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19 March 2010

To: All Members of the Cabinet
c.c. All other persons receiving Cabinet agenda

Dear Member,

Cabinet - Tuesday, 23rd March, 2010

I attach a copy of the following papers for the above-mentioned meeting which were not available at the time of collation of the agenda:

10. BUILDING SOCIAL CAPITAL (PAGES 1 - 6)

(Joint Report of the Director of Urban Environment and the Director of Adults, Culture and Community Services – To be introduced by the Leader): To seek authority to explore opportunities for a pilot programme to increase social capital in the Borough.

19. REPORT OF STATUTORY NOTIFICATION - WOODSIDE AREA CONTROLLED PARKING ZONE (CPZ) (PAGES 7 - 46)

(Report of the Director of Urban Environment – To be introduced by the Cabinet Member for Environment and Conservation): To inform the Cabinet of the representations received during statutory notification for the introduction of the Woodside CPZ and to seek approval to proceed with the recommendations as set out in the report.

25. BULL LANE AND PASTEUR GARDENS N18 (PAGES 47 - 54)

(Report of the Director of Corporate Resources – To be introduced by the Cabinet Member for Resources): To report proposals received by the Council for future provision of community sports and recreation provision on these sites and consider disposal options.

27. EXCLUSION OF THE PRESS AND PUBLIC

The following items are likely to be the subject of a motion to exclude the press and public as they contain exempt information relating to the business or financial affairs of any particular person (including the Authority holding that information) or exempt information likely to reveal the identity of an individual and information relating to an individual.

Note by the Head of Local Democracy and Member Services

Items 28 and 29 allow for the consideration of exempt information in relation to items 24 and 25 which appear earlier on the agenda.

29. BULL LANE AND PASTEUR GARDENS N18 (PAGES 55 - 80)

(Report of the Director of Corporate Resources – To be introduced by the Cabinet Member for Resources): To report proposals received by the Council for future provision of community sports and recreation provision on these sites and consider disposal options.

Yours sincerely,

Richard Burbidge
Cabinet Committees Manager



Agenda item:

[No.]**Cabinet****On 23 March 2010**

Report Title: Building Social Capital

Report of:

Niall Bolger, Director, Urban Environment, and**Mun Thong Phung**, Director of Adults and Community Services

Signed :

Signed :

Contact Officer : Dale Phillipson, Assistant Director, Business Strategy and Improvement, Urban Environment

Wards(s) affected: **Some**Report for: **Non-Key Decision****1. Purpose of the report**

1.1 To seek Cabinet authority to explore opportunities for a pilot programme to increase social capital in the Borough.

2. Introduction by Cabinet Member

2.1 Building social capital is key to developing socially cohesive, sustainable

communities. The work being done in other local authorities shows that social isolation can be reduced, and quality of life improved. We need to explore innovative models of support such as this to achieve the aspirations we have for our communities.

3. State link(s) with Council Plan Priorities:

3.1 A programme to build social capital would specifically address three Council priorities:

- A Healthy, Caring Haringey
- A Thriving Haringey
- Delivering High Quality, Efficient Services

3.2 The programme will also directly contribute to five of the six Sustainable Community Strategy Outcomes, namely:

- People at the Heart of Change
- Economic Vitality and Prosperity Shared by All
- Safer for All
- Healthier People with a Better Quality of Life
- People and Customer Focused

4. Recommendations

4.1 That Cabinet authorises officers to continue exploratory work for a potential pilot programme for increasing social capital within the Borough. The activities will include preliminary negotiations with a not for profit organisation (Participle) on the programme scope, outcomes, benefits and investment.

5. Reason for recommendation

Background

5.1 This report sets out proposals for the development of a pilot programme to build social capital in the Borough. Programmes that help build and enhance social capital (also referred to as social enablement) seek to promote the sharing of skills, knowledge and communication within communities.

5.2 There are a number of initiatives emerging nationally focused on increasing social

capital. Individuals in all communities are faced with a series of increasingly complex issues, from the safeguarding of vulnerable adults and children, an ageing population, entrenched worklessness, economic uncertainty and the fear of crime and anti-social behaviour. Traditional forms of public administration are no longer sufficient in themselves to provide the remedies to the broad range of issues facing society. New forms of service delivery and support need to recognise that local authorities are themselves part of a complex network of systems engaged in the delivery of public services; this network includes central and local government, public, private, voluntary and community organisations, elected representatives and, increasingly, individual and citizen-focused activities. Recent examples of interventions aimed at increasing self-help and social enablement focused on behavioural change and the concept of the co-production of services.

5.3 There is no single definition of social enablement; it is a concept that can be used flexibly to respond to local issues. In Haringey we propose the concept as: 'people and communities being actively control of their own lives and having the skills to make their own decisions and take responsibility for their own self help and their own communities' civic life'. To achieve greater social enablement and increased social capital, we need to work with people in a different way so that they have the skills and capacity for everyday, enriching lives. This means putting into place new measures to increase the capacity in communities.

5.4 Individuals have needs, but also have abilities. Increased social capital can create a new cadre of active and entrepreneurial citizens, owning, co-producing, directing and running services. It can also act as a catalyst for mobilising a range of volunteers and helpers who can directly contribute to the life of their community. The potential benefits of such a model are clear; improved individual and community well-being, and greater self-determination.

5.5 In addition to the potential for improving well-being, there is potential for financial benefits. Recent initiatives in other local authority areas show that the benefits of increased social capital includes the reduction in the sense of isolation felt by many older people. This, together with having ready access to a wider range of community based support, reduces the likelihood of institutional care being needed. A service model where there is a 'personalisation support' is not only more inclusive, but also preventative of later interventions. Other models focused on building social capital address inter-generational work.

5.6 During the past two years Participle – a not for profit organisation – has been leading innovative programmes in other local authority areas (notably Southwark, Westminster and Camden). The primary focus of their work has been on ageing and encourages older people to develop new skills and learning, provides support for small domestic jobs and promotes a social network. The project is called a 'Circle' and is a membership-based community initiative that provides a range of social support activities based on a small quarterly membership payment. The payment funds volunteers and paid helpers (paid at the rate of the London Living Wage).

6. Haringey Pilot

6.1 We propose that work is undertaken to formally explore the potential for a programme to increase social capital in Haringey. The pilot would enable us to identify specific outcomes for the borough using the experience of organisations that are leading this work in other areas. The development of a pilot will also allow us to scope potential financial benefits.

6.2 We propose that the pilot is based on the 'Haringey Circle'. Work is needed to explore the specific nature of such a programme, its outcomes, costs and savings. Specification for such a pilot should have a formal, external evaluation against identified outcomes and project objectives. Work is beginning with Participle on exploring this. Owing to the recent emergence of such programmes there has been no formal evaluation or research into the benefits.

6.3 The project will require an initial financial investment from the Council. Discussions are at an early stage but preliminary work indicates that the costs of a Haringey Circle would be in the range of £600k to £775k for a five-year programme. The business model identifies financial savings being made during the lifetime of the project, however savings are linked to the scope of the project and as this has not yet started, specific financial savings are not yet available.

6.4 We propose to use a specific grant for this purpose, funded through the Area Based Grant, with supporting performance management arrangements. The project would require robust governance and project management arrangements. In order to achieve this, and reflect the wide range of stakeholders involved, we recommend a Steering Group be established, comprising representatives from Adult, Culture and Community Services, Children and Young People's Services, Urban Environment and corporate finance. In addition, a representative from the Haringey Forum for Older People would be invited to join the Steering Group.

7. Other options considered

7.1 We are not exploring any other options in relation to social capital or social enablement.

8. Summary

8.1 Programmes focused on increasing social capital and social enablement in other areas are showing early signs of success. The challenges facing local government and partner agencies now and over the coming years mean that we have to explore innovative solutions that are sustainable and deliver an improved quality of life for our residents. A pilot project focused on building social capital will help us to determine

whether such a model will provide some of those solutions for this Borough.

8.2 This reports sets out a proposal for undertaking further exploratory work with Participle with the aim of developing a pilot Haringey Circle. The recommendation is for Cabinet to authorise officers to continue preliminary work with Participle with the aim of providing a further, detailed report and recommendations during first quarter of financial year 2010/11.

9. Chief Financial Officer Comments

9.1 The exploratory works are not expected to incur costs. Should proposals for the development of a wider project arise from the exploratory works, such as a Haringey Circle, it will be necessary to identify specific funding and savings before more detailed work can progress.

10. Head of Legal Services Comments

10.1 If any contractual commitment to, or expenditure with, Participle is to be recommended in a further report, there should be a clear and transparent justification for selecting Participle as a partner. Any expenditure that was to be authorised under the Council's "well-being powers" should be related to objectives in the Sustainable Community Strategy.

11. Head of Procurement Comments

11.1 The Head of Procurement has been consulted on this paper, but as no procurement is required, there are no comments to be included.

12. Equalities &Community Cohesion Comments

12.1 Haringey is an extremely diverse Borough and responding to the different needs of the various communities and individuals in terms of community cohesion, inclusiveness and equality of opportunity is challenging. The equalities service would recommend that appropriate equality and diversity performance indicators are developed and included in performance monitoring and evaluation arrangements. This will assist the Council to demonstrate the equality of opportunity in terms of access and benefit of all social capital programmes delivered under this initiative.

12.2 It is recommended that equal opportunities monitoring and the development of equal opportunities performance indicators is included in the exploratory discussions with Participle.

13. Consultation

13.1 Consultation will be undertaken with a wide range of partners and voluntary groups as the pilot programme is shaped.

14. Service Financial Comments

14.1 There are no costs being incurred at this time, however provision can be made for small expenditure (if required to enable the exploratory work) via the ABG grant. Should the exploratory work lead to proposals for a Haringey Circle, funding of between £600k – £775k will need to be identified.

15. Use of appendices /Tables and photographs

15.1 None.

16. Local Government (Access to Information) Act 1985

16.1 None



Agenda item:

[No.]

Addendum to Cabinet report

On 23 March 2010

Report Title. **Report of Statutory Notification Woodside area CPZ**

Report of **Niall Bolger, Director of Urban Environment**

Signed :

Contact Officer :

Joan Hancox, Head of Sustainable Transport 020-8489-1777

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Tony Kennedy, Group Manager Transport Policy and Projects 020-8489-1765

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Wards(s) affected: **Woodside**

Report for: **Key**

1. Purpose of Addendum

- 1.1. The purpose of this addendum is to provide the Cabinet with a full list of all representations received during the statutory process, as the closing date for representations was outside the submission date for this report.

2 Recommendations

2.1 Section 4.1 of the report recommends the Cabinet to proceed with the measures as proposed through statutory notification, based on feedback received during formal consultation and representations received during statutory notification at the time of submission of the report.

2.2 The above recommendation was however subject to a further update of all representations received to be presented by the Cabinet Member for Environment and Conservation on the night of the meeting.

2.3 Recommendation based on full feedback

2.4 After full analysis of the representations and petitions received, it is recommended to introduce the CPZ as proposed in during statutory notification.

3. Representations received during statutory notification

3.1 Statutory notification is not confined to a defined consultation area and any interested party regardless of where they live/work is entitled to make representation on the Council intentions.

3.2 Individual representation

3.3 In total 196 individual representations were received during the statutory notification period consisting of:

From within the proposed CPZ roads

- 69 individual representations in support of parking controls.
- 52 individual representations objecting on various grounds.
- 2 individual representations commenting on the scheme.

From outside the proposed CPZ roads

- 46 individual representations objecting on various grounds.
- 17 representations requesting the inclusion of their road in the CPZ.
- 10 representations commenting on the scheme.

3.4 Individual representations received from within the proposed CPZ were generally in favour of the proposal. Of the 69 individual representations in support, 33 were of a standard template with names and addresses inserted. Of the 52 individual representations objecting to the scheme on various grounds, 21 were of a standard template with names and addresses inserted.

3.5 Individual representations received from outside the proposed CPZ were mainly opposed to the introduction of the CPZ. A number, particularly from Tintern Road, did however request inclusion of their road in the CPZ fearing displacement parking should they be omitted.

3.6 Petitions

3.7 The Council also received two petitions during the statutory period. One in favour and one opposed.

3.8 The petition in favour contained 132 signatures all from residents within the proposed CPZ roads and stated the following reasons for support:

- Non-resident parking demand is detrimental to residents and their visitors
- It unacceptable that we cannot park in our own road due to non-resident parking.
- More traffic in area as motorists seek parking availability.
- Have to double park to unload shopping or when vans make deliveries.

