Board on 18<sup>th</sup> February 2016.

A letter dated 2<sup>nd</sup> February was received from WDCO, this requested further information on the consultation process. The key points raised in this letter are detailed below and have been considered as part of the consultation process:

- WDCO recognised that Seven Sisters Road divided the community and could be dangerous and, at times, difficult to cross
- Air pollution in the area was stated as the organisation's primary concern and it was requested that further information be provided in the second round of consultation on how changes to the road would impact this, as well as traffic flow and congestion
- WDCO did not feel that sufficient information was provided in the first round of consultation to make an informed decision on the road changes

A response was issued to WDCO on 18<sup>th</sup> April 2016, this confirmed that the first stage of the consultation process was designed to gauge residents' opinions on possible changes to Seven Sisters Road, and a second stage would provide further detailed design and analysis on how this would impact congestion, traffic flow and air/noise pollution. It was also suggested that a series of workshops take place with WDCO to discuss the results and next steps, prior to further public exhibitions. There has been subsequent correspondence with WDCO on an ongoing basis.

#### *Hackney Cycling Campaign*

A response to the consultation was received from the Hackney Cycling Campaign on 7<sup>th</sup> March 2016. The response outlined their support for Idea 5, segregated cycle lanes, and Idea 3, increased pedestrian crossings, while it strongly opposed the introduction of partial changes to the traffic lanes (Idea 2).

#### *Hackney Living Streets*

An email response to the consultation was also received from Hackney Living Streets, a UK charity with the aim to promote walking, on 20<sup>th</sup> March 2016. The group stated their support for the proposal to improve Seven Sisters Road which they deem 'unwelcome for walking and cycling' and a key contributor to noise/air pollution. Hackney Living Streets also stated their support for Idea 1, reducing the number of traffic lanes from three to two and for Idea 3, increasing the number of pedestrian crossings. They did not support suggestions to introduce a median strip to the road (ideas 4a and 4b) but were in favour of providing segregated cycle lanes (Idea 5).

---

## 6. Public Exhibitions

Public Exhibitions were held on the following times and at the following locations:

- Tuesday 9 February 2016: 14.30 – 20.00 at Woodberry Down Primary School (venue included following a recommendation from WDCO)  
21 attendees
- Wednesday 10 February 2016: 14.30 – 20.00 at Redmond Community Centre  
20 attendees
- Saturday 13 February 2016: 10.00 – 13.00 at Redmond Community Centre  
17 attendees
- Monday 15 February 2016: 16.00 – 20.00 at Stamford Hill Library  
22 attendees

The exhibitions offered the public an opportunity to get a better understanding of the practical changes that can be made to the Seven Sisters Road, as well as give the local community an opportunity to meet with the project team. Approximately 80 people attended the exhibitions over a four days, a total of 47 feedback forms were returned. Copies of the Exhibition Boards can be found at Appendix B and a copy of the feedback form can be found at Appendix C.

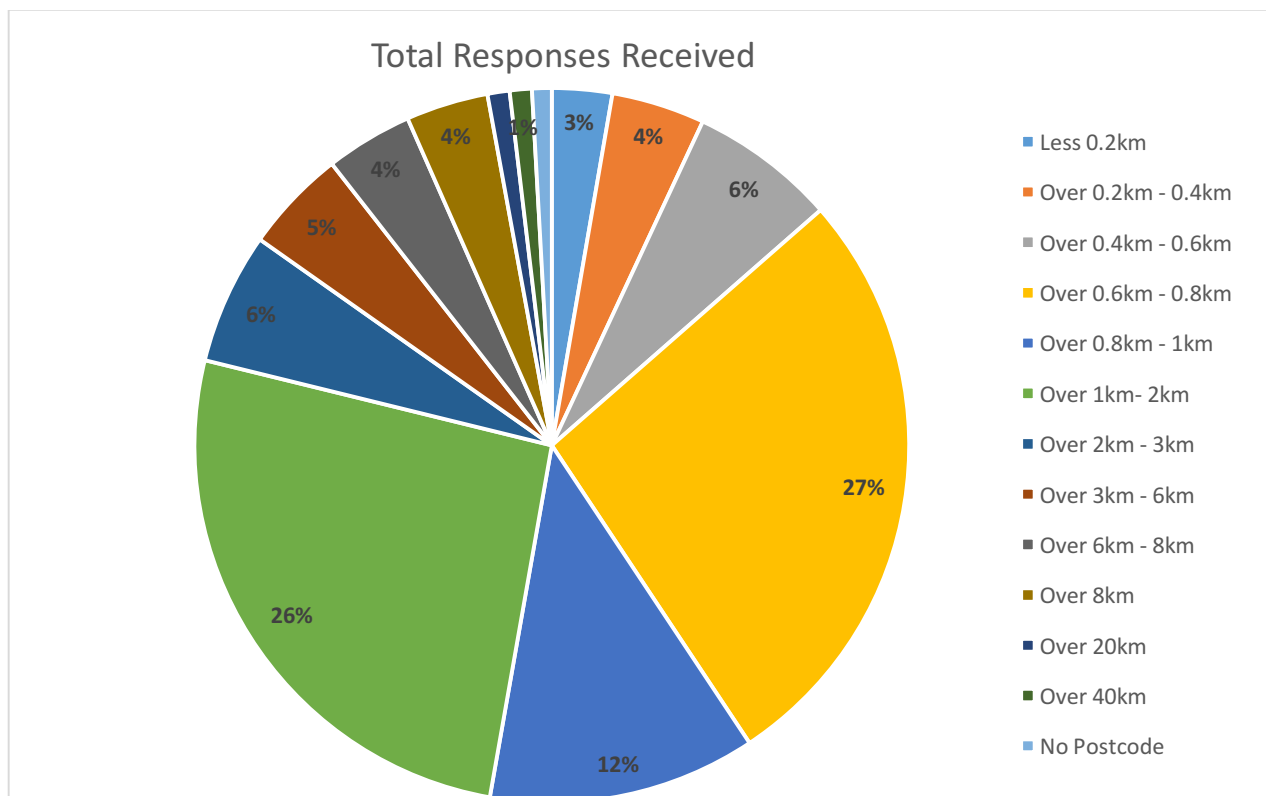
### *Feedback Forms*

A total of 1800 feedback forms were returned throughout the consultation period. 774 were submitted using the online feedback mechanism and at the public exhibitions. A further 1026 forms were submitted by-hand, on the day of the consultation closing. These forms all gave near identical responses, opposing changes to the road.

For the purposes of this report the results have been analysed based on the distance from the road, with greater weight given to those who live closest to the road. The majority of responses were received from within less than 1km of the the road, with a small selection from within a 0.2km radius of the road and others from greater distances.

A full break down is shown below

| Distance from Road | Responses Received |
|--------------------|--------------------|
| Less 0.2km         | 49                 |
| Over 0.2km - 0.4km | 76                 |
| Over 0.4km - 0.6km | 119                |
| Over 0.6km - 0.8km | 488                |
| Over 0.8km - 1km   | 218                |
| Over 1km- 2km      | 469                |
| Over 2km - 3km     | 107                |
| Over 3km - 6km     | 84                 |
| Over 6km - 8km     | 71                 |
| Over 8km           | 67                 |
| Over 20km          | 18                 |
| Over 40km          | 18                 |
| No Postcode        | 16                 |
| Total              | 1800               |



## 7. Key Findings

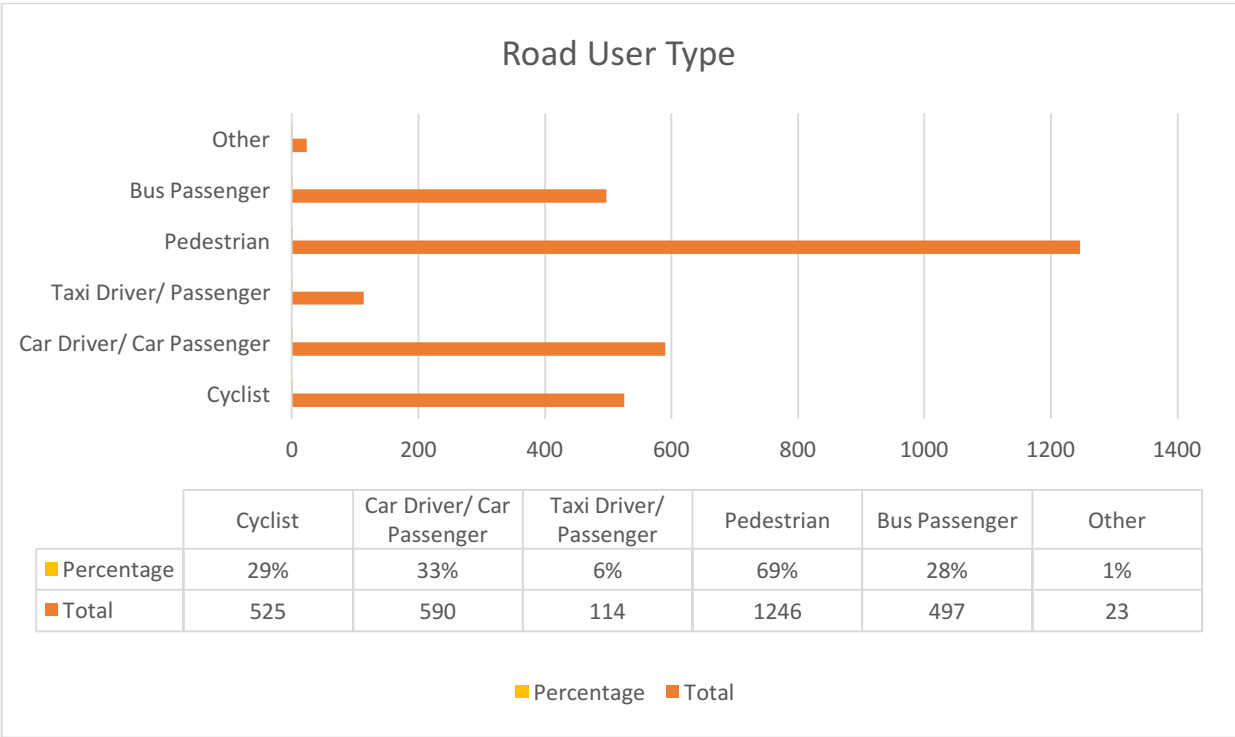
The key findings from the responses received are detailed below, a full break down of the results can be found at Appendix F:

- i. **A good range of different users responded to the consultation, with the main being pedestrians, cyclists, bus passengers and car users**

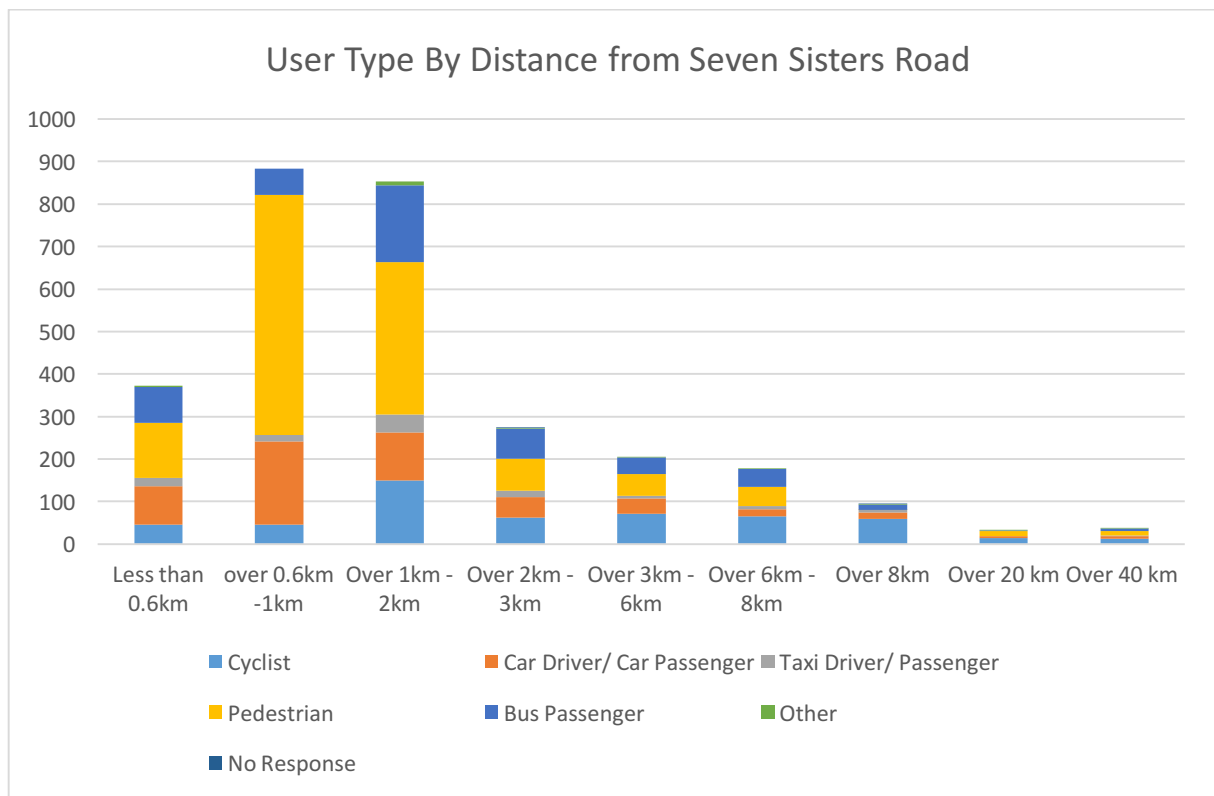
In gaining feedback on this question, the questions asked how respondents accessed Seven Sisters road, enabling them to select more than one option when answering.

