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**YOU SAID,
WE DID**
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You were concerned about the bus stop design – we have amended the design at 22 bus stops to create additional space between the bus and the cycle lane alignment.

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You were concerned about people with disabilities getting access to where they need to go – we can confirm that the Dial-a-Ride buses and any Blue Badge holder will be able to set down and pick-up within the lightly segregated cycle lanes. Disabled parking spaces will also be available in public car parks and in high street locations.

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You said you were concerned about loading along the route – we have ensured the same volume of formal loading in the high streets for local businesses.

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You were concerned about our proposal to remove the informal crossing by Regency Court – we've altered our plans and will now upgrade this to a Zebra crossing.

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You were concerned about our proposal to remove the northbound bus stop at Bush Hill Gardens – we've altered our plans and we will now retain this bus stop.

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WE DID**
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You were concerned about our proposal to make Vicars Moor Lane exit only – we've altered our plans and this will now remain as two-way working.

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You were concerned about high street car parking in the Green Dragon area of Winchmore Hill – from Elm Park Road to Elsiedene Road, 75% of the high street car parking spaces (proposed 41 spaces versus the current 55) will remain, with a further 10 spaces replacing the current unrestricted parking.

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You did not like the proposals to prevent northbound traffic turning left into Station Road – we've amended the design to keep the slip road that will now allow this left turn and parking on the slip road.

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You were concerned about where the 125 bus would terminate – we were proposing that the 125 terminate off route, but have now incorporated a bus stand in a similar place to where it currently terminates.

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You were concerned about car parking in Winchmore Hill Broadway – we have amended the design to create a further 3 on-street car parking spaces in this area. From Fords Grove to Sainsbury's, 76% of the high street car parking spaces (proposed 45 spaces versus the current 59) are included in the design. We will convert Fords Grove car park into pay and display to create more stop and shop car parking, including 20 spaces that will be free for 45 minutes.

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You were concerned about our proposal to move the bus stops away from Sainsbury's entrance – we've now amended the design to move the bus stops close to the store entrance, merging the two zebra crossings in this area to provide one central crossing directly by the store entrance.

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You were concerned about the re-location of the northbound bus stop by St Monica's church – we have returned bus stops to their current location and have upgraded the informal crossing by St Monica's to a new Zebra crossing.

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You were concerned about the lack of a safe crossing point between Fox Hill and Bourne Hill – in our original design we have included a new Zebra crossing in this section.

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You said you were concerned about car parking in this section of Palmers Green – within the designs, we have included 70% of the high street car parking spaces (26 spaces proposed versus the current 37) between Fox Lane and Bourne Hill.

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You were concerned about reducing traffic flow through Palmers Green – we have decided to remove the proposed traffic signals at Fox Lane and convert this to a T-junction.

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Some people were concerned about converting Hazelwood Lane into exit only – we have amended the designs to keep this two-way.

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You said you were concerned about the removal of the Fox Pub bus stop – although we still propose just one northbound bus stop between the Triangle and Fox Lane, we have amended the design to ensure it sits in a central position on this stretch of high street.

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You said you were concerned about car parking in this section of Palmers Green – in the amended designs, from Fox Lane to Alderman’s Hill we have incorporated 91% of the current on-street car parking spaces (43 spaces proposed versus the current 47). In addition, a redesign of Lodge Drive car park will see 20 extra spaces added, these will be free for 45 minutes to encourage use for stop and shop. The number of spaces available in this car park will be displayed on the high street.

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We asked for your opinions on two different options at the junction for Alderman's Hill – based on your responses, the Triangle will remain, with a co-design workshop on Wednesday 25th May to help shape the design – apply online by Friday 20th May.

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We offered two options for connecting this route with the existing cycle route in Haringey – we have decided to move forward with the design where people will connect via Palmerston Crescent.

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