The roads of where the signatures originated from are as follows:

- Perth Road 44 Signatories
- Granville Road 45 Signatories
- Paisley Road 11 Signatories
- Melrose Avenue 18 Signatories
- Saxon Road 4 Signatories
- Eldon Road 9 Signatories
- Elm Road 1 Signatory

3.9 The petition objecting to the Woodside CPZ contained 359 signatures but did not provide a reason for the objection.

3.10 Of the 359 signatures 151 were from residents within the proposed CPZ roads and are listed below.

- Perth Road 77 Signatories
- Fife Road 4 Signatures
- Granville Road 23 Signatories
- Paisley Road 3 Signatories
- Melrose Avenue 18 Signatories
- Saxon Road 6 Signatories
- Eldon Road 18 Signatories
- Elm Road 2 Signatories

3.11 A further 134 signatures are from residents in neighbouring roads to the proposed CPZ as listed below.

- James Gardens 19 Signatories
- The Crossway/ Parade 18 Signatories
- Norman Avenue- 17 Signatories

- Croxford Gardens 16 Signatories
- Granville (East of Perth road) 14 Signatories
- Grainger Road- 13 Signatories
- Lordship Lane- 13 Signatories
- Sandford Avenue- 10 Signatories
- Ellenbrough Road- 6 Signatories
- Tintern Road- 4 Signatories
- New Road 3 Signatories
- Homecroft Road 1 Signatory

3.12 The remaining signatures were from outside of the area.

3.13 **Objections with Council's considered response**

3.14 This section is split into two parts, Objections to CPZ controls and Objections/comments to the consultation process. Below are the salient objections received along with the Council's considered response.

3.15 **Objection to CPZ controls**

Objection- A CPZ would have a bad effect on our social and family life by discouraging visitors. It would isolate those who rely on visitors/carers and force everyone to pay for visitor permits. A CPZ would cause disruption to normal routines giving nowhere for tradesmen to park.

Council's Response- If a CPZ is introduced in the area residents can purchase visitor vouchers for use during the operational times of the CPZ and a concessionary rate of 50% less applies to residents over 60 or the registered disabled. Tradesmen can utilise the proposed pay and display bays or obtain visitor permits from the residents whose property they may be working on.

Objection- A CPZ would damage local shops and businesses discouraging passing trade and making it hard for local workers.

Council's Response- Shared use resident, business and pay and display bays have been proposed in several roads within the Woodside area including the side roads off Lordship Lane. These parking bays will facilitate parking for visitors to the area. There are also a number of free bays located along Lordship Lane that can be utilised during off-peak hours. Businesses are entitled to apply for permits for their staff provided they meet the relevant criteria.

Objection-A CPZ would be bad for the community turning neighbouring streets into overspill car parks whilst allowing less parking within the CPZ. A CPZ is not needed in this area. It will set one street against another as the council expands their schemes.

Council's Response- It is true that there will always be a level of displacement parking in neighbouring streets when parking controls are introduced. The proposals have however been developed following demand from local residents regarding parking issues they have been experiencing. Prior to carrying out public consultation several community Focus Group meetings were held to identify issues and agree a way forward, which resulted in formal consultation with the wider community. The feedback from public consultation demonstrated that there was an area in favour of parking controls.

Objection-The council is responsible for causing the parking problems in this area by extending the CPZ in the Noel Park and Scotch Estates.

Council's Response- The extension of the CPZ was introduced as a direct result of requests from local residents for protection against long stay commuter parking. A review of the Wood Green CPZ carried out in November 2006 confirmed that the zone was supported. Overall the feedback received from the review indicated that 53% of respondents are either Very or Fairly Satisfied with the CPZ.

Objection- The council does not appear to have undertaken an independent survey to determine the true scale of the problems of commuter parking, and associated traffic flows in the area, relying instead on anecdotal evidence to determine policy.

Council's Response- The proposals have been developed following feedback received during public consultation within a defined area and demonstrates that the Council has listened to residents concerns regarding parking.

Objection- The council has apparently failed to consider alternative solutions to the problems of parking commuter vehicles.

Council's Response-The council is constantly working towards more sustainable modes of transport. To date we have introduced 27 Car Clubs bays throughout the borough and will shortly be consulting on the proposed introduction of 42 extra spaces which include a location along Leith Road off Perth Road. Having Car Club bays in residential areas can contribute to reducing commuting by offering an alternative to a private vehicle. We will also promote the use of sustainable modes of transport as opposed to the private vehicle and this approach is reflected in our policies.

Objection-The council has failed to consider the rights of the voters, instead pursuing implementation of an anti-car owner policy.

Council's Response- The proposals considered in this report were developed in consultation with residents and is based on the feedback received. It is in line with Councils policy as outlined in the main body of the report.

Objection- *“Better traffic management-by reducing illegal and disruptive parking”* There is no evidence that there is illegal parking in the area, which requires parking restrictions. Disruptive parking is not defined in the text, but while there is shortage of space, no disruption can occur except in a process.

Council’s Response- From site observations it is clear that obstructive parking takes place, particularly close to junctions. This manner of parking can hinder visibility for pedestrians and motorists alike. It is therefore proposed to introduce double yellow lines at junctions throughout the area.

Objection- The council has arbitrarily decided full day parking restrictions, when commuter parking could be controlled by a restricted number of hours, requiring less costly administration. In addition residents will be parking outside the zone unless adequate parking bays are provided, and this is unlikely due to inadequate survey of car ownership.

Council’s Response- Question four of the Public Consultation document asked respondents to consider four different time periods or suggest another. On analysis of the feedback to question four regarding the possible timings for a CPZ it was seen that from the roads comprising of the proposed Woodside CPZ that a majority supported at least ‘all day’ operational times with 32 of 105 respondents in favour of this period. The operational times of a CPZ do not affect the administration costs. In all CPZs all Parking bays will be marked out where it is safe to do so taking into account the need to maintain traffic and road safety.

Objection- I am worried it will cause environmental impact when front gardens are change into off street parking.

Council’s Response- In February 2007, a revised policy for vehicle crossovers was introduced which imposed more stringent criteria on crossover applications. the new guidance included the following for consideration *‘in considering an application, the council will assess the need for safe and efficient operation of an existing operation of an existing CPZ. Applications will be refused where it is deemed that the construction of a crossover and subsequent loss of parking spaces would have a detrimental impact to an on-street parking within a CPZ.*

Objection- I will have to renew and pay again each time I change my vehicle.

Council’s Response- As permits are registration specific to the vehicle there is a £10 administration fee for amending a permit due to the change in vehicle, this fee does not apply to renewal.

3.16 **Objections/comments to the consultation process**

Objection- The Local Consultation was flawed in several respects: The council has failed to consult democratically in the first instance all the voters in the ward.

Surveys have shown the document was not received by every household nor by every voter.

Council's Response- The extents of public consultation was agreed amongst Focus Group members and documents were distributed by Electoral Services. Statutory notification is open to any interested party wishing to make representation regardless of where they live/work.

Objection- The local consultation was misleading in the following respects *"The aim of a CPZ is to prioritise parking for residents by restricting non resident and commuter parking"*: Unless specifically designed, a CPZ does not provide the number of parking spaces that would be needed by residents

Council's Response- The proposals are clear in their aims of prioritising parking for residents by restricting non-resident parking.

Comment- *" The feedback received from the consultation will be presented in a report to the December 2009 meeting of the Council's Cabinet, which will consider the consultation results, along with other factors such as safety implication and the need to ensure traffic flow is maintained, when making a decision on the way forward"* This suggested that the results would be considered by the Cabinet. In the event not only did the December meeting of the Cabinet not discuss the feedback, the decision to proceed to statutory consultation seems not to have been taken by Cabinet.

Council's Response- The feedback of the public consultation carried out in September/October 2009 was originally scheduled to be presented to the Council's Cabinet on 15 December 2009. Unfortunately, due to the postal strike in October 2009, the deadline for responses was extended and, a request for a further Focus Group meeting in late November meant that it was not possible to report back to the December Cabinet. The decision to proceed to statutory consultation was made under delegated powers and the feedback received during this process reported to the Cabinet for decision.

Comment-The Council's consultation has been incomplete. The council has not published full data on the returns. In particular the choices and numbers to question 4. *If a CPZ were introduced in your area, what do you think would be the most appropriate operating hours for parking control?* have not been published

Council's Response- The council has published full data on the responses to the September/October public consultation as appendix of II the Delegated Report, approved on 28 January 2010. This is available on the council's website.

Comment- The council has based the decision to proceed to statutory consultation on incorrect information. Surveys show that many more people than those who responded are opposed to the CPZ, particularly in the roads identified

as part of the statutory consultation. There is anecdotal evidence that the results do not reflect the actual polling response, some households being recorded as voting for the proposals, when in fact the vote was against.

Council's Response- The council does not agree that the information provided in the delegated report is incorrect. The returned questionnaires are available for public inspection. The Council will only consider returned questionnaires when making recommendations to the way forward as there is no way of knowing the views of non-respondents.

Comments- The council has selected a group of roads from which majority responses were for the CPZ. The low level of returns however makes these proposals self-serving the council failed to confirm if the real majority are supportive, in contravention of democratic principles

Council's Response- It was stated on page 3 of the public consultation document that the consultation is not a vote on whether the whole area should receive a controlled parking zone and that the feedback will be analysed on a road by road basis to identify roads or areas that are in favour of measures and those roads that are not in favour. It was also outlined that the feedback will also enable to determine the way forward, based on the responses received, regarding the possible introduction of a zone or zones to address identified parking problems.

Comments- The original voting system based on one house one vote was totally undemocratic. Why can't we have one-person one vote like in any other election? For example, it's possible that two people in a shared house can have different views, yet under your system this can't be represented.

Council's Response- It is our corporate consultation policy to accept one response per household during the public consultation process. This is to ensure that each household has an equal opportunity to respond. Statutory notification affords all interested parties an opportunity to comment on the proposals.

Comments: We did not receive any documentation on the proposals.

Council's Response: The documents during public consultation and statutory notification were distributed by Electoral Services who are responsible for the distribution of polling cards. We are satisfied documents were distributed.

- 3.17 A complete list of all representation and petitions received during this process is available to view at the Transport Policy and Project Groups offices.
- 3.18 **Summary of representations, comments and objections-**
- 3.19 Representations received from within the proposed area are generally in favour of parking controls whereas representations received from neighbouring roads

are opposed. This is expected and reflects the views received during the initial public consultation.

- 3.20 The Council received two petitions during the statutory process and these should be given due consideration. It should be noted however the petition opposing the CPZ did not provide a reason and cannot therefore be regarded as a valid objection.
- 3.21 It should also be noted that some residents signed both petitions whilst others signed a petition but made individual representation contradicting the petition.
- 3.22 Although both petitions were submitted as part of the statutory process, it is unclear as to when the signatures were obtained as dates have not been provided. If the petitions were collated during the initial formal consultation stage signatories views may have changed at the statutory stage once the Council's intentions were known. This may explain why some have signed both petitions and also sent in individual representations.
- 3.23 A number of representations were questioning the consultation process. The Council is however confident that its consultation process was robust and transparent.
- 3.24 When ward councillors and officers met with businesses it appeared that the most prominent concerns was parking for staff and customers and the operational hours of the bus lane in front of their properties, which they believed to be detrimental to their customer parking. If a CPZ were introduced this would assist in prioritising kerb space for business permit holders and visitors to the area. The council's bus priority team will be asked to consider placing a review of the bus lane as part of next years programme.
- 3.25 Based on the feedback received during the initial consultation stage and representations received during statutory notification it is officers recommendation to proceed with the proposals as advertised and recommended in the main body of the report.