A range of results were received with the majority of responses indicating that they accessed the road as pedestrians, 1246 of the 1800 feedback forms received selected this option (42%), cyclists (18%) and bus users (28%). 35% of responses (373) received from participants living within 0.6km of Seven Sisters Road identified themselves as pedestrians, this rose to 38% (45) when only those responses from within 0.2km of the road were analysed. 12% (14) of responses from within 0.2km of the road stated that they accessed the road as either a car driver or a car passenger.

The chart below, shows breakdown by user type:



A further breakdown that takes into account the distance from Seven Sisters Road is outlined below:

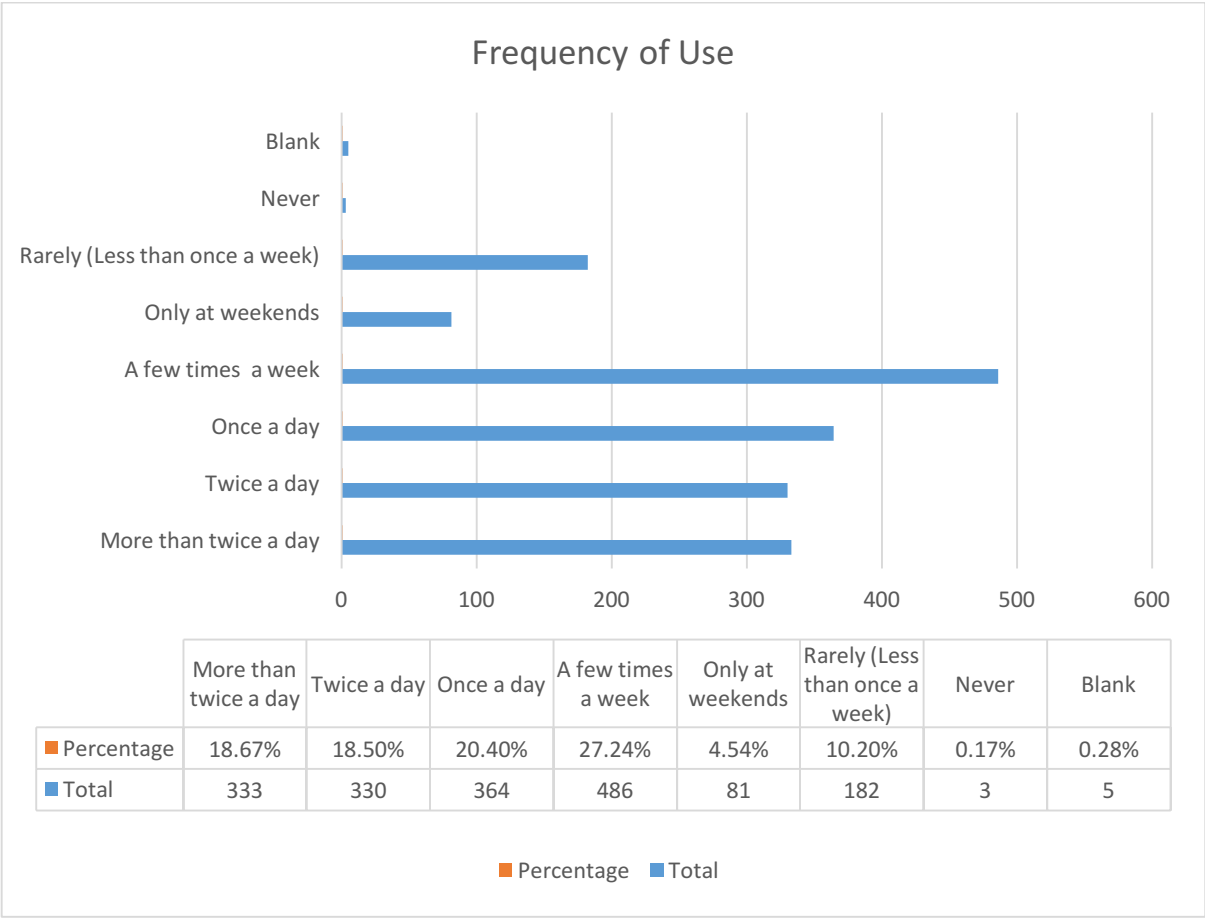


**ii. The largest proportion of those who responded use the road a few times per week at a minimum**

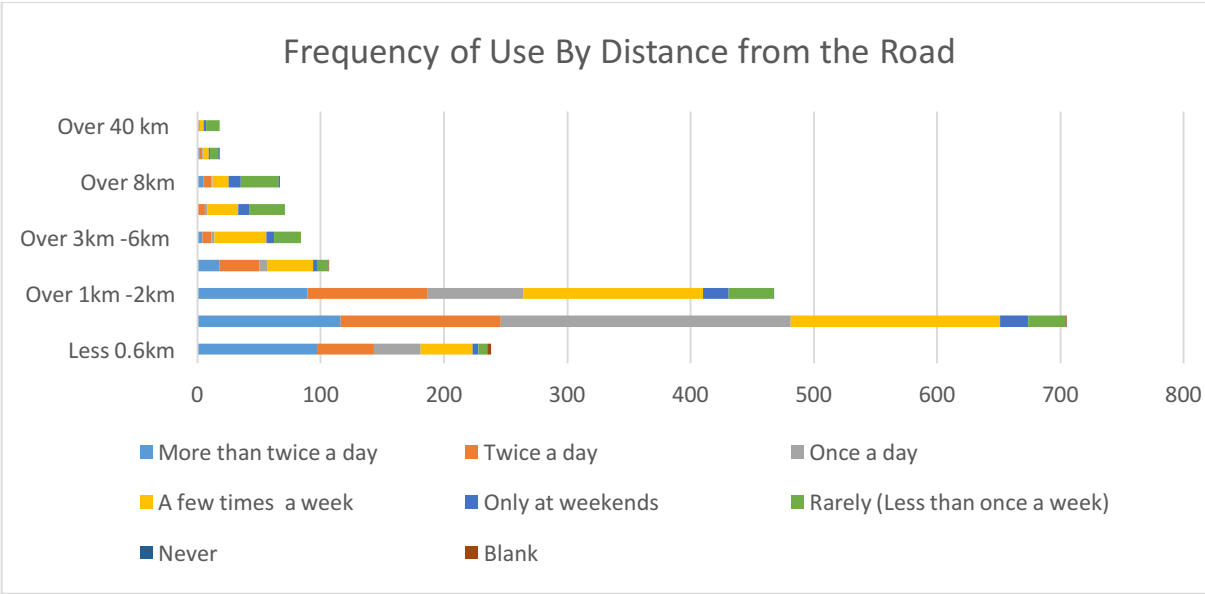
The largest proportion (27%) from the total that answered this question (1784), identified that they used Seven Sisters Road a few times a week. 20% of respondents who answered this question and lived within a 0.6km radius of Seven Sisters Road (235) stated that they used the road once a day, while 41% (97) within the same distance identified as using the road more than twice a day.

Feedback was largely received from those living within 1km of the Seven Sisters Road. Other responses came from further afield as the public engagement covered a wide consultation area and also targeted those who traveled on or accessed the road regularly, but did not live in the area.

The chart below displays the frequency of use of Seven Sisters Road:



The chart below displays the frequency of use when compared by distance from Seven Sisters Road:



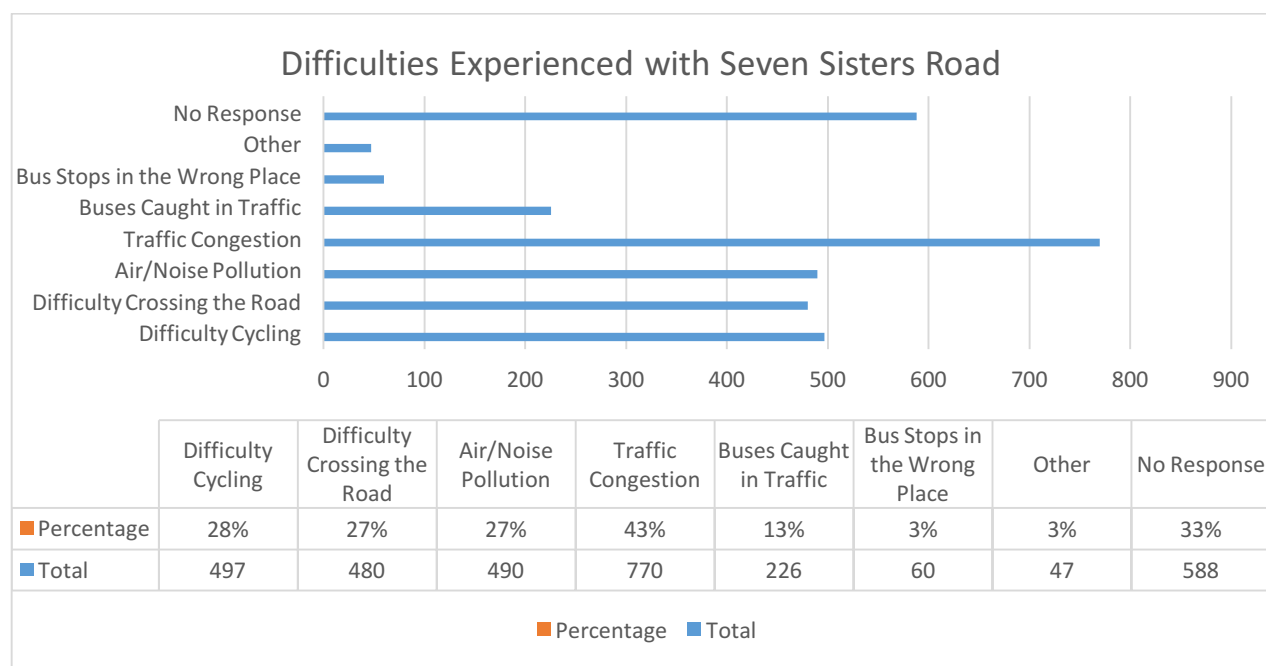
- iii. **The main problem identified with the road was traffic congestion; however, respondents also identified difficulties crossing the road, difficulty cycling, air and noise pollution as key concerns**

43% of the 1800 forms received identified traffic congestion as the most common problem with Seven Sisters Road. For those living within a 0.6km radius, 96 respondents listed it as a concern; however, 80 of the results also identified difficulties crossing the road and a lack of pedestrian crossings as a concern, as well as worries about air and noise pollution (72).

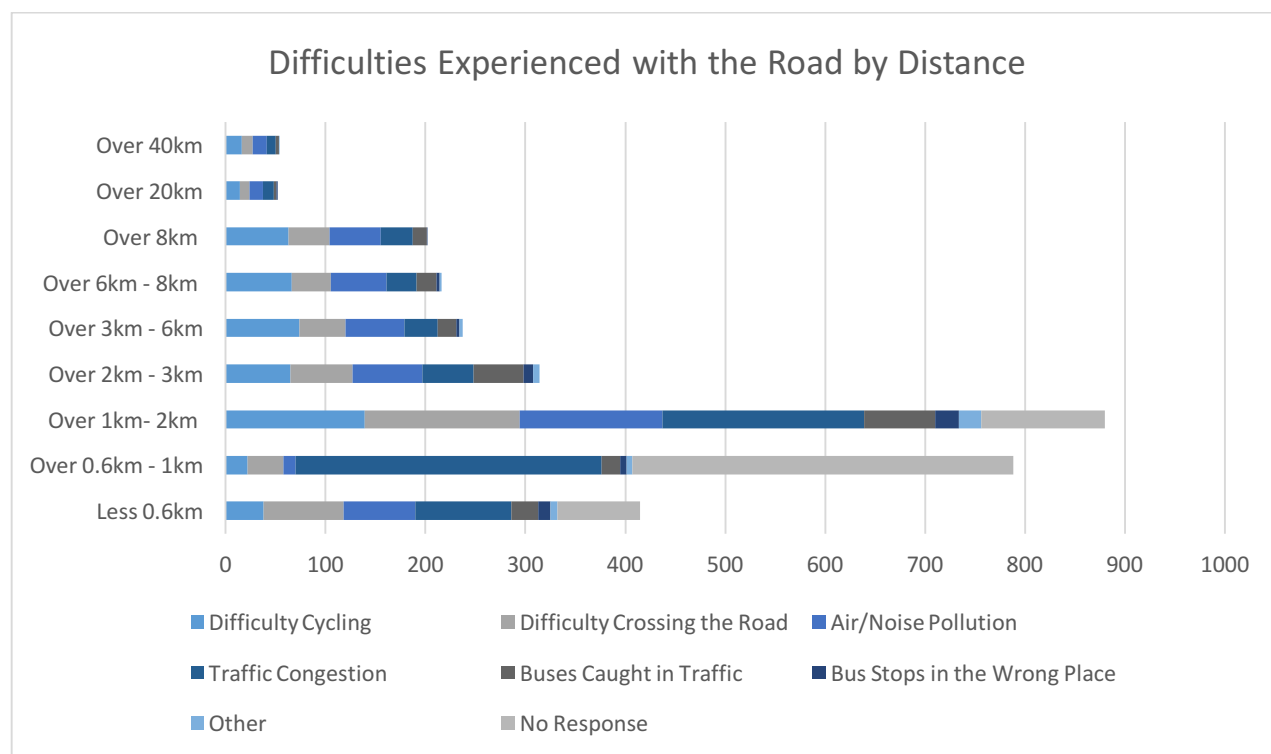
When the results are analysed from those living close to the road (within a 0.2km radius), concerns with traffic congestion drops to 17% (22), and 36 respondents (28%) consider difficulties crossing the road as their biggest concern while 33 (26%) list air/noise pollution as a primary worry. This corresponds with the results for question 6, on the forms, which shows that increased pedestrian crossings were seen as one of the most popular remedies, by those who live closest to the road.