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Proposed Extension of the Wood Green Outer CPZ and introduction of the Woodside CPZ

Record of representations, Statutory Notification

Name	Received Date	Number	Road	Grounds of representation/Comments made	Comments, Support or Objection	Email/ Letter	Within Proposed area?
1 Alex Hansen, Sonia Watson	12-Feb-10	21	Granville Rd	We live at the eastern end of Granville road, and are strongly in favour of the proposed introduction of the Woodside CPZ as outlined in the Statutory Notification 11/02/2010. There is one detail that we think needs re-addressing on Granville road, we would need parking control on Saturdays as well as weekdays. This is due to the increased displacement parking from the surrounding CPZ in Noel Park and Scotch Estate, as well as cars from the minicab office and business owners on Lodship Lane. In addition to this there has been an increase of the Saturday shoppers who park for the day while shopping in Wood Green, particularly since the opening of the new Primark store. I urge you to extend the days of operation to include Saturdays for the introduction of the Woodside CPZ to be of maximum benefit for residents.	Support	Email	Yes
2 Amrita Sahoojee	12-Feb-10	13	Eldon Road	We would like Eldon Road to be CPZ controlled	Support	Email	Yes
3 Ms M E White	14-Feb-10	8	Paisley Road	I am writing to say that I strongly support the proposal to extend the controlled parking zone to Paisley Road. Since the existing CPZ was extended to Leith, Berwick, Forfar, Stirling, and part of Perth Road in March 2009 it has been extremely difficult for residents to park in our own road. All the parking spaces are taken up by commuters, people working in Wood Green town centre, residents from roads in the CPZ who don't want to pay to park in their own roads, visitors to the Crown Court and other non residents, including some commercial vehicles that are parked in the road for days at a time without being moved if I have to go out in my car it is almost impossible to find a parking space in Paisley Road on return, apart from on Sundays. It has made it very difficult for me, and below I have listed some of the issues I have faced since last March as a resident of Paisley Road I don't expect to park outside my own house every day but do expect to be able to park in my own road, especially as there would be more than enough space for residents cars, if non residents were not allowed to park here. The amount of traffic using Paisley Road has increased considerably as people drive up and down the road looking for parking spaces here or in neighbouring roads. I have had surgery on both feet in the past 12 months and for periods of time have not been able to walk far, though for more of that time have been able to drive. I have found great difficulty not being able to park in my road and there have been After shopping at the supermarket or garden centre I have to either carry heavy bags of shopping from my car in a neighbouring road some distance away or double park outside my house to unload. Friends are put off doing work in my house who have had to park several roads away and carry materials from their vehicles or double park outside to unload. Resident of Paisley Road who have had to park several roads away and carry materials from their vehicles or double park outside to unload. Delivery and Post Office vans constantly double park in order to make deliveries. Neighbourous garage that has a dropped kerb, has frequently been blocked by cars parked across it that don't belong to residents. The extra cars parked in Perth Road by the bus stops make it difficult to get on and off the bus safely and leads to the bus temporarily blocking the road, which has also led to cars dangerously overtaking buses while they are letting people on and off at the bus stops. Non residents have parked cars and vans in Paisley Road outside residents homes for several days and sometimes weeks at a time. They are just using Paisley Road as a free car park and it prevents residents parking and causes a great deal of irritation. I had a large and ugly van parked outside my house for more than a week, it blocked out the light and was very unsightly, it didn't belong to a resident but it had an up to date tax disc so there was nothing I could do about it. There are a number of comm These are the reasons why I support the council proposals to extend the CPZ to Paisley Road and hope that it can be introduced as soon as possible so I can get back to normal life instead of having the daily nightmare of problems with parking that we	Support	Email	Yes
4 Mrs Oshumnyi	14-Feb-10	51	Granville Road	Woodside area to avoid paying for the parking I will be very happy when the CPZ will be implemented because my family and friends are able to come and visit me. Some of them are unable to drive round the area to find a space to park and then walk to my house, because of their age it is too much for them. My firm who deliver goods are able to park without the fear of getting a penalty ticket. The double yellow lines to school junctions within and outside the proposed CPZ areas is very welcome. Drivers park to the end of the street blocking pavements for pedestrians and disabled people in wheelchairs or motorised wheelchairs. I am very grateful for all the work the team for Sustainable Transport have done. Especially Mr. Vincent Valerio and his team who organised all the meetings and consultation time with clear plans and explanations.	Support	Email	Yes
5 Veena Rishi	12-Feb-10	4	New Road	I live in New Road. I know we have been spared this time round, but I do object to you going ahead with it at Saxon. Eldon and Fire Road even though they have objected to it. By implementing this, it will cause problem in my road as people will park here. I think it is stealth way of going about it. The council has created the problem by doing just that. Your intention is and always has been to cover the whole borough and gain revenue. I think it is high time the council start listening to people	Objection	Email	Yes

11	Mr Stefano Fontanini	21/02/10	89	Perth Road	<p>With regard to the proposed extension of the Wood Green Outer Controlled Parking Zone (CPZ), I am writing as a nineteen year old student living in Perth Road to express my view on the matter. I am currently taking driving lessons in the area on a weekly basis and cannot comprehend the manner in which Perth Road has been divided into two, a controlled and an uncontrolled parking zone. On numerous occasions my driving instructor and I have found it extremely difficult to park in the controlled zone and after lessons the extension of the Wood Green Outer Controlled Parking Zone as not only will it relieve traffic and make parking for residents more available, it will also ensure the safety of those using the road, a road which over the years has had more than its fair share of accidents.</p> <p>I urge the council to introduce the CPZ as soon as possible to the roads that are in favour.</p>	Support	Email	Yes
12	Kathryn Maund	22/02/10	9	Granville Road	<p>IN SUPPORT of Woodside Area Parking Consultation – Proposed extension and introduction of CPZ</p> <p>I am writing in strong support of introduction of a Controlled Parking Zone to Granville Road. Since the extension of the existing CPZ, it has been extremely difficult to park not only in Granville Rd but in any of the neighbouring roads. The extent of traffic on Granville Rd has greatly increased due to people constantly driving around the block in the search of a parking space, many cars waiting idly until someone vacates a space or cars reversing back down the one way system in a bid to make it a vacant space before someone else takes it making road safety a serious issue. As Granville Rd is the access point to Wood Green High Road the area closest to the Bowling Green is constantly under pressure for parking spaces. The lack of parking spaces for residents will only lead to homeowners obtaining permission to convert their front gardens into driveways which will not only detract from the aesthetics of the road and compound the parking problem but does not encourage a green, eco friendly environment and will only cause drainage / rainwater run off problems.</p> <p>Myself and other residents have upon returning from the supermarket had to park in the bus lane on Lordship lane which not only means having to make many long trips to and from the car to unload the shopping but then means having to keep an eye on Non residents either commuting from Wood Green or working in Wood Green are becoming more and more of a problem as they vie for spaces and are even starting to use harassing behaviour such as using their horns to see if you are going to move or I don't expect to park directly outside of my property but I do expect to park at least in the same road and not to have to circle the area several times in the hope that another motorist has vacated a space.</p> <p>Therefore I am in strong support of the introduction of extending the CPZ</p>	Support	Email	Yes
13	Agnieszka Wikus	23/02/10	7	Granville Road	<p>I am writing to say that I strongly support the proposal to introduce the controlled parking zone to Granville Road.</p> <p>Since the existing CPZ was extended in March 2009 it has been extremely difficult for residents to park in our own road. All the parking spaces are taken by the commuters, people working in Wood Green town centre, residents from roads in the CPZ who don't want to pay to park in their own roads, people working or visiting Crown Court and other non-residents, including some commercial vehicles that are parked in the road for days at a time without being moved. If you have to go out during the day or early evening it is almost impossible to find a parking space in your own road on return.</p> <p>It has also increased the amount of traffic using Granville Road as people drive up and down looking for parking.</p> <p>After going out shopping or to appointments I have to carry my baby home from where I have been able to park. Usually I have many bags of shopping and I have to carry the baby on each trip.</p> <p>Delivery and Post Office vans constantly double park in order to make deliveries completely blocking the road.</p> <p>I don't expect to park outside my own house every day but do expect to be able to park in my own road, especially as there would more than enough space for residents cars if non residents were not allowed to park here.</p> <p>These are some of the reasons why I support the proposal to introduce the CPZ to Granville Road.</p>	Support	Email	Yes
14	Ireneusz Zielinski	23/02/10	7	Granville Road	<p>I am writing to say that I strongly support the proposal to introduce the controlled parking zone to Granville Road.</p> <p>Since the existing CPZ was extended in March 2009 it has been extremely difficult for residents to park in our own road. All the parking spaces are taken by the commuters, people working in Wood Green town centre, residents from roads in the CPZ who don't want to pay to park in their own roads, people working or visiting Crown Court and other non-residents, including some commercial vehicles that are parked in the road for days at a time without being moved. If you have to go out during the day or early evening it is almost impossible to find a parking space in your own road on return.</p> <p>It has also increased the amount of traffic using Granville Road as people drive up and down looking for parking.</p> <p>After going out shopping or to appointments I have to carry my baby home from where I have been able to park. Usually I have many bags of shopping and I have to carry the baby on each trip.</p> <p>Delivery and Post Office vans constantly double park in order to make deliveries completely blocking the road.</p> <p>I don't expect to park outside my own house every day but do expect to be able to park in my own road, especially as there would more than enough space for residents cars if non residents were not allowed to park here.</p> <p>These are some of the reasons why I support the proposal to introduce the CPZ to Granville Road.</p>	Support	Email	Yes

15	Simon Redfern	24/02/10	8	Granville Road	<p>IN SUPPORT of Woodside Area Parking Consultation -- Proposed extension and introduction of CPZ</p> <p>On the initial consultation for the Outer Zone, I objected, as I knew that it would force cars into the adjacent area. This is certainly the case now. As the Outer Zone will not be reduced I am writing to show strong support of introduction of a Controlled Parking Zone to Granville Road. Since the extension of the existing CPZ, it has been extremely difficult to park, not only in Granville Rd but in any of the neighbouring roads. Those opposing the CPZ in other roads are failing to notice that I am one of the people being forced to park in their street due to cars from other areas parking in Granville Road. There is a car parked across the road from my house which has not moved in 4 months. The owner lives in the Outer Zone and uses our street as a car park.</p> <p>The extent of traffic on Granville Rd has greatly increased due to people constantly driving around the block in the search of a parking space, many cars waiting idly, causing extra disturbance and pollution, until someone vacates a space or cars reversing back down the one way system in a bid to make it to a vacant space before someone else takes it making road safety a serious issue.</p> <p>The lack of parking spaces for residents will only lead to homeowners requesting permission to convert their front gardens into driveways which will not only detract from the aesthetics of the road and compound the parking problem but does not encourage when I am at my car, maybe checking the oil or unloading, cars will stop and ask if I am moving on. Sometimes they become abusive when I say that I am not.</p> <p>I don't expect to park directly outside of my property but I do expect to park at least in the same road and not to have to circle the area several times in the hope that another motorist has vacated a space. Not for convenience necessarily, but to actually I again state that I am in total support of the introduction of CPZ in Granville Road and neighbouring streets</p>	Support	Email	Yes
16	Sherry F	24/02/10		Paisley Road	<p>Ever since the existing CPZ was extended to other nearby roads, it really has become almost impossible for us residents to park in our own streets and closer to our homes!</p> <p>We are plagued with problems arising out of complete strangers to the street who park in our street and seem totally inconsiderate to the residents convenience!</p> <p>I am faced with a whole lot of issues related to parking some of them being:</p> <ul style="list-style-type: none"> - I can't find parking on my own street because the only spot not from my street has parked - In most cases it turns out the person has parked on our street, caught the bus from nearby Perth Road and has disappeared for the day, re-surfacing towards the end of it! - Increased traffic, noise and pollution as well as bikes way past mid-right! - We also seem to experience some problems caused by parking issues - It also seems to me that we sometimes find ourselves having to unload heavy shopping and lug it from streets away! This becomes worse for residents who have young children, old parents and disabled visitors - Courier delivery and post vans are forced to double park thereby causing confusion - Our own delivery and post vans are forced to park on our street and go off on holidays for weeks, blocking precious parking, how unfair is that?! - We have noticed people park their cars and vans on our street and go off on holidays for weeks, blocking precious parking, how unfair is that?! - Strange, huge, unsightly & dirty builders and commercial vans block much needed sunlight, besides making an ugly view from them make! <p>Needless to say I strongly support the extension of the CPZ and do hope it comes into force soon.</p>	Support	Email	Yes
17	CSL	24/02/10		Paisley Road	<p>Since the existing CPZ was extended to other nearby roads, it really has become almost very difficult for us residents to park in our own streets and closer to our homes!</p> <p>We are inundated with parking problems created by non-residents who park on our street and are inconsiderate to us the residents! This seems highly unfair to us the residents who face hordes of problems some of them being:</p> <ul style="list-style-type: none"> - No parking space on my own street, near my home - Non-residents parking on our street and disappearing till the end of the day - Increase in traffic and noise and pollution - Street fights caused by parking or rather the lack of it - Having to unload and lug heavy shopping from streets away, sometimes its with young children and old relatives - Double parked delivery and post vans - Sometimes people park their cars and vans and go off for weeks!!! - Builders and commercial vans parked in front of our homes blocking scarce sunlight <p>I MOST STRONGLY support the extension of the CPZ to Paisley Road and can't wait for it to happen!</p>	Support	Email	Yes
18	Mr G Fontaniini	24/02/10	69	Perth Road	<p>I have been a resident in Perth Road, Wood Green since 1981 and have never experienced the parking problems we have in our road at present. A few years back Dunbar and Solway Road had parking problems and they asked the council to introduce a CPZ.</p> <p>At present I feel the council should introduce Controlled Parking to the end of Perth Road.</p> <p>There has been a consultation and most of the residents of Perth Road want a CPZ, a few do not, and the rest are renting and do not care as in a few months they will be moving on.</p> <p>I am aware that a few residents on Wood Green Avenue are lobbying against the CPZ. This is because they have no parking problems at present and are afraid to be in the position Perth Road is at present.</p> <p>The reason appears according to a letter they have just put through my door</p> <p>A CPZ would cause a restriction to normal business giving nowhere to park for traders</p> <p>A CPZ would damage local shops and businesses</p> <p>Excuse me what about the residents of Perth, Paisley, Granville Roads who have nowhere to park, are we not to be counted?</p> <p>We urge the council to press with the introduction of the CPZ as soon as possible</p> <p>We want a CPZ! It should have been introduced at the same time as the rest of the Scotch Estate. We urge the council to press with the introduction of the CPZ as soon as possible</p> <p>It is important for these people to understand that the council does not just introduce parking controls, they listen to local residents and introduce parking controls where wanted</p>	Support	Email	Yes