33% of the total forms received did not offer a response to this question, these respondents also suggested that no further changes were required to the road.

The chart below shows a breakdown of the results:



Further detail is provided below to show how the results compare when distance from the road is considered when analysing the results:

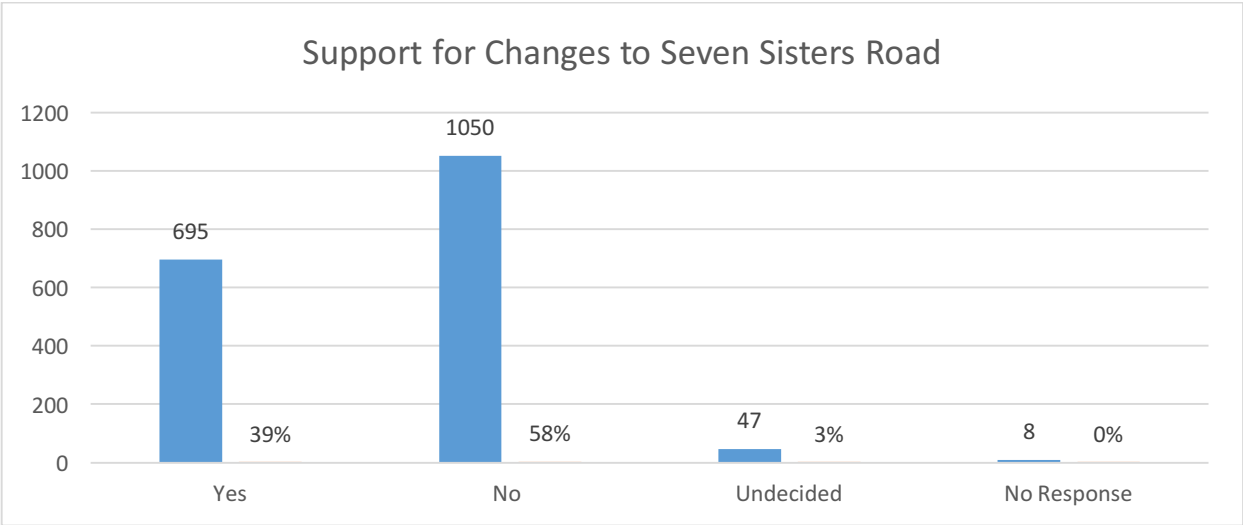


**iv. Overall 58% of respondents were against changes to Seven Sisters Road; however, from those living within 0.2km of the road 94% (46) supported improvements**

While 58% of the 1800 respondents stated that they did not support changes to Seven Sisters Road, 39% (695) wanted to see improvements made. Of those respondents who lived within 0.2km of the road, approximately 94% (46) supported changes to the road; the majority of respondents who lived 2km or further from Seven Sisters Road, also were in favour of seeing changes made to the road. However, 58% (142) of those responses received from within a 0.6km radius wanted to see the road remain as it is.

All feedback forms that were delivered by hand, responded with 'no' to this question.

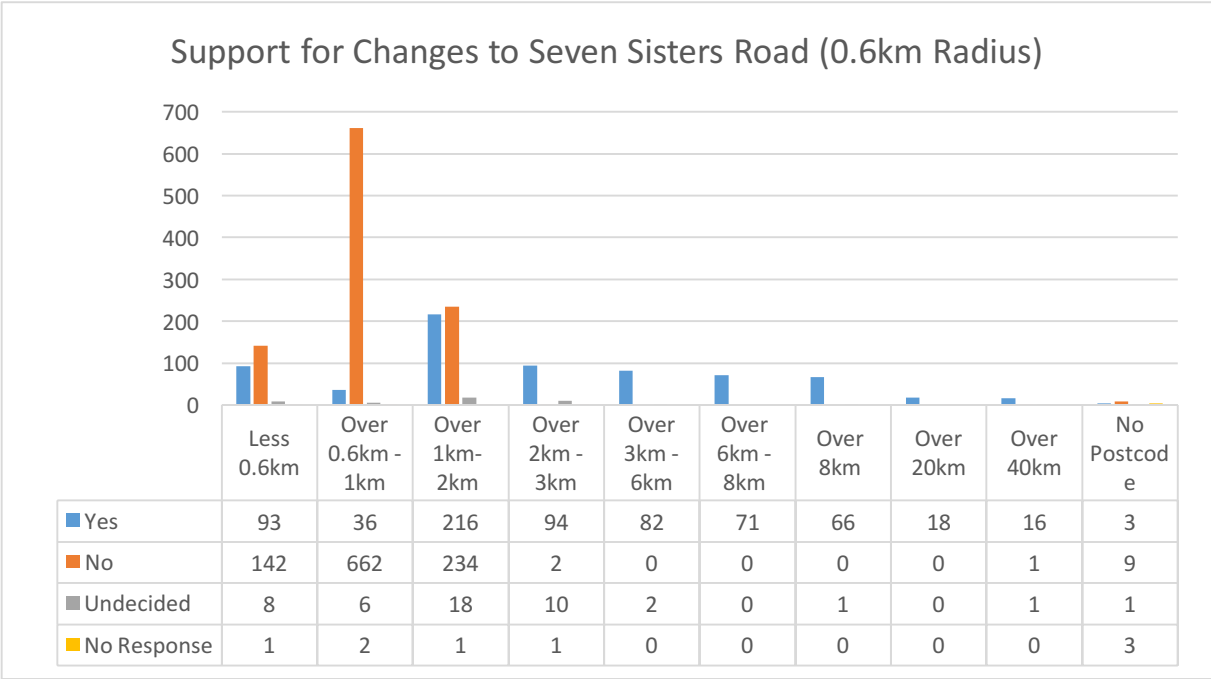
An initial breakdown of the results is shown below:

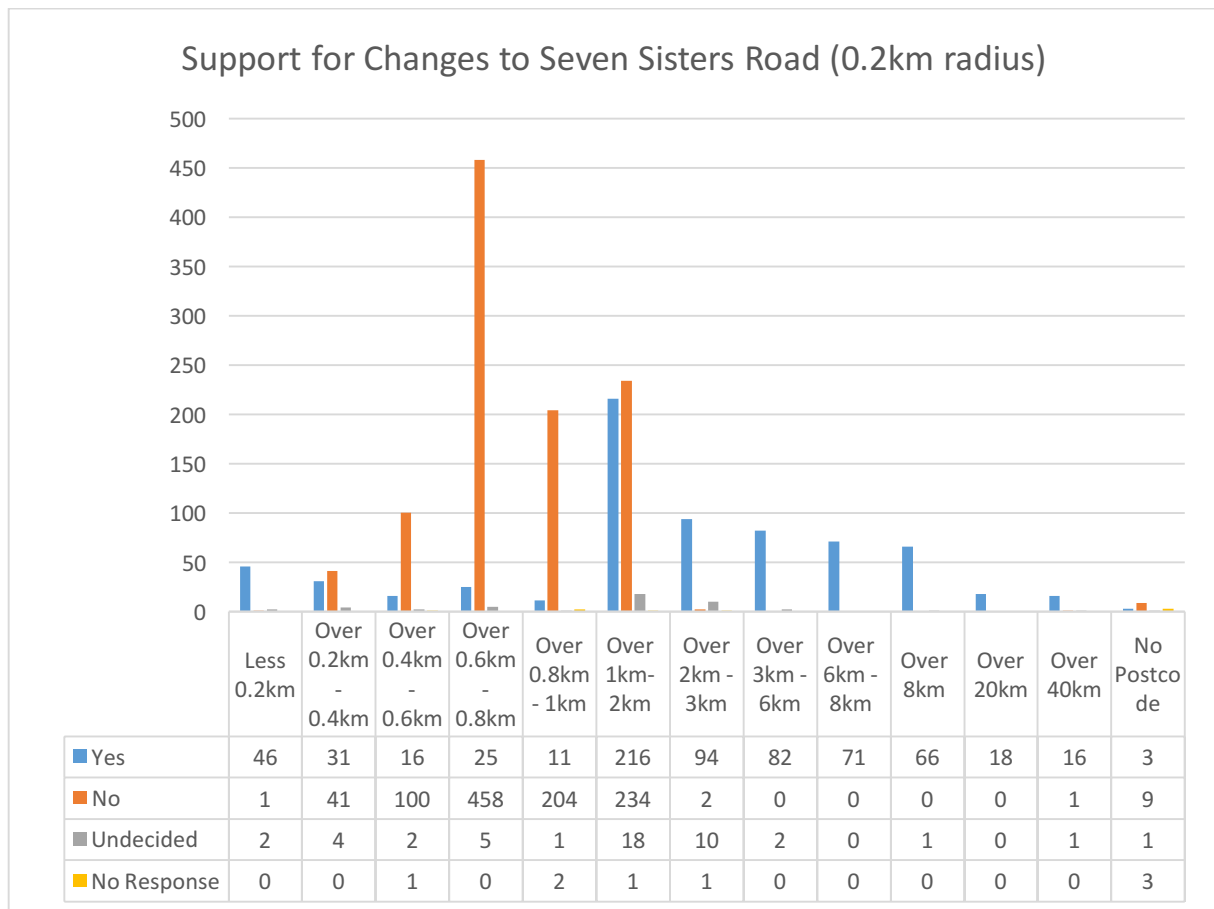


Below is a table which outlines the percentage of support and opposition for changes to be made to the road, submitted by paper and online response.

|                 | Online | Paper |
|-----------------|--------|-------|
| Base            | 724    | 1076  |
| Support changes | 90.5%  | 3.5%  |
| Oppose changes  | 2.5%   | 96%   |
| Undecided       | 6%     | 0.5%  |
| No response     | 1%     | 0%    |

The charts below display a further breakdown of the results, detailing responses from within a 0.6km radius as well as a 0.2km radius.





**v. The most popular remedies to the road are increased pedestrian crossings and segregated cycle lanes**

Respondents were asked to select up to three options for their preferred solutions for the road. Ideas included increasing the number of cycle lanes, improving crossings for pedestrians and offering a better cycling experience.

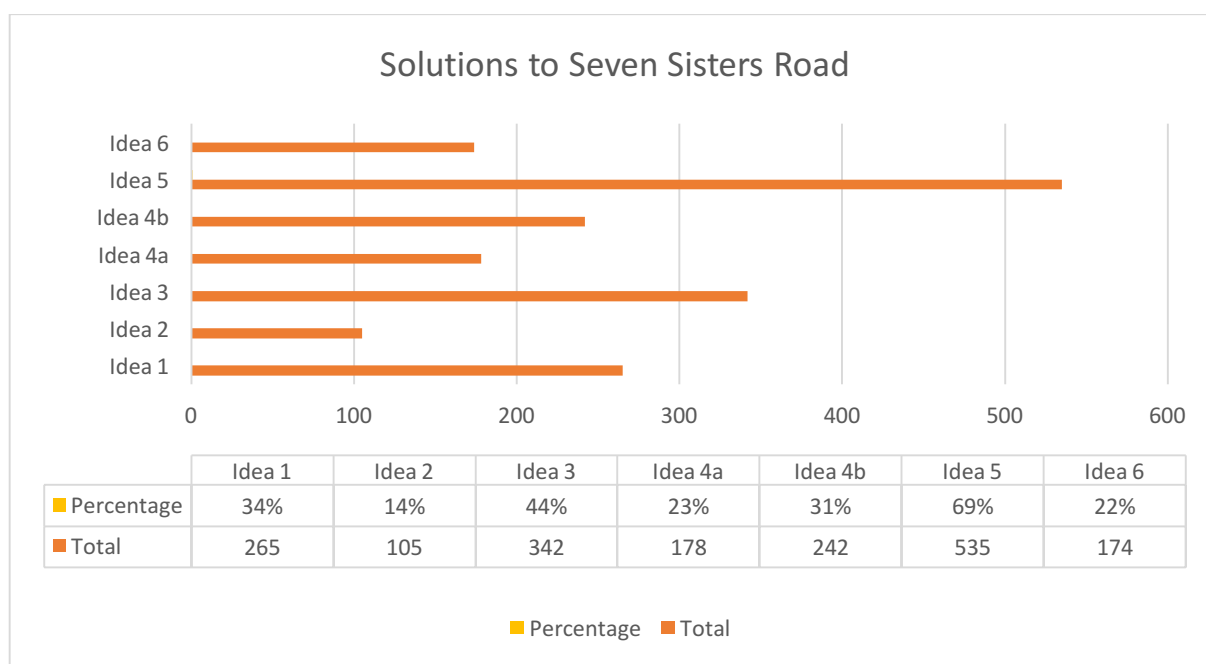
Of the feedback forms delivered by hand, this question was not answered; therefore, analysis of this question has not included those responses. Of the 774 respondents that did answer this question, Idea 5 (Segregated Cycle Lanes) was the most popular and selected by 69% (535) of respondents.

Of those living within 0.6km of Seven Sisters Road the most popular idea, picked by 54 (18%) respondents, was increasing the number of pedestrian crossings (Idea 3). 16% (48) also wished to see changes to the traffic lanes from three to two, along the entire length of the road section (Idea 1).

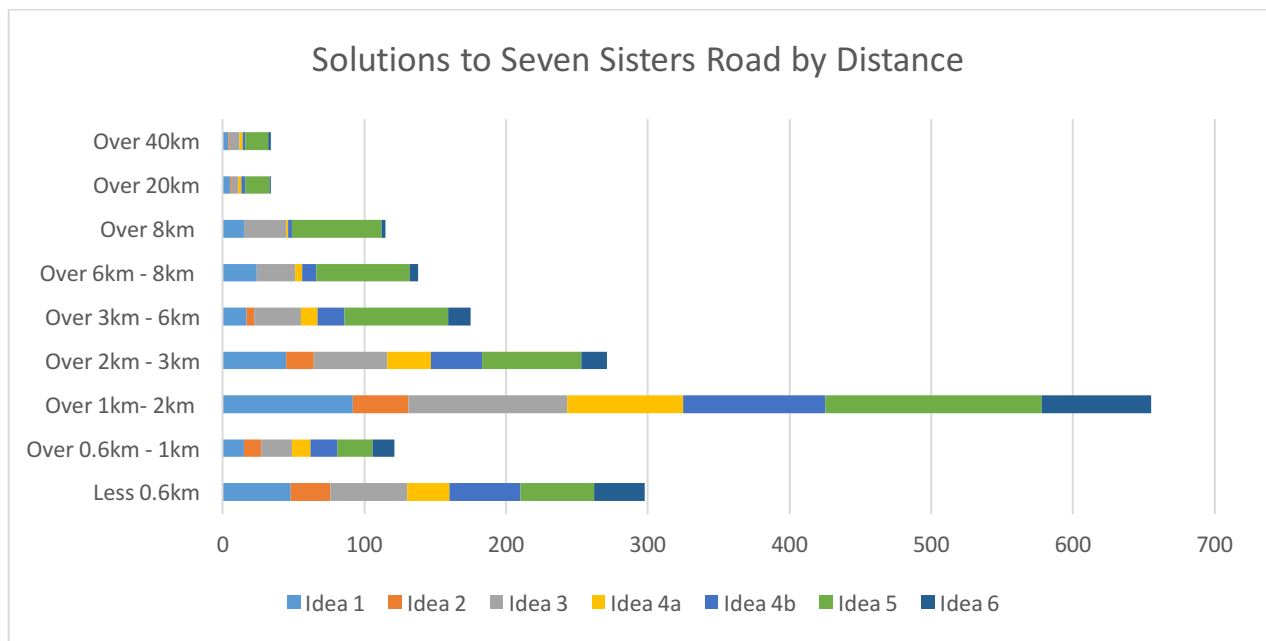
- vi. **Approximately 48% (370) of respondents who answered question 5, supported either full or partial changes to the traffic lanes, reducing them from three to two**

Partial changes to the traffic lanes reducing the road to two lanes with three lanes at junctions (Idea 2) was the least favourable Idea. If, however, both the responses to Idea 1 and Idea 2 together are considered together it shows that approximately 48% of respondents favoured the narrowing of this section of Seven Sisters Road, in some formation.

| Idea | Description  |
|------|--|
| 1    | Changes to traffic lanes- reduce road three lanes to two along whole length          |
| 2    | Partial changes to traffic lanes – reduce to two lanes with three lanes at junctions |
| 3    | Increase number of pedestrian crossings  |
| 4a   | Introduce a pedestrian island strip  |
| 4b   | Introduce a wide pedestrian island strip   |
| 5    | Segregated cycle lanes   |
| 6    | Increase width of bus lanes  |



A breakdown by distance is shown below:



## 8. Written Feedback

**Question 6: Please use the space provided below to let us know any comments on improving Seven Sisters Road.**

Of the 1026 forms submitted by hand on the last day of the consultation, this question was not completed. A summary of the key points raised in the written section from those forms that did address this question, is provided below.

- Space to accommodate cyclists. Segregated cycle lanes are popular (there is a particular emphasis on safety for cyclists).
- More space to accommodate pedestrians and increasing the number of pedestrian crossings
- Emphasis on improving the environment in the area (air quality is an issue for many of those who responded)
- A call for more road-signs to discourage speeding
- Woodberry Grove junction is seen as dangerous, needs a filter for cars to turn into it from Seven Sisters Road. Reintroduction of the 'junction yellow box' required to reduce congestion

- There has been concern raised however that reducing the width of the road (i.e. by creating a segregated cycle lane) will significantly increase congestion in the area, which will cause further congestion on roads near the Seven Sisters Road

For the forms received from those living within 0.2km of Seven Sisters Road the main comments were:

- Difficulty cycling with one resident describing the road as ‘frightening’ to cycle along
- Noise and air pollution was seen as a problem
- The road was considered unsafe for pedestrians
- It was suggested that it was in need of modernising

When the results from those residents living within 0.6km of Seven Sisters Road, the key issues raised were:

- Concerns about traffic congestion
- Comments that the road was difficult to cycle along and needed to be made safer
- Comments that this stretch of road was often used for speeding and this needed to be managed
- A number of residents requested that the road be kept as it is

---

## 9. Conclusion and Recommendations

The first stage of the Seven Sisters Road consultation received 1800 responses with over 52% (960) coming from within a 1km radius of the road. The majority of respondents, however, stated that they did not support changes to Seven Sisters Road (58%, 1050).

If, however, we look at the results in further detail there is an appetite for change amongst the local community and other users of the road. Of those respondents that live within 0.6km of Seven Sisters Road 38% (93) are supportive of changes to the road, when this figure is broken down further those who live within 0.2km of the road (49), 94% (46) support changes. Similarly, of those who live 2km or further from the road (381) but access it on a regular basis, approximately 92% (350), are in favour of improvements.

The primary concern with the road is listed by respondents as being traffic congestion (43%, 774) and it is likely that this has impacted on consultation responses, for those who feel that any changes could potential make this worse. Therefore, any improvements that are proposed for Seven Sisters Road should seek to mitigate the impact on traffic congestion, or ensure that it is minimised. This may help to alleviate any concerns that local community may have.

Aside from traffic congestion other concerns for road users are difficulties crossing and the lack of pedestrian crossing, air and noise pollution and difficulties cycling. These concerns can be addressed through improvements to the road; however, if the status quo is maintained it is likely that these issues could become worse and more difficult to

manage. This is particularly likely given plans to regenerate the Woodberry Down Estate, which will see and has already seen the area surrounding the road change considerably.

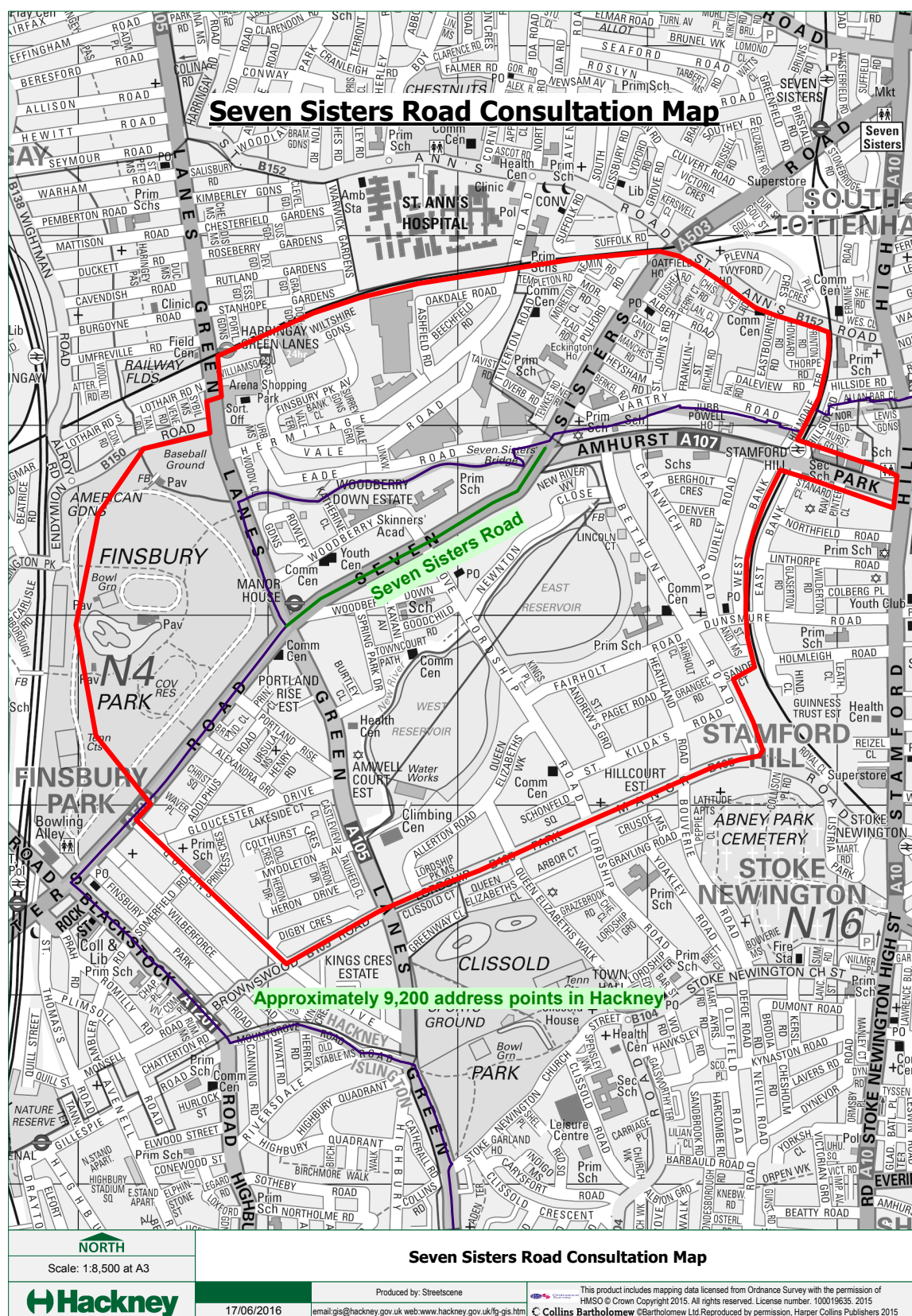
Finally, although not all respondents answered question 5 on the feedback forms, from the responses received it is clear that there is an appetite to make complete or partial changes to the traffic lanes on the road, reducing them from three to two. When the responses for Idea 1 and Idea 2 are considered together, approximately 48% (370) of respondents are in favour of this suggestion. There is also a desire amongst respondents to improve cycling conditions along this portion of the road and the most popular idea is to introduce segregated cycle lanes.

### *Recommendations*

Following a review of the findings in the first stage of consultation it is recommended that the development team consider the next steps detailed below:

- Design of possible road layouts, taking into consideration the findings of this consultation, as well as LB Hackney's agreed objectives for Seven Sisters Road. These options can then be considered as part of a wider consultation programme that will require final sign off from Transport for London (TfL)
  - Prior to a second stage of consultation, a series of workshops are held with key community groups within the 1km radius of Seven Sisters Road, to further understand their priorities for the road and address any concerns they may have. A These workshops will also further inform the detailed design of the road
  - A series of workshops have already been offered to the Woodberry Down Community Organisation (WDCO)
  - Assessments on the impact on traffic and air quality to be conducted as part of the design process and prior to the second stage of consultation
  - Consultation with local cycling groups to consider the benefits and challenges of segregated cycle lanes along this portion of the road
-

## Appendix A: Seven Sisters Road Consultation Map





## Welcome to our public exhibition



Current view of Seven Sisters Road, 2015

### ▼ Welcome

Welcome to this public exhibition outlining the changes we are considering making to Seven Sisters Road, from Green Lanes to the west and Amhurst Park to the east.

This public exhibition is intended to provide you with information about the potential solutions that can be made to the road in order to improve the experience for all users. Please complete a feedback form and let us know your views.