19	Jose Rodrigues	24/02/10	10	Granville Road	<p>I am writing to say that I strongly support the proposal to extend or introduce the controlled parking zone to Granville road and following are some of the reasons in view of this support</p> <ol style="list-style-type: none"> 1. I have a three year old and at times after doing groceries it is so difficult for me to find a space to park my car even on the whole stretch of Granville road (where I live) 2. Most of the cars parked on Granville road are those who park their cars and go to work, I have monitored this personally on my day off starting 8:00am in the morning 3. Traffic influx is heavy due to the fact that most of the drivers keep going round and round to find a parking space and this can normally take between 8-15mins 4. All the above mentioned factors could be avoided if the council gave me a chance to live in better harmony and peace like all the other wards which enjoy CPZ like the one I have experienced myself in Pellatt Grove N22 5PL 5. There is one instance I noticed on a Friday night (7/5/09) that a young man was trying to pull out of his parked space so I stopped behind him to take that space he jumped down his car and asked me that I could park only if I left early in the morning and I honestly told him no he then in a huff went to long wooden sticks with sharp nails on them and placed them on the ground so that no one could take his parking space I didn't confront him because I thought it'd be better to be a coward rather than but not the least my fervent request is to make decisions for better community that live in harmony and a fair opportunity to those that deserve this space and have gained it legally 	Support	Email	Yes
20	Andy Harvey	25/02/10	84	Eldon Road	<p>I support the extension of the CPZ to cover Eldon Road and surrounding streets as this will reduce the problem of displacement parking from other areas</p> <p>However, I think that the whole idea of CPZs needs to be addressed as this extension will just cause displacement problems elsewhere and is not a sustainable solution. A more holistic approach is necessary that looks at parking capacity, Park and Ride, alternatives to road transport etc.</p> <p>For now please note that I am in favour of the proposed extension</p>	Support	Email	Yes
21	Helen Byers	24/02/2010	108	Granville road,	<p>Thank you for being helpful on the phone. As advised I am writing in regard to the letter sent on 11th February 2010 entitled 'statutory notification for Woodside area parking consultation'.</p> <p>I live at 108 Granville road, between Eldon and Ellenborough road, just outside the proposed CPZ. I am against this proposal as we will be directly affected by displacement parking to an even greater degree than we are already suffering with the recently imposed CPZ in nearby streets.</p> <p>An extension of the CPZ to the next section of Granville road would be a solution for the problems myself and my immediate neighbours face, although the best solution for the neighbourhood is CPZ within the pink boundary indicated on the map.</p> <p>Please contact me if you need anything further and please let me know any developments</p>	Comments	Email	Yes
22	Cheryl + Afer Moharm	24/02/10	104	Granville Road	<p>I refer to your letter concerning the above. I live at 104 Granville Road and am very disappointed by the results of your recent consultation and the new proposals set out in the statutory notification of 11th Feb.</p> <p>These will not resolve the problems of parking in our road, indeed by making only part of the road a cpz zone it will increase the problems for the rest of the road. With the school in Ellenborough road the traffic flow is already a huge problem and your proposals will make this worse and certainly more dangerous for both children and residents alike.</p> <p>The cpz should be extended to the entire of Granville Road and Ellenborough Road.</p>	Comments Inclusion of Granville Road	Email	Yes
23	Mr K H Tsang	26/02/10		Saxon Road	<p>As a resident, I am oppose to the introduction of CPZ in Saxon Road. There is no parking problem in this road. The roads outside of the proposed area did not vote for CPZ. Saxon Road also did not vote for CPZ and should not be proposed for it. CPZ will have a bad effect on social and family life, discouraging visitors. CPZ can get complex and cost local residents more and more for different situation and scenario. Not to mention, more fines will be issued for ever more situation and scenario - causing astronomically more for local residents.</p>	Objection	Email	Yes
24	Valentino Pivari	26/02/10	19	Ellenborough court,	<p>My name is Valentino Pivari and I live and own 19 Ellenborough court, Ellenborough road, N22 5DB</p> <p>I do not see the need for the introduction of parking restriction in my area, as personally I do not have problems in finding parking close to my home</p> <p>The double yellow lines are located efficiently at the moment, an extension of those will diminish parking spaces therefore I will prefer if they are left as they are now</p> <p>To conclude, I want to thank you to have contacted me regarding this matter but I reject the proposed extension of the CPZ and I reject any increase of the double yellow lines areas</p>	Objection	Email	No
25	charline palmer	26/02/10	14	Eldon Road court,	<p>My name is Charline Lachoo and I live at 14 Irving court, Eldon Rd. It is VERY UNFAIR for the council to consider introducing CPZ in my road I do not want this, nor should I have to pay to park where I live. I have small children and rely on friends and family members to look after them. This is a bad idea for the community and the CPZ will not benefit any one, except Harrogate council. This is just another way of Harrogate council squeezing more and more money out of people. By extending the CPZ in this area will just cause problems for the roads which don't have CPZ and eventually you will have to extend your money making scheme again.</p>	Objection	Email	Yes

	Name	Date	Address	Objection	Email	Yes
26	Kay Lafrenais Bery Lafrenais	28/02/10	(Saxon Road)	<p>I cannot believe that although the majority decision of Woodside was that they did not want CPZ (61%) the council still intends to railroad through this plan. Why consult the residents if you are going to ignore their opinions and do whatever you want?</p> <p>We are opposed to CPZ on several grounds:</p> <ul style="list-style-type: none"> A CPZ would have a bad effect on our family life, discouraging visitors A CPZ would isolate my elderly next door neighbour who is housebound and relies on visitors, she will have to pay for permits for visitors and carers A CPZ would cause disruption to our normal routines giving nowhere to park for traders & workmen that we want to call A CPZ is not needed in this area. The council is responsible for the parking problems that there are from extending CPZ in Noel Park and on the Scotch Estates, driving more people to park in the other non-CPZ streets <p>The permits for visitors are expensive and I believe are limited in number. This is unacceptable</p> <p>The majority of people in this area are opposed to the scheme- what justification can you have for going ahead. If you are truly consulting the people whom you purport to serve, you must take this majority decision into account and not introduce CPZ to Woodside</p>		Yes
27	Helen Cobden	25/02/10	Eldon Road 61	<p>I am writing regarding the proposed introduction of a woodside CPZ. I live on Eldon Road, and I object to the proposals being made to introduce a CPZ in this area. There are several reasons why I object to these proposals</p> <ul style="list-style-type: none"> -From my experience of living here for the past 2 1/2 years, a CPZ is not necessary. If you walk around the proposed area in the daytime (when permits would be required) you will notice that there are several available car parking spaces, so this indicates that it is unnecessary to make this a CPZ area, as there is available space for residents to park -The limitations of the number of visitors permits that are available is a big concern. As neither my or my partners family live nearby they need to stay when they do visit, and I resent the number of visits being restricted when I'm in my own property. This will become an even bigger issue as our family grows and we want our parents to be involved with our children regularly - Many of the residents of this area, are elderly people, and from a social issues perspective it is of concern that this will discourage visitors to this needy group, and limit them to a restricted number of visits -Surely if a majority of residents have indicated that they are against such proposals, it is unnecessary, and unethical to introduce them, seeing as it is the residents who live in the area, and not the council members -if the CPZ area is introduced unnecessarily, then it will cost me a lot of extra money to pay for workmen to park when they come to my property. This is annoying because they do not currently have any issues parking, so the zone is not needed in the first place -if parking were an issue then this may be an option that required consideration, but as the parking situation stands currently it seems unnecessary. Even considering your point that there may be displacement parking from an extension to the perth road 	Email	Yes
28	Kaye Kan	01/03/10	Eldon Road 75	<p>I would just like to voice out that I do not want a Woodside CPZ as I believe it is not needed in this area</p> <p>It will damage local shops and business and disrupt visitors/caters who want to visit as they will have to pay to visit people in the CPZ</p> <p>I currently can find a parking spot and feel it is another method of making money as I do not feel it is to control parking or traffic when we have plenty spaces already</p>	Email	Yes
29	Thomas Huge	24/02/2010	Melrose Avenue 18	<p>My name is Thomas and I live in 18 Melrose Avenue. Because this fight has been going on for a while between the Council and the residents of Woodside about the CPZ I as a tenant would like to express my worry about the issue. I own a car that I have to use for work everyday (and it is really because of work and not because of the currently unusable Transport For London) and that applies for many people in the area including the shopkeepers, carers and other businesses such as traders. We voted it out once and the second time again we voted 61% against it. We voted against it once why the issue had to come up again is strange in itself</p> <p>The CPZ will have a really bad effect on the residents, visitors local businesses, even the relationship between the Council and the people of Woodside. Honestly the only positive outcome of it would be that huge amount of money that is pulled out of our pocket absolutely unnecessarily which won't make the Council any popular in these financially hard times at all.</p> <p>Here I would like to protest against the whole idea of CPZ</p> <p>I would like to hear about your thoughts on the issue.</p>	Email	Yes

	Name	Date	Address	Comments	Email	Yes
30	Maria Castro	01/03/10	Tintern Road	<p>Further to recent correspondence received with regards to the proposed enforcement of CPZ in my area-as a resident of Tintern Road I would like to point out that I do not see that we have been left much choice but to accept the fact that CPZ is to be introduced- we cannot accept the fact it will be introduced to Eldon Road and part of Granville Road- which will force cars to park in Tintern Road. As it is already impossible to park near to my home never mind outside my house - I can only imagine what will happen when the CPZ is enforced - I feel that by arranging the border to be along Eldon and Granville Road, the Council is bullying us into submission- knowing full well the parking situation at the moment, and knowing that we would have to then start to look for parking further away'. Personally, I think that the Council is just creating bottleneck areas and are just after even more money off the tax payer-</p> <p>I hope the Council realises, if I may add, that this does not mean that everybody will legitimately pay for the privilege to park in case they don't know or they do and they actually turn a blind eye like every other dodgy scheme that there is around - this will just be another piece of paper forged by the many who do not pay Council tax etc</p> <p>In the meantime, I will add, that I have now signed a letter prepared by the residents of Tintern Road, who I am a sure have felt have had to surrender. As we also feel that if we do not accept we will be losing in the long run. I am afraid that all this comes a little too late, and I am sure that if councillors actually experienced what the residents of 'Woodside' are - things would possibly be very different.</p>		Yes
31	Helen Williams & Matthew Bookman	01/03/10	Homecroft Road	<p>I am writing to express my strong objection to the extension/introduction of a Controlled Parking Zone in the Woodside area. To go ahead with these measures after the majority of Woodside households said NO to the CPZ is outrageous. I live in Homecroft Road and although the CPZ will not be extended to my road, it will without a doubt turn it in to an "overspill car park". It will also have a very bad effect by reducing the amount of space for visitors/family/hademen to park. This area does NOT need a CPZ. The people of Woodside have already told you this and to go against our wishes is disgraceful!</p> <p>I hope you will reconsider this whole unnecessary scheme, whose only purpose it seems is as money spinner for the council</p>		No
32	Steve and Lesley Harris	01/03/2010	64 Granville Road	<p>Woodside Area Parking Consultation-Proposed extension and introduction of CPZ</p> <p>We are writing to say that we strongly support the proposal to extend or introduce the controlled parking zone to include Granville Road and Eldon Road. Since the existing CPZ was extended in March 2009 it has been extremely difficult to park in the road where we live and has led to an increase in the volume of traffic as people have to drive up and down the road trying to find a space to park.</p> <p>We rent a garage in Eldon Road and on a regular basis are unable to either get the car out of the garage or put it back in the garage as cars have parked across the entrance. This has led to us having to have cars removed on several occasions, missing appointments, being unable to collect our children.</p> <p>After shopping we have had to carry all the shopping from either the garage or from an adjoining road. Our solution has been to do grocery shopping on line where the delivery van has needed to park on the junction of Eldon Road and Granville Road thus making it dangerous for other road users and pedestrians.</p> <p>Our visitors or any deliveries have to park in adjoining roads.</p> <p>We've recently had work done in our flat the builder had to park several roads away and carry all his materials from his vehicle.</p> <p>These are some of the reasons that we support the proposal to extend the CPZ to Granville Road.</p>		Yes