### ▼ Who are we?

The Woodberry Down Development Team is a partnership between Berkeley Homes and Hackney Council, supported by Transport for London. Working together, we want to see the successful regeneration of the Woodberry Down Estate.



## Seven Sisters Road now



Map of Seven Sisters Road from Green Lanes to the west and Amhurst Park to the east.

Seven Sisters Road is a major road and plays an important part in London's transport system. However, it is a busy road that cuts Woodberry Down in half, separating the community, and at times can be congested and hard for pedestrians to cross.

The Woodberry Down Development Team is working together to design a solution for the road which balances the needs of residents and pedestrians, whilst also retaining the road's strategic function. This is part of the on-going regeneration of Woodberry Down, that has involved the redevelopment of the existing estate and which upon completion will deliver a total of 5,500 new homes.

## What does this consultation involve?



Artist's impression of Seven Sisters Road

---

### ▼ **What has happened so far?**

We have previously consulted the Woodberry Down community in regards to making changes to Seven Sisters Road and planning permission was granted in February 2014 as part of the wider Woodberry Down masterplan. We are now looking to progress with the changes and are keen to hear your views on the initial proposals.

### ▼ **Why are we consulting?**

We want to understand your experiences of using this section of Seven Sisters Road, if you think improvements need to be made and if so, what improvements are most important to you.

## Seven Sisters Road now

Seven Sisters Road is a major road and plays an important part in London's transport system. However, it is a busy road that cuts Woodberry Down in half, separating the community and causing several problems for the people that travel on it.



Current view of Seven Sisters Road, 2015

---

### **Difficulty cycling along the road**

The high volumes of traffic on Seven Sisters Road also creates the same problems for cyclists as outlined above, making it difficult for cyclists to use the road safely. At present, cyclists also share the same lane as buses. However, due to the narrow width of the lane, buses cannot pass cyclists without moving out into traffic lanes.

### **Bus stops in the wrong places**

At present, Seven Sisters Road has bus stops in the wrong places which add to traffic congestion during rush hour.

## Seven Sisters Road now



Current view of Seven Sisters Road, 2015

---

### **Air / Noise pollution**

The high volumes of traffic on Seven Sisters Road worsens air quality and increases noise pollution which has a negative impact upon the local community at Woodberry Down and also upon pedestrians and cyclists that use the road.

### **Difficulty crossing the road / Lack of pedestrian crossings**

Seven Sisters Road has high volumes of traffic combined with long queues

during rush hour, as well as vehicles that travel at high speeds in both directions. This, combined with the lack of pedestrian crossings, makes it difficult for pedestrians to cross the road safely and has resulted in a number of accidents.

### **Traffic congestion**

The high volumes of traffic on Seven Sisters Road causes delays, slower journey times and increased traffic congestion, in particular during rush hour.

## Potential solutions

Given that Seven Sisters Road suffers from a number of problems such as traffic congestion and a lack of pedestrian crossings, the road could be significantly improved in a number of ways.

The next three boards set out a series of potential solutions to Seven Sisters Road. It is not possible to implement all of these solutions, however, some of these could be combined to provide a range of improvements.

### ▼ Junctions

#### IDEA 1

2 lanes in each direction with a flow at junctions

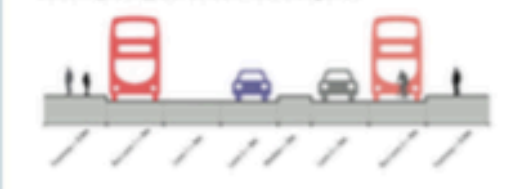


#### Changes to traffic lanes

This will reduce the road from three lanes to two lanes in each direction, with one lane as a bus lane, along the length of the street. This idea would mean increasing the width of the pavement for pedestrians or widening cycle or bus lanes. With this idea, there will be some increase in traffic congestion during rush hour.

#### IDEA 2

3 lanes at the junction approach - 2 lanes on each side for signal head

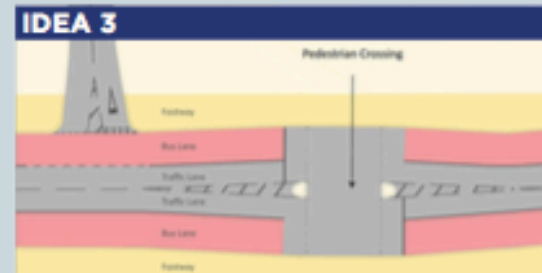


#### Partial changes to traffic lanes

This idea would reduce Seven Sisters Road to two lanes in each direction, with one lane as a bus lane, but the road will still be three traffic lanes at junctions to help the traffic flows. This is likely to mean less impact on traffic congestion than idea 1 but will mean that pavements are not able to be widened at junctions. With this idea, we cannot provide segregated cycle lanes.

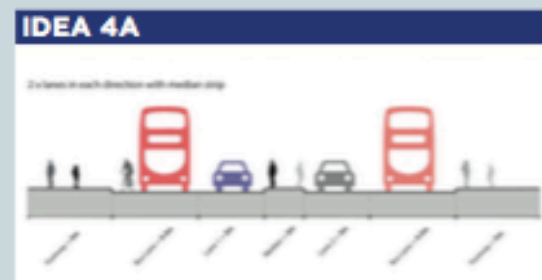
# Potential solutions

## ▼ Pedestrians



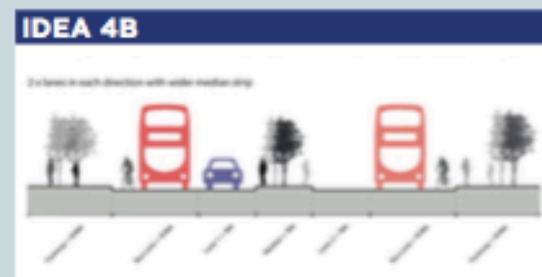
### Increase number of pedestrian crossings

We would make improvements to the existing pedestrian crossings and also increase the number of crossings to make the road safer and easier to cross. There may be a slight increase in traffic delays with this idea.



### Introduce a pedestrian island strip

Another idea is to make it easier for pedestrians to cross the Seven Sisters Road and to provide a central island strip. This strip would be wider than the existing narrow strip, making it safer for pedestrians to cross at any point in the road. We can also add additional pedestrian crossings, although this idea would reduce the potential to widen pavements for pedestrians. There may be a slight increase in traffic delays with this idea.



### Introduce a wide pedestrian island strip

This idea is similar to option 4A but with a wider strip to accommodate small trees and planting. This idea would further reduce the potential to widen pavements for pedestrians. There may be a slight increase in traffic delays with this idea.

## Potential solutions



### Bus and cycle lanes

#### IDEA 5

2 lanes in each direction with segregated cycle lanes - no median



#### Segregated cycle lanes

This idea introduces a segregated lane especially for cyclists in each direction — this will mean cyclists will have their own dedicated space segregated from pedestrians and from vehicles. The cycle lane will be segregated from the road by a kerb or by being at a slightly higher level than the road. This idea would reduce the space available for pavement widening and may require reductions in the number of traffic lanes in each direction slightly increasing congestion during rush hour.

#### IDEA 6

2 lanes in each direction with a flow of junctions



#### Increase width of bus lanes

In this idea, cyclists would share a lane with buses. We would increase the width of the bus lanes from 3m wide to 4.5m wide, so that buses can pass cyclists without having to move out of the bus lane, making cyclists feel safer. This idea would reduce the potential for widening the pavement for pedestrians. It may require reductions in the number of traffic lanes in places, increasing congestion during rush hour.

## What happens next?



Artist's impression of Seven Sisters Road

---

### What happens next?

Following this consultation, we will work with Transport for London to consider the feedback received and come up with a detailed design of the road layout.

After this, there will be a second stage consultation on the detailed proposals later in the year. This will include carrying out comprehensive traffic modelling which details possible consequences of making the suggested changes.

### Your feedback

Please take your time to complete a feedback form before you leave this exhibition. Further details of the plans can be found at [www.sevensistersroad.co.uk](http://www.sevensistersroad.co.uk) where you can also complete a feedback form online. Your views must be submitted by **Wednesday 9 March 2016**.

If you have any questions, please speak to a member of the team today, e-mail us at: [contact@sevensistersroad.co.uk](mailto:contact@sevensistersroad.co.uk) or write to us at:  
**FREEPOST TFL CONSULTATIONS**

## Appendix C: Feedback Form



# Have your say on improving Seven Sisters Road

**We are considering how to change  
Seven Sisters Road, from Green Lanes  
to the west and Amhurst Park to the east**

Please take your time to read the consultation leaflet before completing this feedback form. Once completed, please post to Freepost TFL Consultation or alternatively you can complete the consultation online at [www.sevensistersroad.co.uk](http://www.sevensistersroad.co.uk)

Please note all feedback forms must be submitted by **Wednesday 9 March 2016**.

**Name / Business Name (optional):**

**Post Code:**

**Email (optional):**

*(Your postcode will help us better analyse feedback from our local communities. We will use your email address to update you on potential solutions to Seven Sisters Road. If you would prefer not to be contacted, please tick ☐)*

**1) Which one of these ideas best describes how you use Seven Sisters Road?  
(please tick all that apply)**

Pedestrian ☐ Cyclist ☐ Bus Passenger ☐

Car Driver ☐ Car Passenger ☐ Taxi Passenger ☐

Other (please state) .....

The information you provide will only be used for the purpose of each phase of this consultation

2) Which one of the below best describes how often you use Seven Sisters Road? (please tick)

|                                |  |
|--------------------------------|--|
| More than twice a day          |  |
| Twice a day                    |  |
| Once a day                     |  |
| A few times a week             |  |
| Only at weekends               |  |
| Rarely (less than once a week) |  |
| Never                          |  |

3) Which, if any of the problems listed below would you most associate with Seven Sisters Road? (tick all that apply)

|   |  |
|---|--|
| Difficulty crossing the road / lack of pedestrian crossings |  |
| Difficulty cycling along the road                           |  |
| Air and / or noise pollution                                |  |
| Traffic congestion  |  |
| Buses getting caught in traffic                             |  |
| Bus stops in the wrong place                                |  |
| Other (please state)  |  |

4) Do you think Seven Sisters Road requires any improvements?

Yes                      No                      Undecided

5) Overleaf, we have set out a series of potential solutions to Seven Sisters Road. It is not possible to implement all of these changes, however, some changes could be combined to provide a range of improvements. Please choose your preferred three ideas:

The information you provide will only be used for the purpose of each phase of this consultation

| Option  | Please tick three options |
|---|---------------------------|
| <b>Idea 1 – Changes to Traffic Lanes</b><br>This will reduce the road from three lanes to two lanes in each direction, with one lane as a bus lane, along the length of the street. This idea would mean increasing the width of the pavement for pedestrians or widening cycle or bus lanes. With this idea, there will be some increase in traffic congestion during rush hour.   |                           |
| <b>Idea 2 - Partial Changes to Traffic Lanes</b><br>This idea would reduce Seven Sisters Road to two lanes in each direction, with one lane as a bus lane, but the road will still be three traffic lanes at junctions to help the traffic flows. This is likely to mean less impact on traffic congestion than idea 1 but will mean that pavements are not able to be widened at junctions. With this idea, we cannot provide segregated cycle lanes.  |                           |
| <b>Idea 3 - Increase number of Pedestrian Crossings</b><br>We would make improvements to the existing pedestrian crossings and also increase the number of crossings to make the road safer and easier to cross. There may be a slight increase in traffic delays with this idea.   |                           |
| <b>Idea 4a - Introduce a Pedestrian Island Strip</b><br>Another idea is to make it easier for pedestrians to cross the Seven Sisters Road and to provide a central island strip. This strip would be wider than the existing narrow strip, making it safer for pedestrians to cross at any point in the road. We can also add additional pedestrian crossings, although this idea would reduce the potential to widen pavements for pedestrians. There may be a slight increase in traffic delays with this idea. |                           |
| <b>Idea 4b – Introduce a wide Pedestrian Island Strip</b><br>This idea is similar to option 4 but with a wider strip to accommodate small trees and planting. This idea would further reduce the potential to widen pavements for   |                           |

The information you provide will only be used for the purpose of each phase of this consultation

|   |  |
|---|--|
| pedestrians. There may be a slight increase in traffic delays with this idea  |  |
| <b>Idea 5 - Segregated Cycle Lanes</b><br><br>This idea introduces a segregated lane especially for cyclists in each direction – this will mean cyclists will have their own dedicated space segregated from pedestrians and from vehicles. The cycle lane will be segregated from the road by a kerb or by being at a slightly higher level than the road. This idea would reduce the space available for pavement widening and may require reductions in the number of traffic lanes in each direction slightly increasing congestion during rush hour. |  |
| <b>Idea 6 - Increase width of Bus Lanes</b><br><br>In this idea, cyclists would share a lane with buses. We would increase the width of the bus lanes from 3m wide to 4.5m wide, so that buses can pass cyclists without having to move out of the bus lane, making cyclists feel safer. This idea would reduce the potential for widening the pavement for pedestrians. It may require reductions in the number of traffic lanes in places, increasing congestion during rush hour.  |  |

6) Please use the space provided below to let us know any other comments on improving Seven Sisters Road.

For more information, please visit [www.sevensistersroad.co.uk](http://www.sevensistersroad.co.uk)

The information you provide will only be used for the purpose of each phase of this consultation

### Monitoring Information

You can help us find out who we're reaching by providing the following details. It is your choice whether you answer these questions. Your replies will not be used in a way that identifies you however they will help us to understand how community needs may vary; and helps us make informed decisions about future improvements to Seven Sisters Road.

Age: what is your age group?

Under 16 ☐      16-17 ☐      18-24 ☐      25-34 ☐  
 35-44 ☐      45-54 ☐      55-64 ☐      65-84 ☐  
 85+ ☐

### Disability

Do you consider yourself to be disabled?

Yes ☐      No ☐

Under the Equality Act you are disabled if you have a physical or mental impairment that has a 'substantial' and 'long-term' negative effect on your ability to do normal daily activities.

Gender:      Male ☐      Female ☐

If you prefer to use your own term, please provide this here: \_\_\_\_\_

The information you provide will only be used for the purpose of each phase of this consultation

## Appendix D: Consultation Leaflet



### ▼ Introduction

Seven Sisters Road is a major road and plays an important part in London's transport system. However, it is a busy road that cuts Woodberry Down in half, separating the community, and at times can be congested and hard for pedestrians to cross.

The Woodberry Down Development Team is working together to design a solution for the road which balances the needs of residents and pedestrians, whilst also retaining the road's strategic importance.

This is part of the on-going regeneration of Woodberry Down, that has involved the redevelopment of the existing estate and which upon completion will deliver a total of 5,500 new homes.

We want to understand your experiences of using this section of Seven Sisters Road, if you think improvements need to be made and if so, what improvements are most important to you. This leaflet outlines some of the potential solutions that can be made to the road in order to improve the experience for all users.

We have previously consulted the Woodberry Down community in regards to making changes to Seven Sisters Road and planning permission was granted in February 2014 as part of the wider Woodberry Down masterplan. We are now looking to progress with the changes and are keen to hear your views on the initial proposals. Following this, there will be a second stage consultation later in the year. Working with Transport for London, we will consider the feedback received and come up with a detailed design of the road layout for the public to consider. This will include carrying out comprehensive traffic modelling which details possible consequences of making the suggested changes.

**Please take your time to consider the suggested ideas and offer us your feedback, either by completing the feedback form online at [www.sevensistersroad.co.uk](http://www.sevensistersroad.co.uk), picking one up from one of the locations listed in the **Have Your Say** section of this leaflet, or by requesting a paper copy of the feedback form. This stage of the consultation will close on 9 March 2016.**

### ▼ Who are we?

The Woodberry Down Development Team is a partnership between Berkeley Homes and Hackney Council, supported

by Transport for London. Working together, we want to see the successful regeneration of the Woodberry Down Estate.



### ▼ Drop-in sessions

We will be holding four drop-in sessions where you can come and find out more about the proposals and meet the team.

The sessions will take place on:

**Tuesday 9th February 2016**  
**14:30 – 20:00**  
at Woodberry Down Primary School  
Woodberry Grove, London N4 1SY

**Wednesday 10th February 2016**  
**14:30 – 20:00**  
at Redmond Community Centre  
Kayani Avenue, London N4 2HF

**Saturday 13th February 2016**  
**10:00 – 13:00**  
at Redmond Community Centre  
Kayani Avenue, London N4 2HF

**Monday 15 February 2016**  
**16:00 – 20:00**  
Stamford Hill Library  
120 Stamford Hill, London N16 6QT

\*TfL will forward any correspondence directly to the partnership for it to be considered as part of this consultation.



Designed for life



## Have your say on improving Seven Sisters Road

**We are considering how to change Seven Sisters Road, from Green Lanes to the west and Amhurst Park to the east**

### ▼ Have your say

Further details of the plans can be found at [www.sevensistersroad.co.uk](http://www.sevensistersroad.co.uk) where you can also complete a feedback form online. Your views must be submitted by **Wednesday 9 March 2016**.

Alternatively, you can pick up a copy of the feedback form at:

- **Woodberry Down Local Housing Office**  
440 Seven Sisters Road, London N4 2RD
- **Redmond Community Centre**  
Kayani Avenue, London N4 2HF
- **Woodberry Down Primary School**  
Woodberry Grove, London N4 1SY

**Or, to request a posted copy of the feedback form you can:**

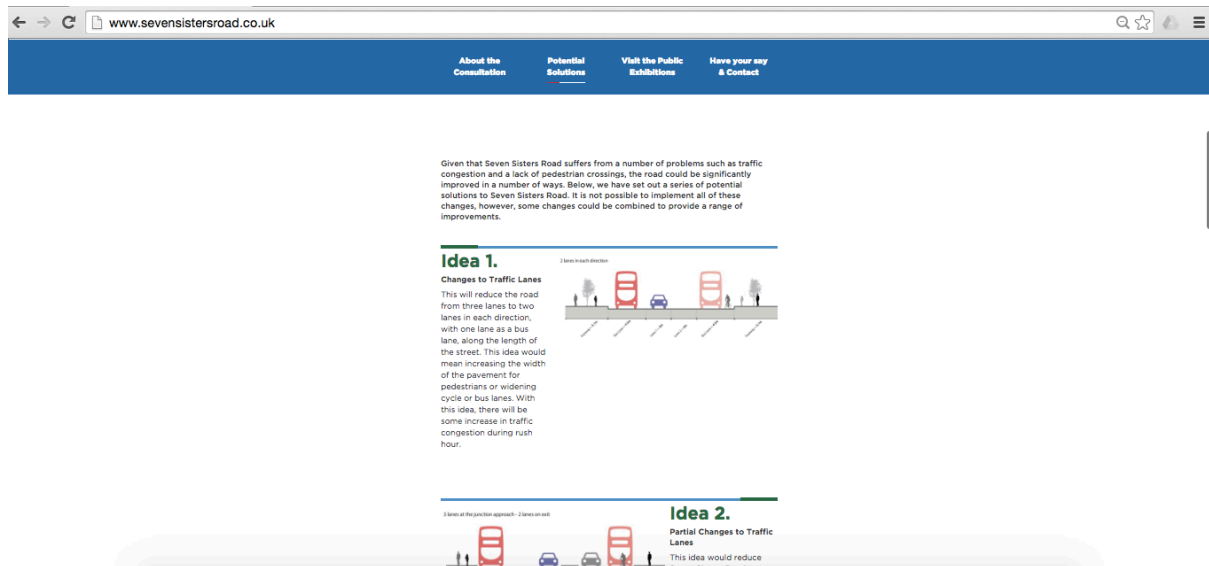
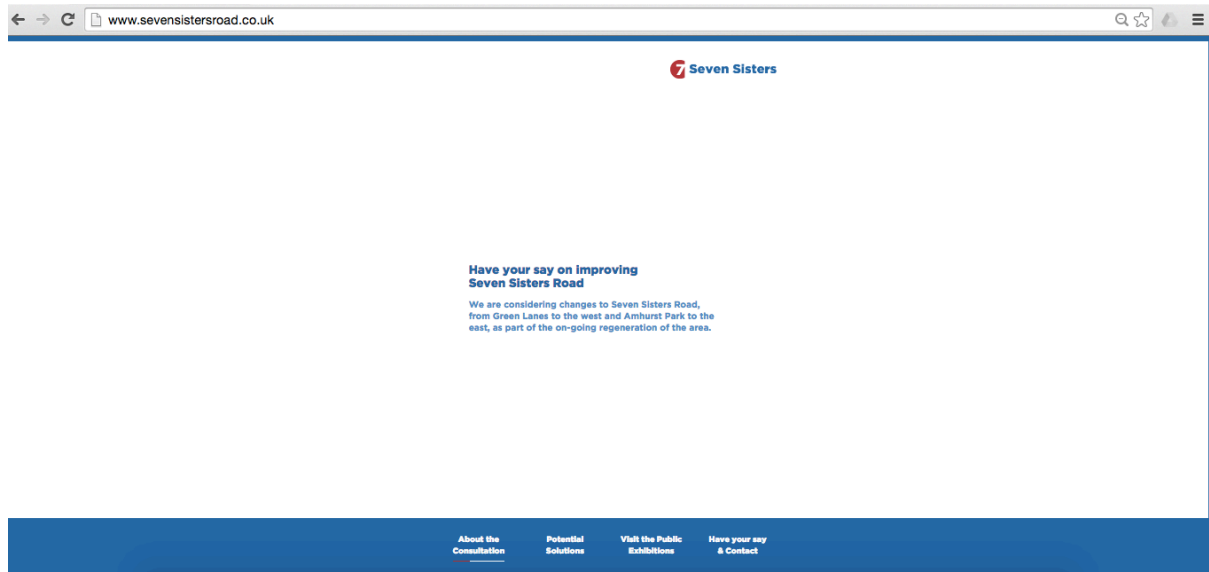
- E-mail us at [contact@sevensistersroad.co.uk](mailto:contact@sevensistersroad.co.uk)
- Write to us at  
FREEPOST TFL CONSULTATIONS\*

Türkçe lisanda, Seven Sisters Road geliđmesi hakkında bilgiye ihtiyacınız varsa, [contact@sevensistersroad.co.uk](mailto:contact@sevensistersroad.co.uk) e-posta gönderin, sizle bağlantıya geçebiliriz.



Current view of Seven Sisters Road

## Appendix E: Website



We will be holding four drop-in sessions where you can come and find out more about the proposals and meet the team. The sessions will take place at:

- Tuesday 9th February 2016: 14.30 – 20.00 at Woodberry Down Primary School, Woodberry Grove, London, N4 1SY  
[see on map](#)
- Wednesday 10th February 2016: 14.30 – 20.00 at Redmond Community Centre, Kayani Avenue, London, N4 2HF  
[see on map](#)
- Saturday 13th February 2016: 10.00 – 13.00 at Redmond Community Centre, Kayani Avenue, London, N4 2HF  
[see on map](#)
- Monday 15th February 2016: 16.00 – 20.00 at Stamford Hill Library, 120 Stamford Hill, London N16 6QT  
[see on map](#)

Please provide your feedback through our [online survey](#). Your views must be submitted by **Wednesday 9 March 2016**.  
Alternatively, you can pick up a copy of the feedback form at:

- Woodberry Down Local Housing Office, 440 Seven Sisters Road, N4 2RD
- Redmond Community Centre, Kayani Avenue, London, N4 2HF
- Woodberry Down Primary School, Woodberry Grove, London, N4 1SY

Or, to request a posted copy of the feedback form you can:

- E-mail us at [contact@sevensistersroad.co.uk](mailto:contact@sevensistersroad.co.uk)

#### Who are we?

The Woodberry Down Development Team is a partnership between Berksley Homes and Hackney Council, supported by Transport for

Working together, we want to see the successful regeneration of the Woodberry Down Estate.  
[contact@sevensistersroad.co.uk](mailto:contact@sevensistersroad.co.uk)

## Appendix F: Responses (Questions 1-5)

### Question 1: Which one of the below best describe how you use Seven Sisters Road?

| User Type                    | Less<br>0.2km | Over<br>0.2km-<br>0.4km | Over<br>0.4km-<br>0.6km | Over<br>0.6km -<br>0.8km | Over<br>0.8km -<br>1km | Over<br>1km -<br>2km | Over<br>2km -<br>3km | Over<br>3km -<br>6km | Over<br>6km -<br>8km | Over 8km  | Over 20 km | Over 40 km | Total |           |
|------------------------------|---------------|-------------------------|-------------------------|--------------------------|------------------------|----------------------|----------------------|----------------------|----------------------|-----------|------------|------------|-------|-----------|
| Cyclist                      | 18            | 20                      | 7                       | 33                       | 13                     | 149                  | 62                   | 72                   | 65                   | 59        | 14         | 13         | 525   | 29%       |
| Car Driver/ Car<br>Passenger | 14            | 37                      | 40                      | 127                      | 69                     | 176                  | 49                   | 35                   | 17                   | 16        | 5          | 5          | 590   | 33%       |
| Taxi Driver/<br>Passenger    | 12            | 2                       | 6                       | 12                       | 3                      | 43                   | 15                   | 7                    | 7                    | 5         |            | 2          | 114   | 6%        |
| Pedestrian                   | 45            | 58                      | 26                      | 400                      | 165                    | 359                  | 75                   | 50                   | 45                   | 1         | 11         | 11         | 1246  | 69%       |
| Bus Passenger                | 30            | 32                      | 23                      | 52                       | 10                     | 180                  | 70                   | 40                   | 42                   | 11        | 2          | 5          | 497   | 28%       |
| Other                        | 0             | 2                       | 1                       | 0                        | 0                      | 9                    | 2                    | 2                    | 1                    | 2         | 2          | 2          | 23    | 1%        |
| No Response                  | 0             | 0                       | 0                       | 0                        | 0                      | 0                    | 1                    | 0                    | 0                    | 2         | 0          | 0          | 3     | <1%       |
| <b>Total</b>                 | <b>119</b>    | <b>151</b>              | <b>103</b>              | <b>624</b>               | <b>260</b>             | <b>916</b>           | <b>274</b>           | <b>206</b>           | <b>177</b>           | <b>96</b> | <b>34</b>  | <b>38</b>  |       | <b>**</b> |