				Support	Email	
33	Mr Peter Jones	01/03/2010	Granville Road	38		<p>Woodside Area Parking Consultation - Proposed extension and introduction CPZ</p> <p>I am writing to say that I strongly support the proposal to extend or introduce the controlled parking zone to Granville Road</p> <p>Since the existing CPZ was extended to Leith, Berwick, Forfar, Stirling and part of Perth Road in March 2009 it has been extremely difficult for residents to park in our road. All the parking spaces are taken up by commuters, people working in Woodside Centre, residents from roads in the CPZ who don't want to pay in their own roads, people working or visiting the Crown Court and other non-residents, including some commercial vehicles that are parked in the road for days at a time without being moved. I have to go out during the day. It is almost impossible to find a parking space in your own road on return.</p> <p>It has made it very difficult for me as a resident to park in my own road, and has also increased the amount of traffic using Granville Road as people drive up and down the road looking for parking spaces here or in neighbouring roads.</p> <p>After shopping at the supermarket I have to either carry heavy bags of shopping from my car in a neighbouring road some distance away or double park outside my house to unload.</p> <p>When I have visitors they are unable to find somewhere nearby to park, which has discouraged elderly visitors from visiting me.</p> <p>Friends are put off visiting me because of the problems they have parking near to my house.</p> <p>I've had people doing work in my house who have had to park several roads away and carry materials from their vehicles or double park outside to unload.</p> <p>I am just writing to let you know that I am strongly in favour of the introduction of control parking zone to Granville Road. I drive a car and find it almost impossible to park when I go out. So much so that it actually puts me off using the car at times. However, there are times when I have to use it. For example when I visit my mother who is 76 and often needs help now. She lives in Islington borough where they have cpz and I am happy to pay for vouchers to be able to visit her. I am sure all my friends and family visitors who would like to see me and my family would be grateful for cpz here because the way things stand they can't visit because they can't get parking.</p> <p>Parking places are taken up by commuters, and non residents. Some cars/vehicles are parked and left for days on end without being moved too.</p> <p>PLEASE bring in CPZ.</p> <p>Thankyou.</p>
35	Susan Jones,		Granville Road	38		<p>Re: Statutory notification Woodside area parking consultation</p> <p>Dear Joan Hancock,</p> <p>I write in response to the statutory notification of Woodside area parking consultation - Granville Rd. I am one of those that voted against the imposing of CPZ and am still against the introduction of the CPZ zone. I do not want controlled parking in my street - Granville Road.</p> <p>1 - The problem of lack of parking space in Granville road & other non CPZ roads in the area has only happened since CPZ was introduced to Noel Park area & Perth road area. The people of Noel Park & Perth road area aren't paying the CPZ charges in their roads are parking in non CPZ zones including Granville road & neighbouring roads resulting in lack of parking spaces for the residents of the non CPZ streets.</p> <p>For everyone in these areas the best solution is to remove the CPZ zone from Noel Park & Perth Rd areas, this will resolve all parking problems for everyone in the non CPZ zones. All the CPZ does is cause parking problems in non CPZ zones. On these points I disagree to CPZ being forced in.</p> <p>2- By implementing a CPZ from 8am to 6.30pm you are causing more problems and costs for the residents who live in Granville road & other streets you intend to implement the CPZ. This also affects the local businesses on Lordship Lane who will lose.</p> <p>There is absolutely no reason to introduce CPZ from 8am to 6.30pm, the most that is required is an hour during the day to stop people from surrounding CPZ zones and commuters parking in non CPZ zones.</p> <p>3 - Some of the people I have spoken with who park in Granville road don't live in Granville road but work at the council office. The council should provide parking for it's council workers and this will also decrease pressure of lack of parking space for re</p>

36	Darren Jackson	01/03/10	44	Granville Road	<p>I have since the paper consultation in October 2009 made a survey of the residents living in Granville road as to whether they are for or against the introduction of CPZ in Granville Rd & the majority of people who were home on the days of collecting sign</p> <p>4- Of the few in Granville Rd who said yes to the CPZ being implemented</p> <p>One was an elderly lady who can't walk more than 100 metres & relies on her four sons to take it in turn to call round and take care of her & her husband. She believes that the introduction of CPZ will mean they can park outside her house CPZ as well as</p> <p>Another elderly gentleman informed us his wife is disabled & due to her lack of mobility he was for the CPZ. Again as he is a pensioner how is he to afford to pay the fees for visitors vehicles on their pensions. He commented he has lived for a number of years knowing how the expensive costs of visitor parking fees will financially effect the elderly. I disagree that CPZ is going to help them, in fact I believe it's going to be a financial problem for them</p> <p>Another is a business man who wants to park his work vehicle outside his council block, it's fine for him as he can offset all his parking costs against his business & he is probably the only person who can offset these costs</p> <p>5 - I disagree & dispute both the expensive costs of the visitors parking fees & the number in which they have to be purchased and the methods in which they can be purchased. And on all points are my argument for against the CPZ being introduced</p> <p>The costs for people to purchase parking tickets for visitors are</p> <p>A - expensive at £8 per day £4.80 for 2 hrs & £2.40 per hour. Even at 50% discount to those over 60 years old, these prices are outrageous for pensioners to have to purchase who rely on friend & family or social carers to look after them. Are you going to be forced to purchase in the amounts of 4x£8 and packs of 12 for the £4.80 & 12 for £2.40 is outrageous. For some people they may only require per annum 3 to 6 visitors passes of a mix of 1hr, 2hr or day per year for workmen & visitors but are</p> <p>C- year on year the cost of the permit & visitors permits will increase & where will the prices stop?</p> <p>D- methods of purchasing are to purchase at parking shop between the hours of 9am & 5pm on a weekday. For those that work these hours aren't suitable as they are the hours they will be in work. For the elderly, many will have difficulty in being able to</p> <p>6 - Permit fee structure The permit fee structure is wrong & on this I disagree with the permit fees</p> <p>7 - If I charge my vehicle, I will need to re-apply for a permit & in the mean time have to pay visitors permits until the new permit comes through. These are other restrictions I disagree with the introduction of the CPZ</p> <p>8 - If you implement CPZ in Granville Rd it doesn't guarantee me space to be able to park in Granville road & you won't refund the CPZ permit fee to me will you if I'm unable to park having paid the fee? Therefore I dispute the CPZ being introduced on the road</p> <p>9 - It has been proven in areas around London that the introduction of CPZ to roads actually reduces the total amount of parking available in the road</p> <p>10 - It will do environmental harm. The CPZ tax (costs) will promote paving over front gardens for people to park their cars.</p> <p>11- If you implement CPZ to areas it should be given free of charge to residents in the street to park their vehicles in their street. Yes, there will be costs incurred by implementing CPZ, for painting white lines on the roads & employing traffic wardens, but if you were to implement it free of charge to residents & give residents a number of free visitors parking tickets per household per year, then I would agree to the CPZ but only on these grounds.</p> <p>As one of the residents who are petitioning against the CPZ being introduced I am formerly writing for all the above reasons why I disagree with the implementation of CPZ and am against it. I also await a response to all the points I have made. Please</p> <p>Yours sincerely,</p> <p>Darren Jackson</p>	email	Yes
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37	Dr Roheen Kujur	02/03/10		<p>I live on one of the roads that isn't included in the CPZ and I have to register my very strong objection to this.</p> <p>What will happen is that Ellenborough Road which is already used by many outside people to park on will become almost impossible to park during the day. I already tend not to use my car because I know that when I come back if I go out during the daytime that my ability to park back on my road will be in the order of 0%. I have to confine my car driving to essential trips and after 8 pm because I cannot park back on my road and I do not want to carry heavy shopping bags four or five hundred yards back to my street from where I park.</p> <p>At times I have had to park on Norman Avenue, Eldon Road, Granville Road and one time even further away.</p> <p>Making a small CPZ is going to create utter havoc, not to mention the amount of overflow parking that we will have to suffer in parts of Granville Road, Ellenborough Road and Norman Avenue.</p> <p>You are basically doing this to force us to accept a CPZ at the next consultation because by then we would be so fed up of overflow parking that we would welcome it. Well that is very cowardly of you.</p> <p>We do not like being forced by circumstance brought on by your introduction of a smaller Woodside CPZ. It is akin to being bullied, and that I will not accept.</p> <p>Front gardens will be ripped up for parking and there is already several of these in Granville Avenue making the risk of flooding more likely.</p> <p>You are creating havoc and you are purely after financial gain.</p>	No
38	R Bygrave	03/03/10	Eldon Road	<p>I live in Eldon Road and I wish to object strongly against the proposed CPZ. It is not necessary and although there has been displaced parking since the introduction of the CPZ around Perth Road it has lessened in recent months.</p> <p>I moved to the area because there was no CPZ and really feel this is yet another money-making scheme by Haringey council.</p> <p>Many local residents are older people who rely on family and friends to visit. CPZ's put people off visiting. They also limit the time that Community nurses, district nurses and carers can visit. Haringey is one of the few boroughs that do not give permits to community staff so what can people expect as they get older... less visits from family and friends... shortened visits from community services... more and more isolation.</p> <p>Other boroughs are removing road markings and trying polite road schemes but Haringey wants to paint more yellow lines in residential streets.</p> <p>As previously stated I do not support the CPZ scheme for Woodside. Your earlier consultation clearly showed that people in Eldon Road, Saxon Road and Fife Road do not support the scheme and I suggest you leave us out of it completely. Let us cope with any displacement parking. I have never had to walk more than two minutes away from my home even if I have had to park in another road, which is rare.</p>	Yes Email
39	Mr W Tsang	03/03/10	Saxon Road	<p>As a resident, I am oppose to the introduction of CPZ in Saxon Road. There is no parking problem in this road. The roads outside of the proposed area did not vote for CPZ. Saxon Road also did not vote for CPZ and should not have been proposed for it. CPZ will have a bad effect on social and family life, discouraging visitors. CPZ will create ever more complex situation and scenario, causing local residents a lot more than now.</p>	Yes Email
40	Helen Kent	02/03/10	Eldon Road	<p>I am writing to say that I strongly support the proposal to extend the controlled parking zone and create a new Woodside CPZ including Eldon Road.</p> <p>I have lived on Eldon Road for 11 years now and prior to the implementation of the CPZ in Leith, Perth, Berwick, Forfar and Stirling Roads could always park my car on Eldon Road. All the parking spaces are taken up by commuters, people working in Wood Green town centre, residents who live in the existing CPZ zones or have 2 cars, people visiting the Crown Court, Arriva drivers and other non residents. There is a high percentage of white vans that also park on our road for days at a time. I can now rarely park my car near my house on Eldon Road. I go out and leave my space it is impossible to find space on Eldon Road and have to park a long way off.</p> <p>I support the CPZ as not being able to park in Eldon Road has the following effect on my life -</p> <ol style="list-style-type: none"> 1. Not being able to park in the evening is a Health and Safety issue for me. I use my car in the evening for personal safety reasons and I do not feel safe when I have to park my car a long way from my house at night and walk home 2. I have to carry heavy shopping quite a distance to my house 3. When I have visitors they cannot park. <p>I don't expect to park outside my house but, near it and I am fed up of people who do not live in Eldon Road, using it as a free car park, which sometimes are left there for days on end.</p>	Yes Email

	Support	Email	Yes
41	<p>To whom it may concern,</p> <p>I am writing/ emailing you to support the proposed extension of the Wood Green Outer Controlled Parking Zone on Perth Road (live at 58 Perth Road (near the bus stop going to Wood Green), the parking situation has been bad in recent years and has considerably worsened since the introduction of the CPZ on part of Perth Road</p> <p>Many people park and commute to work using the W3 bus. The other people who park are those who live in the CPZ area and do not want to pay for a parking. Parking has become very problematic and this I find very unfair.</p> <p>The parking also causes a problem of getting on and off the bus as cars/vans block the bus stop and having to stand in the road to stop the bus. This in itself is a safety issue.</p> <p>I am supporting the introduction of the Wood Green Outer Controlled Parking Zone on Perth Road and the introduction of bus stop road markings where no on can park. I am also supporting the days and times the CPZ should be enforced.</p> <p>Thanking you in anticipation</p>		
42	<p>Dear Sir/Madam,</p> <p>Woodside Area Parking Consultation - Proposed extension and introduction of CPZ</p> <p>I am writing to say that I strongly support the proposal to extend or introduce the controlled parking zone to GRANVILLE ROAD.</p> <p>Since the existing CPZ was extended to Leith, Berwick, Forfar, Stirling, and part of Perth Road in March 2009, it has been extremely difficult for residents to park in our own road. All the parking spaces are taken up by commuters, people working in Wood Green town centre, residents from roads in the CPZ who don't want to pay to park in their own roads, people working or visiting the Crown Court and other non-residents, including some commercial vehicles that are parked in the road for days at a time without being moved. If you have to go out during the day it is almost impossible to find a parking space in your own road on return.</p> <p>I've had people doing work in my house who have had to park several roads away and carry materials from their vehicles or double park outside to unload.</p> <p>Residents don't want to but feel they have no alternative but to leave wheelie bins and other objects in the road to try to keep a parking space free close to their homes.</p> <p>Dear Sir/Madam,</p> <p>Woodside Area Parking Consultation - Proposed extension and introduction of CPZ</p> <p>I am writing to say that I strongly support the proposal to extend or introduce the controlled parking zone to GRANVILLE ROAD.</p> <p>Since the existing CPZ was extended to Leith, Berwick, Forfar, Stirling, and part of Perth Road in March 2009, it has been extremely difficult for residents to park in our own road. 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This will result in the loss of many more on street parking spaces.</p> <p>This is also very environmentally damaging, increasing water runoff and loss of habitat under concrete.</p> <p>Delivery and Post Office vans constantly double park in order to make deliveries completely blocking the road.</p> <p>All the extra cars parked in Perth Road by the bus stops make it difficult to get on and off the bus.</p> <p>Non-residents have parked cars and vans in my road and been picked up by people in other vehicles, which have then driven away.</p> <p>The cars have been left in the road for several days at a time outside residents' homes; they are just using my road as a free car park.</p> <p>I had a large utility van parked outside my house for more than a week. It blocked out the light and was very unsightly. It didn't belong to a resident but it had an up to date tax disc so there was nothing I could do about it.</p> <p>Dear Sir/Madam,</p> <p>I wish to object to the proposed Woodside CPZ.</p> <p>My objections concern the consultation process which was flawed and totally undemocratic.</p> <p>1. We had a consultation on the original scheme and 61% of Woodside people voted no to the CPZ. (In fact only 34% wanted a CPZ). Instead of that being the end of the matter Haringey Council introduced another proposed CPZ scheme - a different one - that omitted certain roads. Surely we should get the chance to vote on this new proposal? It is totally different to the original proposal. It would be perfectly possible to vote Yes to the first CPZ proposal and No to the 2nd as they are two completely different proposals. How can that be considered democratic?</p> <p>2. The original voting system based on one house one vote was totally undemocratic. Why can't we have one person one vote like in any other election? For example it's possible that two people in a shared house can have different views, yet under your system the can't be represented.</p> <p>3. Haringey Council employed staff to go round to people's houses to check whether they had received the consultation. Presumably so Haringey could defend themselves against charges that people had not been consulted or not received the CPZ notification. Why didn't these staff just ask people what they thought? Then you would have had a far more representative view and it would prove that Haringey is actually interested in what people think, rather than just covering yourselves from a legal point of view.</p> <p>4. In fact I think that the people who were most likely to respond to the consultation were the ones who thought there was a parking problem (the majority of people 76% - didn't even respond) yet even though these people are more likely to engage in th</p>	Support	Yes
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45	Kelly Horton	01/03/10	37	Homecroft Road	<p>Further to the statutory notification letter dated 11th February 2010 concerning the extension of the CPZ in the Woodside area I would like to air my concerns on this proposal</p> <p>My original vote in October 2009 was for Homecroft Road, where I live, to not have a CPZ enforcement, as personally I feel that it is just a money spinner for the local council. However, now that I have seen the proposal for the CPZ zone, I am concerned that Homecroft Road will be subject to displacement parking. I do not want the inconvenience forced upon me to park in a road that is not close to my home and would rather pay the permit fee to avoid this and have Homecroft Road included in the CPZ.</p>	Objection	Email	No
46	Georgia Grajewski	04/03/10	N/A	N/A	<p>I am sending this message with regard to the Woodside CPZ in Perth Road, Fife Road other roads in the Woodside area</p> <p>Quite honestly for Haringey Council to say that everybody or the majority of people want a CPZ is misleading and bordering on an untruth. The problems and issues surrounding parking are 100% the fault of Haringey Council. Introducing CPZs has squeezed the parking into smaller and smaller areas and it's done for one thing - money for the Council.</p> <p>If CPZs were removed then the pressure would be relieved and parking would be more evenly spread across all roads instead of Drivers parking trying to avoid a ticket.</p> <p>My husband's job involves him travelling to houses to carry out Energy Performance Certificate surveys and he spends about 20% of his time trying to find places to park. He's even willing to pay at a meter but the spaces there are usually taken as these are limited. If other drivers are doing the same then it's hardly helping the environment and traffic congestion.</p> <p>If the issue is cars parking near the Stations then a limited time can be introduced i.e. 11am to 12 noon. I cannot understand why there is a 8.30am to 9.30am every day except Sunday</p> <p>If Haringey Council were so concerned about helping residents park then any CPZ would be free instead of introducing a stealth tax</p>	Objection	Email	No
47	Ions and Walker Family	05/03/10	109	Granville Road	<p>To Haringey Council Sustainable Transport,</p> <p>We DO NOT want a CPZ in our area. We already struggle to find parking near our homes and we feel that adding a CPZ will only make this worse</p> <p>Please do not add a controlled parking zone in Woodside</p> <p>Thank you for listening.</p>	Objection	Email	No
48	Mr K Shah	04/03/10	471	Lordship Lane	<p>We oppose the proposed extension of CPZ as it would adversely affect the availability of convenient parking for shoppers. In a period of recession, many of the shops are empty and more would be forced to close down if shoppers are not able to park. Indeed, if the aim of the CPZ is to deter commuter parking, then a restriction from 8.00am to 6.30pm is unnecessary. Just a one hour restriction in the middle of the day should be sufficient to deter commuter parking, while allowing shoppers to park for short times. This would also decrease the administration costs of the scheme as wardens would only need to operate one hour a day</p> <p>The proposal would also reduce the available parking places for parents on the school run at the Lordship Lane School as more of the displaced cars would park near the school.</p> <p>There are currently no provisions for parking bays for commercial permits. Where are the shopkeepers and the staff working in the shop meant to park?</p> <p>The CPZ would adversely affect the pharmacist to make home visits to deliver medicines to patients as no special provisions are made for pharmacists and their staff although they are an integral part of the NHS</p> <p>The long term effect of the CPZ scheme is evident from the Noel PAK Estate extension. There are not enough residents cars, so many of the bays are vacant throughout the day, but nobody else is able to utilise them. A cost is associated as the bays r</p>	Objection	Email	No
49	Bernard Deane	04/03/10	31	Norman Ave	<p>1- It does not work. Proof positive to the council is the overflow that it creates onto neighbouring streets. If the council was telling the truth that the streets they zone have asked for or voted for CPZ then these residents would pay for their parking vouchers and would not displace onto the streets that are free of CPZ.</p> <p>2- The car is not a luxury item but is a must in every family home. It is for the upbringing of families to drive children to school safely, to leisure centres, to sports and competitive activities and trips to the country. These are activities, necessary to enhance family life. The council should study these factors clearly in order not to disrupt decent family upbringing with CPZ.</p> <p>3- CPZ serves no purpose for residents and only provides income for the council</p> <p>4- I do not believe the numbers and percentages presented by the council</p> <p>At a meeting on the 27th of Nov 2009 in Baptist Church, Ebor Road, the council representatives presented what they declared to be the results of the survey. Three people in attendance from Granville Road stated that they voted no to CPZ but was shown on the chart as voting YES. When challenged, one of the representatives stated that this would not be changed. All during the meeting, it was clear that the purpose of your representatives' presents was to sell to Woodside Estate CPZ that they o</p> <p>5- If the council was interested in establishing a honest survey, they could cancel the CPZ on the Scotch Estate and all of the Estate road from White Heart Lane to the Roundway for a period of six months. Then do a properly advertised and supervised survey. The council appears to be determined to extract maximum income from the motorist. It is unfair and unjust that one body of people are singled out to finance a Borough. The Borough should be finance evenly by all its residents. However, instead of the P.S. - The idea of an alternative system is purely based on my judgement alone and has not been mentioned or discussed with anybody involved with CPZ.</p>	Objection	email	No

50	George Karantziola	08/03/10	Lordship Lane		<p>I own a shop M. K. Televisions in Lordship Lane and have been working there now for 30 years and it was brought to my attention that you will be enforcing a controlled parking zone around that area. Unfortunately I was away so I could not get in touch any sooner. Please note that I need to park there every day as I have a van and need to load and unload my equipment on a daily basis. I have always managed to park at the rear of my shop all these years without any problem. So it is of great concern that you are now thinking of changing the area in this way.</p> <p>Can I just stress that I will effect my business in many ways. It will restrict my customers from parking at the rear of the shop if this enforced, so it will have an impact on my overall business and profits. Also if I do not have an area where I can officially park to load and unload goods on a daily basis, I will not be able to work effectively.</p> <p>With the recession being I am one of the only small businesses of this kind in the area and have so far managed to stay afloat. If you bring this restriction with parking into place it will definitely impact my business.</p> <p>Please reconsider and try to think of the consequences this will have.</p>	Comments	Email	No
51	Mansaj	03/03/10	New Road		<p>a cpz would be bad for the community turning neighbouring streets into over spill car parks whilst allowing less parking within the cpz. Their are alot of people who have families and this causes issues with parking as they cannot be near their homes as commuters are parking their cars there during the day</p>	Objection	Email	No
52	Hidir	03/03/10	Elton Road		<p>I am a tenant in living court, eldon road and I am strongly against the new cpz because it would effect the local businesses as they all rely on the side street parking also this doesn't effect the residents as it is only short term parking I would also like to point that I have been a resident at this address for over 10 years and have never had any problem as to parking there is always available space no matter whether there is road works or utility work cars parked I feel like the council is trying to squeeze extra cash and I strongly believe that a lot of people are against it so what I don't understand is why is a decision like this being approved as we live in a democratic country and the majority should have the say rather than some one sitting in a room living somewhere else should have say in how things should be run if this is introduced then it is going to up the cost of each family</p>	Objection	Email	No
53	Hashim Ahmed Afia Ali	07/03/10	Perth Road	46	<p>Dear Sir, I wholeheartedly support the extension of the Wood Green CPZ to include Perth Road (uncontrolled section). The last few months have been a nightmare. We are having to park quite a distance from our home which makes getting the baby carseat and shopping in and out extremely difficult - this is problematic for us when there is only one person in the car with the baby. The parking situation has meant busier and more unsafe roads with visibility reduced due to the parking congestion and cars overtaking buses who cannot pull in near the kerb.</p> <p>The parking area is used by commuters to Wood Green station and by people who live in the Wood Green CPZ who do not wish to pay the annual small fee. This is unfair</p>	Support	Email	Yes
54	Mr Bilian John	02/03/10	Granville Road	37	<p>I am writing to say that I strongly support the proposal to extend or introduce the controlled parking zone to Granville Road. Since the existing CPZ was extended to Leet, Berwick, Forriat, Shilling, and part of Perth Road in March 2009 it has been extremely difficult for residents to park in our own road. All the parking spaces are taken up by commuters, people working in Wood Green town centre, residents from roads in the CPZ who don't want to pay to park in the roads, people working or visiting the Crown Court and other non-residents, including some commercial vehicles that are parked in the road for days at a time without being moved. If you have to go out during the day it is almost impossible to find a parking space in your own road on return. It has made it very difficult for me as a resident to park in my own road, and has also increased the amount of traffic using Granville Road as people drive up and down the road looking for parking spaces here or in neighbouring roads.</p>	Support	Email	Yes
55	L Lesszman	01/03/10	Perth Road	42	<p>Dear Sir, I think the extension of the Wood Green CPZ very necessary, I hope it will be enforced at your earliest convenience</p>	support	Letter	Yes
56	Miss Karen Baker	02/03/10	Homecroft Road	21	<p>Since the last CPZ ended at Paisley Road I have had lots of problems trying to park in my street due to the constant stream of commuters who use wood green tube station. Directly opposite my house there is an Electrical Wholesalers whose staff have parking inside the yard, but chose to park in the street, and that is without the steady flow of customers who buy goods at this warehouse and who travel by car. I have great difficulty finding a parking space Monday - Friday between 7.30am-6pm. I have had no problems parking before this, and I welcome the outer Controlled Parking Zone.</p>	Comments	Letter	Yes
57	Helen Keel	05/03/10	Elton Road	57	<p>We the undersigned support the scheme and wish for it to be introduced as soon as possible</p>	support	Letter	Yes
58	D & M Carroll	18/02/10	Elton Road	60	<p>We would like to say that CPZ is necessary to the residents as parking in the area has become increasingly worse. This is due to the CPZ being introduced near the wood green tube station. We are fully committed to the CPZ being introduced as soon as possible.</p>	support	Letter	Yes
59	Hashim Ahmed Afia Ali	07/03/10	Perth Road	46	<p>Dear Sir, I wholeheartedly support the extension of the Wood Green CPZ to include Perth Road (uncontrolled section). The last few months have been a nightmare. We are having to park quite a distance from our home which makes getting the baby carseat and shopping in and out extremely difficult - this is problematic for us when there is only one person in the car with the baby. The parking situation has meant busier and more unsafe roads with visibility reduced due to the parking congestion and cars overtaking buses who cannot pull in near the kerb.</p> <p>The parking area is used by commuters to Wood Green station and by people who live in the Wood Green CPZ who do not wish to pay the annual small fee. This is unfair.</p>	support	Letter	Yes
60	Alex Hanaei	26/02/10	Granville Road	21	<p>I strongly support the proposed introduction of the cpz. Commuters, business owners, taxi and van drivers, employees of crown court, and shoppers from wood green are taking up spaces on a daily basis. I find it impossible to park near my home. The alternative is to park streets away which is dangerous and difficult and I have small children. Many residents of Noel Park frequently park on my road. Displacement parking is occurring since the extension of the wood green outer cpz to perth road introduced last March. Generally there is more parking pressure in woodsie with morning traffic jams as commuters block the road as they wait for a resident to leave. I have signed a petition in support of the cpz and hope to benefit from its introduction.</p>	support	Letter	Yes
61	Maria Pennards	11/02/10	Perth Road	56	<p>I am very happy with proposed extension to Perth Road</p>	support	Letter	Yes