N.B results displayed as a percentage of the total number of feedback forms received, 1800 \*\*

**Question 2: Which one of the below best describes how often you use Seven Sisters Road?**

|                                      | Less<br>0.2km | Over<br>0.2km-<br>0.4km | Over<br>0.4km-<br>0.6km | Over<br>0.6km -<br>0.8km | Over<br>0.8km -<br>1km | Over<br>1km -<br>2km | Over<br>2km -<br>3km | Over<br>3km -<br>6km | Over<br>6km -<br>8km | Over<br>8km | Over 20<br>km | Over 40<br>km | No Post-<br>code | Total |     |
|--------------------------------------|---------------|-------------------------|-------------------------|--------------------------|------------------------|----------------------|----------------------|----------------------|----------------------|-------------|---------------|---------------|------------------|-------|-----|
| More than<br>twice a day             | 17            | 54                      | 26                      | 75                       | 41                     | 89                   | 18                   | 4                    | 0                    | 5           | 2             | 1             | 1                | 333   | 19% |
| Twice a day                          | 3             | 16                      | 27                      | 97                       | 33                     | 98                   | 32                   | 7                    | 6                    | 6           | 2             | 1             | 2                | 330   | 19% |
| Once a day                           | 5             | 1                       | 32                      | 168                      | 67                     | 77                   | 7                    | 3                    | 2                    | 1           | 1             | 0             | 0                | 364   | 20% |
| A few times<br>a week                | 13            | 5                       | 24                      | 117                      | 53                     | 146                  | 37                   | 42                   | 25                   | 13          | 4             | 3             | 4                | 486   | 27% |
| Only at<br>weekends                  | 2             | 0                       | 3                       | 13                       | 10                     | 21                   | 3                    | 6                    | 9                    | 10          | 1             | 2             | 1                | 81    | 5%  |
| Rarely (Less<br>than once a<br>week) | 1             | 0                       | 6                       | 18                       | 12                     | 36                   | 9                    | 22                   | 29                   | 31          | 7             | 11            | 0                | 182   | 10% |
| Never                                | 0             | 0                       | 0                       | 0                        | 0                      | 1                    | 0                    | 0                    | 0                    | 1           | 1             | 0             | 0                | 3     | <1% |
| Blank                                | 0             | 0                       | 3                       | 0                        | 1                      | 0                    | 1                    | 0                    | 0                    | 0           | 0             | 0             | 0                | 5     | <1% |

**Question 3: Which if any problems listed below would you most associate with Seven Sisters Road?**

|                                      | Difficulty Cycling | Difficulty Crossing the Road | Air/Noise Pollution | Traffic Congestion | Buses Caught in Traffic | Bus Stops in the Wrong Place | Other     | No Response |
|--------------------------------------|--------------------|------------------------------|---------------------|--------------------|-------------------------|------------------------------|-----------|-------------|
| Less 0.2km                           | 15                 | 36                           | 33                  | 22                 | 11                      | 5                            | 7         | 0           |
| Over 0.2km - 0.4km                   | 19                 | 28                           | 25                  | 24                 | 11                      | 3                            | 0         | 28          |
| Over 0.4km - 0.6km                   | 4                  | 16                           | 14                  | 50                 | 5                       | 4                            | 0         | 55          |
| Over 0.6km - 0.8km                   | 14                 | 25                           | 1                   | 225                | 12                      | 2                            | 0         | 251         |
| Over 0.8km - 1km                     | 8                  | 11                           | 11                  | 81                 | 7                       | 4                            | 6         | 130         |
| Over 1km- 2km                        | 139                | 155                          | 143                 | 202                | 71                      | 24                           | 22        | 124         |
| Over 2km - 3km                       | 65                 | 62                           | 70                  | 51                 | 50                      | 10                           | 6         | 0           |
| Over 3km - 6km                       | 74                 | 46                           | 59                  | 33                 | 19                      | 3                            | 3         | 0           |
| Over 6km - 8km                       | 66                 | 39                           | 56                  | 30                 | 20                      | 3                            | 2         | 0           |
| Over 8km                             | 63                 | 41                           | 51                  | 32                 | 14                      | 1                            | 0         | 0           |
| Over 20km                            | 14                 | 10                           | 13                  | 11                 | 3                       | 1                            | 0         | 0           |
| Over 40km                            | 16                 | 11                           | 14                  | 9                  | 3                       | 0                            | 1         | 0           |
| <b>Totals</b>                        | <b>497</b>         | <b>480</b>                   | <b>490</b>          | <b>770</b>         | <b>226</b>              | <b>60</b>                    | <b>47</b> | <b>588</b>  |
| <b>Percentage of Total Responses</b> | <b>28%</b>         | <b>27%</b>                   | <b>27%</b>          | <b>43%</b>         | <b>13%</b>              | <b>3%</b>                    | <b>3%</b> | <b>33%</b>  |

**Question 4: Do you think Seven Sisters Road requires any improvements?**

|                    | Supportive of Changes to Seven Sisters Road |               |              |              |
|--------------------|---|---------------|--------------|--------------|
|                    | Yes   | No            | Undecided    | No Response  |
| Less 0.2km         | 46  | 1             | 2            | 0            |
| Over 0.2km - 0.4km | 31  | 41            | 4            | 0            |
| Over 0.4km - 0.6km | 16  | 100           | 2            | 1            |
| Over 0.6km - 0.8km | 25  | 458           | 5            | 0            |
| Over 0.8km - 1km   | 11  | 204           | 1            | 2            |
| Over 1km- 2km      | 216   | 234           | 18           | 1            |
| Over 2km - 3km     | 94  | 2             | 10           | 1            |
| Over 3km - 6km     | 82  | 0             | 2            | 0            |
| Over 6km - 8km     | 71  | 0             | 0            | 0            |
| Over 8km           | 66  | 0             | 1            | 0            |
| Over 20km          | 18  | 0             | 0            | 0            |
| Over 40km          | 16  | 1             | 1            | 0            |
| No Postcode        | 3   | 9             | 1            | 3            |
| <b>Totals</b>      | <b>695</b>                                  | <b>1050</b>   | <b>47</b>    | <b>8</b>     |
|                    | <b>38.61%</b>                               | <b>58.33%</b> | <b>2.61%</b> | <b>0.44%</b> |

**Question 5: We have set out a series of potential solutions to Seven Sisters Road. Please choose your preferred three options?**

|                    | Idea 1     | Idea 2     | Idea 3     | Idea 4a    | Idea 4b    | Idea 5     | Idea 6     |
|--------------------|------------|------------|------------|------------|------------|------------|------------|
| Less 0.2km         | 25         | 11         | 23         | 12         | 28         | 24         | 16         |
| Over 0.2km - 0.4km | 19         | 6          | 19         | 12         | 12         | 22         | 13         |
| Over 0.4km - 0.6km | 4          | 11         | 12         | 6          | 10         | 6          | 7          |
| Over 0.6km - 0.8km | 11         | 6          | 13         | 10         | 13         | 19         | 8          |
| Over 0.8km - 1km   | 4          | 6          | 9          | 3          | 6          | 6          | 7          |
| Over 1km- 2km      | 92         | 39         | 112        | 82         | 100        | 153        | 77         |
| Over 2km - 3km     | 45         | 19         | 52         | 31         | 36         | 70         | 18         |
| Over 3km - 6km     | 17         | 5          | 33         | 12         | 19         | 73         | 16         |
| Over 6km - 8km     | 24         | 0          | 27         | 5          | 10         | 66         | 6          |
| Over 8km           | 15         | 0          | 30         | 1          | 3          | 63         | 3          |
| Over 20km          | 5          | 1          | 5          | 2          | 3          | 17         | 1          |
| Over 40km          | 4          | 1          | 7          | 2          | 2          | 16         | 2          |
| <b>Totals</b>      | <b>265</b> | <b>105</b> | <b>342</b> | <b>178</b> | <b>242</b> | <b>535</b> | <b>174</b> |
|                    | <b>34%</b> | <b>14%</b> | <b>44%</b> | <b>23%</b> | <b>31%</b> | <b>69%</b> | <b>22%</b> |

## Appendix G: Stakeholder List

| Salutation                      | First Name | Surname     | Role   |
|---------------------------------|------------|-------------|--|
| <b>Hackney</b>                  |            |             |  |
| Cllr                            | Phil       | Glanville   | Cabinet member for housing   |
| Cllr                            | Guy        | Nicholson   | Cabinet member for regeneration                                      |
| Cllr                            | Feryal     | Demirci     | Cabinet member for neighbourhoods and sustainability                 |
| Cllr                            | Jon        | Burke       | Woodberry Down ward Councillor                                       |
| Cllr                            | Caroline   | Selman      | Woodberry Down ward Councillor                                       |
| Cllr                            | Brian      | Bell        | Brownswood ward Councillor   |
| Cllr                            | Clare      | Potter      | Brownswood ward Councillor   |
| Cllr                            | Harvey     | Odze        | Springfield ward Councillor  |
| Cllr                            | Michael    | Levy        | Springfield ward Councillor  |
| Cllr                            | Simche     | Steinberger | Springfield ward Councillor  |
| Cllr                            | Benzion    | Papier      | Stamford Hill West ward Councillor                                   |
| Cllr                            | Rosemary   | Sales       | Stamford Hill West ward Councillor                                   |
| Ms                              | Diane      | Abbott      | MP for Hackney   |
| <b>Haringey &amp; Islington</b> |            |             |  |
| Cllr                            | Stuart     | McNamara    | Cabinet member for environment (LB Haringey)                         |
| Cllr                            | Dhiren     | Basu        | Seven Sisters ward Councillor  |
| Cllr                            | Joe        | Goldberg    | Seven Sisters ward Councillor  |
| Cllr                            | Claire     | Kober       | Seven Sisters ward Councillor, Leader of Haringey Council            |
| Cllr                            | Gina       | Adamou      | Harringay ward Councillor  |
| Cllr                            | Emine      | Ibrahim     | Harringay ward Councillor  |
| Cllr                            | James      | Ryan        | Harringay ward Councillor  |
| Mr                              | David      | Lammy       | MP for Tottenham   |
| <b>GLA</b>                      |            |             |  |
| Ms                              | Caroline   | Pidgeon     | Deputy Chair Transport Committee                                     |
| Ms                              | Valerie    | Shawcross   | Chair of Transport Committee   |
| Ms                              | Jennette   | Arnold      | Assembly Member for North East                                       |
| Mr                              | Andrew     | Boff        | Leader of the GLA Conservatives                                      |
| <b>Mayoral Candidates</b>       |            |             |  |
| <b>Conservative</b>             |            |             |  |
| Mr                              | Zac        | Goldsmith   | Conservative Mayoral candidate                                       |
| Mr                              | Lynton     | Crosby      | Zac Goldsmith's political strategist                                 |
| Mr                              | Nick       | de Bois     | Chair, Zac Goldsmith's Mayoral selection campaign                    |
| Mr                              | Mark       | Fulbrook    | Director, Zac Goldsmith's Mayoral selection campaign                 |
| Mr                              | Craig      | Elder       | Head of Digital Strategy, Zac Goldsmith's Mayoral selection campaign |
| Ms                              | Tara       | Singh       | Zac Goldsmith's Head of Policy                                       |
| Ms                              | Isabella   | Gornall     | Zac Goldsmith's Policy Advisor                                       |
| Ms                              | Amy        | Selman      | Zac Goldsmith's Mayoral Policy Advisor                               |
| <b>Labour</b>                   |            |             |  |
| Mr                              | Sadiq      | Khan        | Labour Mayoral candidate   |
| Ms                              | Heidi      | Alexander   | Chair, Sadiq Khan's Mayoral selection campaign                       |
| Mr                              | Marcus     | Roberts     | Campaign Manager, Sadiq Khan's Mayoral selection campaign            |
| Mr                              | Manoj      | Ladwaj      | Sadiq Khan's Senior Advisor  |
| Ms                              | Polly      | Billington  | Sadiq Khan's Communications Advisor                                  |
| Mr                              | Jack       | Stennar     | Sadiq Khan's Political Director                                      |
| Ms                              | Uma        | Kumuran     | Campaigner, Sadiq Khan's Mayoral selection campaign                  |