	Ms Z	03/03/10	7	iving Court	Objection	Letter	Yes
62	Thomas				I disagree with the cpz and feel it unnecessary and an added expense. Most people are against CPZ therefore this is being forced upon us unwillingly. This will limit the amount of visitors coming to our roads and will cause aggro between neighbouring roads as people will compete for parking.		
63	Mr Merich Zekal	05/03/10	576a	Lordship Lane	We are opposed to the extension to the ever growing controlled parking zones which are killing our business. The proposal zone in Eikon Road, granville Road, Elm Road, Melrose Avenue Saxon Road, Paisley Road. We have 10 staff who commute into work everyday, 2 staff from South London by car. Your permits one for £200 per person each year, lets £2,000 per annum charged to our business because of recession, we are trying to make cutbacks. You have to be flexible to the business needs of the small business and start listening to our concerns. All the free parking spaces that exist in Eikon Road and surrounding roads are essential for our offices survival. We bring employment into this deprived area and we are constantly penalized for it. If this zone is implemented in Eikon Road, all the surrounding roads will be completely full and there will be no parking for business and residents. Your biggest concern will be ellenborough Road, having a school there with 2 school runs to consider. The ramifications to your actions will cause a lot of distress and inconvenience for car users. Granville Road became a one way system a year ago. All the shop owners I have spoken to, say this road is the last road into the CPZ still free to park and use this road for their shopping. If they lose this road, they fear for their business's survival.	Letter	No
64	Peter	03/03/10	627	Lordship Lane	We have had a lot of trouble with parking in the last 10 years with the introduction of the one-way system and the lack of parking facilities outside our shop. Please what are you trying to do our trade, you put up our rents rates and then cut down our customers.	Letter	No
65	Mr H Atma	03/03/10	610	Lordship Lane	Please can you stop taking our customers away we have lost a lot of business of this parking. The one way system makes it very difficult for customers and suppliers.	Letter	No
66	Mr Michael Burton Tuck and Norris Ltd	25/03/10	622	Lordship Lane	We understand there is to be a further parking zone from Fife Road/Granville Road. We hope the Council consider the ramifications of this extension. Little consideration, as in the past, has resulted in a massive loss of trade and much consternation in our staff and customers particularly in a recession.	Letter	No
67	D Demosthe nous (Demos & Sons Ltd)	04/03/10	568	Lordship Lane	As a business/shop owner who has been working in the Wood Green area for the last 26 years. It has become consistently more difficult to trade with the public and tradesmen who visit our premises in the last 5 years or so, we have had the inclusion of a bus lane, trafficous lane camera, CCTV, pay and display/ resident parking (CPZ), which no doubt has brought pressure upon my business and others in the sense of parking not only for ourselves but more importantly for our customers. Another proposal that has been issued by Haringey Council is that Controlled Parking Zone (CPZ) to be extended behind Lordship Lane beginning from Eikon Road and the connecting roads to the left hand side. This will undoubtedly be a further blow to what is already a big problem in terms of any parking allowance. This will jeopardize our businesses altogether which is simply unacceptable. My main concern, to overcome this problem would be to adjust the Bus Lane operating times which currently, - Monday to Saturday 7am to 10am and 4pm to 7pm. May I suggest the morning am restriction be uplifted so that loading parking bays can be used to help ease parking restrictions on our forecast, not just for our neighbouring shops but for their customers alike. We have always believed in looking after the local community, not just our customers and hope this can be reflected upon yourselves to do the same.	Letter	No
68	Ordis (SuperSaver)	04/03/10	554	Lordship Lane	We oppose the extension to the parking zone. Our customers need to park somewhere and you are proposing to destroy our businesses by taking the parking away.	Letter	No
69	Miss Tina Baldock (Posh Pets)	02/03/10	481	Lordship Lane	I can't believe what this council has done to our business, and particularly our parade of shops. How are we expected to pay increasing rent and rates and support our families when you remove the parking for our customers and supplies.	Letter	No
70	Mr Shah	02/03/10	471	Lordship Lane	As you know from meetings with your council officers we have been dreadfully treated and our businesses severely damaged by the alterations to the parking in this area. Surely some parking arrangements for our customers in front of our small parade can be made.	Letter	No
71	M. Patel	04/03/10	473-475	Lordship Lane	WE DONT NEED THESE EXTENSIONS! Having effectively destroyed our trade with the altering of the road way outside our premises, then the introduction of permitted parking on the Noel Park Estate we have lost 95% of our business. With the new extension, parking will congest in around the area opposite our shop and make it totally impossible for our remaining customers and supplies to reach. Please would you think again.	Letter	No
72	Ms Hema Patel	02/03/10	514	Lordship Lane	We oppose the extension to the CPZ from Fife Road-Granville. With this extension more vehicles will cram into the adjacent area to our business and the school, which will effectively disuade our customers and create problems for our staff and suppliers.	Letter	No
73	Mr F Koiat	04/03/10	608	Lordship Lane	Your proposed extension to the CPZ is a further nail in the coffin of our business the one way system reduced our trade in the lack of parking outside our shop caused massive loss of trade after a lot of effort to change this to parking meters this has helped. But the extension to permitted parking has removed a large number of our customers from our businesses. Please reverse the one way system and reconsider your parking decision in a serious manner this time.	Letter	No
74	Mr Y Constanti.	04/03/10	614	Lordship Lane	Your proposed extension to the permitted parking is making it very difficult for our businesses. We can't park our customers can't park and there are fines if you need to unload when the bays are full, you are crippling our businesses.	Letter	No

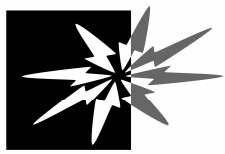
75	Mrs Y Spyril	04/03/10	477	Lordship Lane	<p>I am opposed to the control parking zone for Eldon Road. Once that's implemented everyone will use surrounding roads such as Ellenborough Road, which is opposite my shop. Eldon and Ellenborough Road are the only free parking roads left for my clients to use. You have now implemented another council parking zone behind my shop.</p> <p>What are you trying to do to our businesses?</p> <p>You have killed our little parade of shops and destroyed my trade.</p> <p>I am very concerned that the Council is now intending to extend the CPZ to cover Eldon and Granville Roads at the side and rear of our business.</p> <p>We have had enough of these constant restrictions to our customers and staff with the bus lane on Lordship Lane and new CPZ are opposite our premises.</p> <p>We have lost so much trade due to building contractors not being able to gain access to our shop due to the empty bus lane. We attended meetings and protested to no end. Now you intend to continue with the CPZ that no-one wants.</p>	Objection	Letter	No
76	Simon Walters AMES GLASS	25/02/10	572	Lordship Lane	<p>I wish the formal consultation to note my objection to any expansion of a CPZ in this area. A CPZ is not the correct solution to the problems which exist on the edge of the existing CPZ and have been caused by previous extensions.</p> <p>The new proposal is fundamentally different from what was proposed informally last year.</p> <p>If commuter traffic is the reason for CPZ then why does it need to be all day?</p> <p>This is causing unnecessary hardship.</p> <p>The proposal states that some roads have been included because of likely displacement parking. There will still be displacement parking on streets next to any new CPZ.</p> <p>The scheme should not be introduced piecemeal. Most people do not want it. Also having two schemes introduced will cut down people's options even if they have a permit.</p> <p>CPZ has the effect of leaving many roads empty all day and causing more congestion in roads nearby. The parking needs should be spread out into smaller and smaller areas.</p>	Objection	Letter	No
77	Nona Getty	04/03/10	33	Norman Ave	<p>Specifically, have the following objections</p> <ul style="list-style-type: none"> • a cpz is not needed in this area • I do expect the council's expansion of the parking controls to create problems, so a cpz would be bad for the community, turning neighbouring streets into overspill car parking areas, whilst allowing less parking within the cpz - described as displacement parking • a cpz would damage local shops and businesses, discouraging passing trade and making it hard for local workers to park • a cpz would isolate those who rely on visitors, everyone will have to pay for permits for visitors and care workers, not just people with cars. • my understanding is that the number of permits would be limited too, which discriminates against people who have chosen not to have a car to minimise environmental impact. I am also concerned about the environmental impact of front gardens being changed into off street parking. • A cpz would cause disruption to normal routines giving nowhere to park for traders who we want to call on us and add too to the cost of tradespeople doing work. A suggestion to counter this was limited times of operation for the CPZ but this has been ignored too. 	Objection	Letter	No
78	Ms Gail Elkington	02/03/10	86	Eldon Road	<p>I am writing to you to voice my incredulous concern at your utter contempt for the democratic process and total disregard of public opinion. By your own admission 61% of local residents do not want cpz. We do not need it, we do not want it.</p> <p>Over the years, you have gradually extended the zones citing knock on parking problems caused by the previous zones as the reason.</p> <p>We now have virtually empty roads all the way to the town centre which is a ridiculous under utilisation of them. You should be getting rid of them not instigating them.</p> <p>Even allowing for the knock on effect, there is still no problem parking in this area even with many people from the Perth Road area parking here to avoid your scandalous charges.</p> <p>This scheme is introduced only to raise money from the residents, if the parking.</p> <p>Since the notification was sent out 11/02/10 I have kept a note of how difficult it has been to park Mon-Fri.</p> <p>On only one occasion have I not been able to park within the affected section ie between Eldon Rd & Lordship Lane.</p> <p>On that occasion I parked between Ellenborough Rd & Eldon Rd. From 6.30 onwards spaces always become available and as it was a Thursday evening and I did not want to be stuck behind the refuse collection lorry on Fri morning I walked down the road and moved my car. I consider that a very minor inconvenience.</p> <p>2. "Displaced Parking" This is undoubtedly a problem caused by the council's existing CPZ. I see it every day where residents of Moselle Ave and the other CPZ avenues leading to the Shopping City and Perth Rd are driving up Granville Rd between 7.30 am looking for spaces, park and then walk out of the end of the road back to their homes.</p> <p>3. Commuters/Shoppers... I think any problems caused are just a reflection of the lack of parking available generally... if you are willing to spend council tax covers money on parking schemes, why not create some affordable long time parking spaces?</p>	Objection	Email	Yes
79	Andrew S Peacock	04/03/10	99	Eldon Road	<p>Since the notification was sent out 11/02/10 I have kept a note of how difficult it has been to park Mon-Fri.</p> <p>On only one occasion have I not been able to park within the affected section ie between Eldon Rd & Lordship Lane.</p> <p>On that occasion I parked between Ellenborough Rd & Eldon Rd. From 6.30 onwards spaces always become available and as it was a Thursday evening and I did not want to be stuck behind the refuse collection lorry on Fri morning I walked down the road and moved my car. I consider that a very minor inconvenience.</p> <p>2. "Displaced Parking" This is undoubtedly a problem caused by the council's existing CPZ. I see it every day where residents of Moselle Ave and the other CPZ avenues leading to the Shopping City and Perth Rd are driving up Granville Rd between 7.30 am looking for spaces, park and then walk out of the end of the road back to their homes.</p> <p>3. Commuters/Shoppers... I think any problems caused are just a reflection of the lack of parking available generally... if you are willing to spend council tax covers money on parking schemes, why not create some affordable long time parking spaces?</p>	Objection	Letter	Yes
80	gsweetser@yous.com	03/03/10		Granville Road	<p>Since the notification was sent out 11/02/10 I have kept a note of how difficult it has been to park Mon-Fri.</p> <p>On only one occasion have I not been able to park within the affected section ie between Eldon Rd & Lordship Lane.</p> <p>On that occasion I parked between Ellenborough Rd & Eldon Rd. From 6.30 onwards spaces always become available and as it was a Thursday evening and I did not want to be stuck behind the refuse collection lorry on Fri morning I walked down the road and moved my car. I consider that a very minor inconvenience.</p> <p>2. "Displaced Parking" This is undoubtedly a problem caused by the council's existing CPZ. I see it every day where residents of Moselle Ave and the other CPZ avenues leading to the Shopping City and Perth Rd are driving up Granville Rd between 7.30 am looking for spaces, park and then walk out of the end of the road back to their homes.</p> <p>3. Commuters/Shoppers... I think any problems caused are just a reflection of the lack of parking available generally... if you are willing to spend council tax covers money on parking schemes, why not create some affordable long time parking spaces?</p>	Objection	Email	Yes