| Salutation    | First Name | Surname      | Role                        | Organisation   |
|---------------|------------|--------------|-----------------------------|--|
| <b>Tier 1</b> |            |              |                             |  |
| Mrs           | Leah       | Klein        | Headteacher                 | Beis Chinuch Lebonos Girls School                        |
| Mr            | Keir       | Apperley     | Club manager                | Cycling Club, Hackney                                    |
| Ms            | Amanda     | Inniss       | Chair                       | Friends of Woodberry Down                                |
| Mr            | David      | Holland      | Project Worker              | Hackney Disability Backup                                |
| Ms            | Brenda     | Puech        | Coordinator                 | Hackney Living Streets                                   |
| Mr            | Trevor     | Parsons      | Web Editor                  | Hackney London Cycling Campaign                          |
| Mr            | Oliver     | Schick       | Secretary                   | Hackney London Cycling Campaign                          |
| Mr            | Michael    | Poteliakhoff | Secretary                   | Haringey London Cycling Campaign                         |
| Mr            | Gordon     | Scorer       | Chief Executive             | London Wildlife Trust                                    |
| Mr            | Liam       | Gibb         | Traffic Management Officer  | Met Police Traffic Unit                                  |
| Mr            | Paul       | Coombes      | Traffic Management Officer  | Metropolitan Police                                      |
| Mr            | Simon      | Donovan      | CEO                         | Redmond Community Centre (Manor House Development Trust) |
| Mr            | Tim        | Clark        | Principal                   | Skinners Academy   |
| Revd          | Vincent    | Roberts      | Chaplain                    | St Olave's Church  |
| Ms            | Kathy      | O'Sullivan   | Headteacher                 | Stamford Hill Primary School                             |
| Ms            | Resham     | Mirza        | Headteacher                 | Tiverton Primary School                                  |
| Revd          | Charles    | Mugenyi      | Minister                    | Woodberry Down Baptist Church                            |
| Mr            | Geoff      | Bell         | Chair                       | Woodberry Down Community Organisation                    |
| Mrs           | Michelle   | Thomas       | Headteacher                 | Woodberry Down Community Primary School                  |
| <b>Tier 2</b> |            |              |                             |  |
| PS            | Matthew    | Brimicombe   | Police Partnership Unit     | Metropolitan Police Service Partnership unit             |
| Mr            | Chris      | Barker       | Secretary                   | Bus Watch West Haringey                                  |
| Mr            | Brian      | McDonnell    | Traffic Police              | Central Traffic management                               |
| N/A           | N/A        | N/A          | N/A                         | Disability Rights UK                                     |
| N/A           | N/A        | N/A          | N/A                         | Hackney Safer Transport Team                             |
| Mr            | Richard    | Webber       | Coordinator                 | Highgate Society   |
| Mr            | David      | Shelbourne   | Chair                       | Highgate Society   |
| Ms            | Patricia   | Mustafa      | N/A                         | Homerton Hospital  |
| Ms            | Suzanne    | Moroney      | Director of ICE-London      | Institution of Civil Engineers                           |
| Mr            | Max        | Sugarman     | External affairs lead ICE-L | Institution of Civil Engineers                           |
| Mr            | Chris      | Reeves       | Emergency Planning Manager  | London Ambulance   |
| Mr            | Steven     | Kime         | Staff Officer to the Deputy | London Ambulance   |
| Mr            | Vincent    | Stops        | Policy Officer              | London TravelWatch                                       |
| N/A           | N/A        | N/A          | N/A                         | NHS Care Commissioning Group                             |
| Mr            | Richard    | Holmes       | N/A                         | RNIB   |
| Mr            | Michael    | Wilson       | N/A                         | RNIB   |
| Inspector     | Dave       | Osborne      | Inspector                   | Traffic Management Police Partnership Unit               |
| Ms            | Colleen    | Sterling     | Head of Centre              | Woodberry Down Childrens Centre                          |
| Ms            | Luisa      | Dornelas     | Officer                     | Woodberry Down Families Group                            |
| <b>Tier 3</b> |            |              |                             |  |
| Mrs           | F          | Collins      | Headteacher                 | St Mary's Infant & Junior School                         |
| N/A           | N/A        | N/A          | N/A                         | Allens Gardens Park User Group                           |
| Dr            | Leela      | Jayapal      | Lead General Practitioner   | Allerton Road Medical Centre                             |
| N/A           | N/A        | N/A          | N/A                         | Beis Aharon Chasidei Belz                                |
| Mr            | I          | Free         | Reverend                    | Beth Hamedrash Skver Synagogue                           |
| Revd Dr       | Kofi       | Manful       | Chaplain                    | Faith Baptist Church                                     |
| N/A           | N/A        | N/A          | N/A                         | Finsbury Park Synagogue                                  |
| Mr            | Kevin      | Duffy        | Chair                       | Friends of Finsbury Park                                 |
| Mr            | Fitz       | Howard       | Church Officer              | Manor Road URC Church                                    |
| Mr            | Rudy       | Markham      | Chairman                    | Moorfields at St Ann's Hospital                          |
| N/A           | N/A        | N/A          | N/A                         | Newton Close Sheltered Housing                           |
| Ms            | Caroline   | N/A          | Chair                       | North London Sailing Association                         |
| Ms            | Elaine     | Kerr         | Chief Executive             | Norwood Charity  |
| N/A           | N/A        | N/A          | N/A                         | Oak Tree Community Centre                                |
| Mrs           | Jane       | Gray         | Headteacher                 | Our Lady's Convent High School                           |
| Mr            | Paul       | Wade         | Headteacher                 | Parkwood Primary & Nursery School                        |
| Fr            | Daniel     | Sandham      | Vicar                       | Saint John the Evangelist                                |
| Ms            | Ita        | Symons       | Manager                     | Schonfeld Square Care Home                               |
| Ms            | Geraldine  | Fitzmaurice  | Headteacher                 | Sir Thomas Abney School                                  |
| Ms            | Maureen    | Wright       | Manager                     | St Anne's Residential Home                               |
| Dr            | Dilip      | Kundu        | Lead General Practitioner   | St Johns Road Surgery                                    |
| N/A           | N/A        | N/A          | N/A                         | Stoke Newington West Reservoir Centre                    |
| Mrs           | Jane       | Haile        | Practice Manager            | The Cedar Practice                                       |
| N/A           | N/A        | N/A          | N/A                         | The Community Church of God                              |
| Mr            | John       | Hart         | Manager                     | The Edge Community Centre                                |
| Revd          | Evan       | Jones        | Chaplain                    | The Paris Church of St Andrew, Bethune Road              |
| Mr            | R          | Cluck        | Headteacher                 | Toldos Yaakov Yoser School                               |
| Ms            | Emma       | Price        | Head of Centre              | Triangle Young People & Community Centre                 |
| N/A           | N/A        | N/A          | N/A                         | Vyoel Moishe Satmar                                      |

| Organisation                                     | Type of Business |
|--|------------------|
| <b>Tier 1 (from Green Lanes to Amhurst Park)</b> |                  |
| A1 Mini Cab                                      | Taxi             |
| Foon Zone  | Retail           |
| Inci Supermarket                                 | Retail           |
| Manor House Optician                             | Retail           |
| Manor Housing Estates                            | Estate Agent     |
| Manor Kebab                                      | Restaurant       |
| Micki's Barbers                                  | Beauty           |
| Sharon's Bakery                                  | Bakery           |
| Simply Organique                                 | Retail           |
| The Manor  | Restaurant       |
| Tostato Café                                     | Café             |
| Woodberry Down Dental Surgery                    | Dentist          |
| Woodberry Down Fruit & Veg store                 | Retail           |
| <b>Tier 2 (on Seven Sisters Road)</b>            |                  |
| Amba Source Divine                               | Beauty           |
| Ayaz Food & Wine                                 | Retail           |
| Best Western London Highbury Hotel               | Hotel            |
| Bring Back the Lore                              | Restaurant       |
| Café Seven                                       | Café             |
| China Dragon Take Away                           | Restaurant       |
| Cino Social Club                                 | Café             |
| Costcutter                                       | Retail           |
| Diamond Pound                                    | Retail           |
| Direct Domestic Appliances                       | Retail           |
| Ducaale & Co. Restaurant                         | Restaurant       |
| Express Food & Wine                              | Retail           |
| G511ery  | Art Gallery      |
| Gurbet Supermarket                               | Retail           |
| Heman's West Indian Bakery                       | Bakery           |
| Horyaal Tutors                                   | Tutoring         |
| KB Classic Cut                                   | Beauty           |
| Kebabs & Pizza                                   | Restaurant       |
| Kent Hall Hotel                                  | Hotel            |
| Krishna News                                     | Retail           |
| Ladbrokes  | Betting Shop     |
| Live Entertainment & pool Club                   | Café             |
| Love Cut Barber & Hair Stylist                   | Beauty           |
| m.diet   | Retail           |
| Maharaja   | Restaurant       |
| Majestic Hotel                                   | Hotel            |
| Newballoonstore Shop                             | Retail           |
| No. 8 Hostel                                     | Hostel           |
| One Stop Print Centre                            | Retail           |
| Perfect Chicken Express                          | Restaurant       |
| Perla Restaurant                                 | Restaurant       |
| Petro Designer Taylor                            | Retail           |
| Prestige Car Services                            | Taxi             |
| Real Money Transfer                              | Retail           |
| Redland Hotel                                    | Hotel            |
| Safedale Pharmacy                                | Retail           |
| Seven Sisters Road Launderette                   | Retail           |
| Seven Sisters Road Post Office                   | Post Office      |
| Seven Sisters Textiles                           | Retail           |

| Organisation   | Type of Business |
|--|------------------|
| <b>Tier 3 (on Green Lanes)</b>                             |                  |
| Argos Haringey   | Retail           |
| Armstrong Pharmacy   | Retail           |
| Beaconsfield Hotel   | Hotel            |
| Café Tramp   | Restaurant       |
| Carphone Warehouse Haringey                                | Retail           |
| Castle Climbing Centre                                     | Sports Facility  |
| City Barber  | Beauty           |
| Clinica  | Beauty           |
| Costa Haringey   | Café             |
| Diamond Kebab  | Restaurant       |
| Dilekkaya Food Market                                      | Retail           |
| Doner Sandwiches   | Restaurant       |
| Eva Laser Clinic   | Beauty           |
| Evergreen Express  | Retail           |
| Fitness First Haringey                                     | Sports Facility  |
| Golden Cars  | Taxi             |
| Habitat Haringey   | Retail           |
| Happy Days Holiday   | Retail           |
| Homebase Haringey  | Retail           |
| Kafali Hot Nuts  | Retail           |
| Kebab Centre   | Restaurant       |
| Ladbrokes Green Lane                                       | Betting Shop     |
| LeLe   | Bar              |
| Manor Food, News & Wine                                    | Retail           |
| Manor House Drycleaner                                     | Retail           |
| McDonald's Haringey  | Restaurant       |
| N4 Eatery  | Restaurant       |
| Next Haringey  | Retail           |
| Nobel Cars   | Taxi             |
| Oasis Barbooni   | Restaurant       |
| Paris Hair Salon   | Beauty           |
| Parkview Estate Agent                                      | Retail           |
| Poundland Haringey   | Retail           |
| Rakkas Bar & Restaurant                                    | Restaurant       |
| Rowland Pharmacy   | Retail           |
| Royal Mail Finsbury Park & South Tottenham Delivery Office | Post Office      |
| Semra  | Beauty           |
| Sika Oriental Express                                      | Restaurant       |
| Sports Direct Haringey                                     | Retail           |
| The Atlantic Fish Bar                                      | Restaurant       |
| The Boutique   | Retail           |
| The Brownswood   | Restaurant       |
| The Four Season Supermarket                                | Retail           |

| Tier 4 (in wider catchment area)  |                 |
|-----------------------------------|-----------------|
| 4 Feet Shoes                      | Retail          |
| Amhurst Motors & Accessories      | Retail          |
| Arena Aerial Circus Training Club | Sports Facility |
| Armagan Supermarket               | Retail          |
| Bike Mech                         | Retail          |
| Brauns Judaica & Gifts            | Retail          |
| Cats in Orbit                     | Retail          |
| Charterhouse Wedding Cars         | Retail          |
| Clover Court Hotel                | Hotel           |
| D&K Glass                         | Retail          |
| Densdale Limited                  | Retail          |
| Drumstick Products                | Retail          |
| Dunsmere Road Post Office         | Post Office     |
| Evergreen Express                 | Retail          |
| Florentine Leather Goods          | Retail          |
| Franklin 33 The Driving School    | Driving School  |
| Furnells Specialist Engravers     | Retail          |
| Geckos Climbing for Kids          | Sports Facility |
| Goldstar Foodstore                | Retail          |
| Hanci                             | Restaurant      |
| Hands on Stained Glass            | Retail          |
| House of Sverre                   | Retail          |
| Ifood Brazil                      | Restaurant      |
| J Grodzinski & Daughters          | Restaurant      |
| Kopeekat                          | Retail          |
| Limazulu Project Space            | Art             |
| London School of Motoring         | Driving School  |
| M&M Hair                          | Beauty          |
| Marka Clothing                    | Retail          |
| North London Cycles               | Retail          |
| Park View Café                    | Café            |
| Qasar e Noor                      | Retail          |
| Queen's Drive Hotel               | Hotel           |
| Rap Jumping UK                    | Sports Facility |
| Rossi StoneWorks                  | Retail          |
| Royal Packaging                   | Retail          |
| Safedale Pharmacy                 | Retail          |
| Sainsbury's Haringey              | Retail          |
| Seven Sisters Café                | Café            |
| Seventy Four                      | Retail          |
| Shift 4 TV Facilities             | Retail          |
| Stamford Hill Cabs                | Taxi            |
| Stoke Newington Cabs              | Taxi            |
| Tassia                            | Retail          |