	Email	Objection	Email	Yes
<p>190</p> <p>Margaret Rodgers</p> <p>04/03/10</p> <p>109</p> <p>Perth Road</p>		<p>Please note my objections to the apriking restrictions for the following reasons.</p> <ol style="list-style-type: none"> 1. Before Haringey Council introduced a CPZ, starting with Dunbar and Solway, there was never a parking problem in Perth, Fife, Paisley or other neighbouring streets. You have caused the problem 2. Even though the majority have voted against a CPZ, Haringey Council has ignored us and want to extend one CPZ and introduce a second – something that was never proposed before 4. I do not have a vehicle. Haringey Council is curtailing my freedom and personal life by forcing me and others like me toation visits from friends and relatives. 5. It is unfair to local shops, businesses and tradesmen who come into the area. 6. It will have an environmental impact as many people will pave over their front gardens to create space to park vehicles. <p>The whole concept of forcing people to pay to park their vehicles is wrong. Car owners pay road tax and insurance and Haringey residents pay very high council tax rates. This is simply another money-grabbing exercise from Haringey Council.</p>		
<p>191</p> <p>Vivien Rodgers on behalf of Scotch Estate Residents</p> <p>4/3/10</p> <p>109</p> <p>Perth Road</p>		<p>Re: Woodside Area Parking Consultation – Proposed extension of the Wood Green Outer Controlled Parking Zone (CPZ) and the introduction of the Woodside CPZ</p> <p>We write on behalf of a large group of residents and other users of local services in response to the statutory consultation on the proposed Controlled Parking Zone for the Scotch Estate in Woodside Ward</p> <p>Please note that this group is strongly against any form of CPZ in this area and are responding with our objections. Enclosed in this package you will find numerous petitions and letters of protest from residents who object to the introduction of any type of CPZ as proposed by Haringey Council</p> <ol style="list-style-type: none"> 1. General <ol style="list-style-type: none"> 1.1 The Council does not appear to have undertaken an independent survey to determine the true scale of the problems of commuter parking, and associated traffic flows, in the area, relying instead on anecdotal evidence to determine policy 1.2 The Council has apparently failed to consider alternative solutions to the problems of parking of commuter vehicles 1.3 The Council has failed to consider the rights of the voters, instead pursuing implementation of an anti-car owner policy 1.4 The Council has apparently failed to undertake an independent survey to determine the scale of car ownership in the area 2. The Local Consultation <ol style="list-style-type: none"> 2.1 The Local Consultation was flawed in several respects <ul style="list-style-type: none"> • The Council has failed to consult democratically in the first instance all the voters in the Ward. • Surveys have shown that the Document was not received by every household nor by every Voter. 2.2 The Local Consultation Document was misleading in the following respects: <ul style="list-style-type: none"> • The aim of a CPZ is to prioritise parking for residents by restricting non-resident and commuter parking • Unless specifically designed, a CPZ does not provide the number of parking spaces that would be needed by residents • "Better traffic management – by reducing illegal and disruptive parking." <p>There is no evidence that there is illegal parking in the area, which requires parking restrictions which at present do not exist. Disruptive parking is not defined in the text, but while there is shortage of space, no disruption can occur except in a process</p> <ul style="list-style-type: none"> • "Improving access for emergency vehicles and waste collection vehicles." <p>The roads in Woodside Ward are narrow, and if the CPZ addresses this issue by removing parking from one side of the roads, then over half of all the residents' cars will be forced out of the area</p> <ul style="list-style-type: none"> • "Improving safety for all road users, including pedestrians and cyclists through improved visibility" • There are no evidence of accidents in the Ward • There are, however, some downslides to a CPZ, most notably displacement parking on roads just outside the zone" <p>The full list of 'downsides' was not included in this part. The information that a parking place is not guaranteed was placed on Page 7, after the questionnaire section.</p> <ul style="list-style-type: none"> • The feedback received from the consultation will be presented in a report to the December 2009 meeting of the Council's Cabinet, which will consider the consultation results, along with other factors such as safety implications and the need to ensure <p>This suggested that the results would be considered by the Cabinet. In the event not only did the December meeting of the Cabinet not discuss the feedback, the decision to proceed to Statutory Consultation seems not to have been taken by Cabinet</p> <ol style="list-style-type: none"> 3.1 The Council's consultation has been incomplete (please see item 2.1 above) 3.2 The Council has not published full data on the returns. In particular the choices and numbers to question 4. If a CPZ were introduced in your area, what do you think would be the most appropriate operating hours for parking control?" <p>3.3 The Council has based the decision to proceed to Statutory Consultation on incorrect information</p> <p>Surveys show that many more people than responded are cocosed in the roads identified as part of the Statutory Consultation</p>		

			Objection	Letter	Yes								
		<p>There is anecdotal evidence that the results do not reflect the actual polling response, some households being recorded as voting for the proposal. When in fact the vote was against</p>											
		<p>4. Proposal following Local Consultation 4.1 The Council has selected a group of roads from which majority responses were for the CPZ. The low level of returns, however, makes this proposal self-serving - the Council failed to confirm if the real majority are supportive, in contravention of client instructions. 4.2 The Council has arbitrarily decided full day parking restrictions, when commuter parking could be controlled by a restricted number of hours, requiring less costly administration. In addition, residents will be parking outside the zone unless adequate alternative parking is provided. 5. Statutory Consultation 5.1 In the October 2009 survey, and during discussions in the Focus Group meetings, the Council proposed to introduce one CPZ throughout the Scotch Estate. Residents expressed their opinions, with their agreement or objections, based on that proposal. 5.2 In the current Statutory Consultation, the Council is now proposing two CPZs: one for Perth and the extension of the current CPZ) and a second, separate CPZ for Eldon, Granville, Melrose, Paisley and Saxon. 5.3 Once again the Council has moved the goalposts. Why has the Council changed the proposal? What is the reason that the Council does not seek residents' views on this new proposal? If the Council values residents' opinions (as they always say they do) why are they not consulting with residents on this proposal? Please note that all the enclosed paperwork voicing the objections of the majority of residents in Scotch Estate has been delivered by hand to your offices as the Council has informed us that previous objections and petitions had 'never been received'. We have brought our objections to you in a clear, precise and reasoned manner and we trust that you, the Councillors and the Council Officers, will give due consideration to our views. We expect you to be open, honest and fair in your response to our objections.</p>	<p>Re Proposed CPZ - Woodside Area We attended one of the drop in sessions regarding the proposed introduction of a Controlled Parking Zone in the Woodside Area and are aware of the overwhelming objection of the majority of residents to the proposed CPZ extension in our area We are an exhibition contractor business operating in Saxon Road, with an additional storage facility just around the corner in Eldon Road. Our company operates as an exhibition contractor and we install exhibition stands at many locations throughout the UK and Europe. We have been based in Saxon Road for nearly 30 years. We have 6 members of staff who must be available to work at any time of the day or night. The nature of our business means that we are working at any time throughout the day or night as dictated by our clients' requirements. Therefore we need to access our premises at any time of day and night, as we frequently return from, or set off to, onsite installations during night-time hours. In addition, we are frequently loading and unloading vehicles from our main office and store area during daytime hours (ie. between 07:00 and 19:00) up to 7 days a week. The introduction of the CPZ scheme will affect our operations adversely in several ways. In Restrictions on parking our vans, which will not be allowed in residents bays In Restrictions on parking our own vehicles near to our office, as we are informed they will not be allowed to be parked there. In Restrictions on parking our own vehicles near to our office, as we are informed they will not be allowed to be parked there. In Restrictions on parking our own vehicles near to our office, as we are informed they will not be allowed to be parked there. In Restrictions on parking our own vehicles near to our office, as we are informed they will not be allowed to be parked there. At present we have none of these issues to contend with and feel that the introduction of the proposed scheme will make the operation of our business non-viable, not only from cost implications, but more importantly, logistical and staffing issues. If we cannot park and load our vehicles from our warehouse we cannot offer our clients a service. If our staff cannot get to and from work, because there are no transport options in unsocial hours and they cannot park their own vehicles, we cannot provide our clients with a service. As a result of either or both of these problems we would not be able to continue to operate our business whilst remaining based in this area. We feel that the whole problem of parking has been intensified in our area as a result of the previous extensions in the CPZ. This has resulted in residents in the extended areas parking second and third cars in our streets to avoid paying for the additional permits, whilst many bays in the recently extended zones remain empty. Surely this is something the council should be looking at before imposing further extensions of the CPZ and creating the same problem again in other areas</p>	<p>I would like to point out that prior to the previous extension there were never any issues with parking in this area at all and there was always an abundance of parking spaces. Following the implementation of the extension, there was an immediate reduction in available parking spaces. However, we are still able to park in Saxon Road with relative ease during the day and night and do not feel that there is a need to extend the CPZ any further anyway. Needless to say in the current climate we cannot afford to lose clients and revenue as we are already being squeezed on prices to retain the work that we have. Any issue that affects costs to our business will have implications in this respect. We cannot afford to ignore the consequences of this scheme should it be introduced. There will be the obvious costs of permits, the cost of paying penalty charges from tickets that, although we will try to avoid, would be inevitable. And in addition, loss of business from not being able to serve our clients needs in terms of service and price. In effect we feel that we are going to be forced to consider the options of relocation away from the area in order to continue to operate. We feel that as non-users of the area we will not be accommodated and that we will have no choice but to look elsewhere to continue our business. Obviously this will result in loss of business rates to the council, and loss of our customer base. We are happy to support the small newsgroup on the corner of Saxon Road, which has 5 shops, 4 of which are already closed and been empty for years. No doubt they will be the first to feel the effect of this scheme as many cars that stop at this shop would run the risk of receiving parking tickets and pass by instead.</p>	<p>192</p>	<p>Stuart Manktelow</p>	<p>Manktelow</p>	<p>1a</p>	<p>Saxon Road</p>				

193	S. Sontis	18/02/10	107	Perth Road	<p>that the inclusion of loading bays may help they would not be useable once the vehicles are loaded. Business only bays will probably get fully parked by the many vans that exist in the area anyway unless there is a substantial amount of them. Provision of permits for our staff would help in allowing them to come to work during nighttime hours.</p> <p>I hope that this letter helps to allow you and the council to understand our concerns with the proposal. Ideally we would not like to see the scheme proceed but if it does go ahead we would be keen to see what options or concessions the council are prepared to make to help us continue to do business in this area.</p> <p>We are sorry, disappointed and annoyed as a business not to have received any correspondence regarding the CPZ. The way we found out about this next stage was by local residents telling us. Hence the late reply voicing our concerns.</p> <p>On a personal note I feel it is wrong for the council to bring in the CPZ when the majority of residents and all business in the area and surrounding areas are against it. We were told at the meeting that the surrounding areas would not be directly informed about the CPZ, which is wrong as this will have an adverse affect on their parking. This was the case in the past when the Noel Park and Scotch estates were extended. The Woodside area was not informed although it affects all of us in all surrounding areas.</p> <p>Basically a CPZ is not needed in this area. It will set one street against another as the council expands the scheme. The council is responsible for causing the parking problems in this area by extending the CPZ in the Noel Park and Scotch estates against the residents wishes and now you propose to do it again. Why does the council not listen to and act on the wishes of the majority of the residents. Surely as an elected council that is what you are there to do.</p> <p>I can only console from the way the council have acted regarding the CPZ issue that they are driven by the fact that they can raise more revenue with this unnecessary and unfair tax on the residents of Woodside.</p>	Letter	Yes
194	M. Doterian	18/02/10	107	Perth Road	<p>We do not need a cpz in Perth Road. There are only about 3 people who want it so it's not fair that we all should have to pay for it. Most people are saying that would rather lose their front gardens to off street parking than pay another tax which will turn our community into a concrete jungle. Please do not let this go ahead.</p> <p>I strongly oppose the cpz extension in Perth Road. Very few people in Perth Road want it, and a large majority who do not. Listen to the majority not the minority.</p>	Letter	Yes
195	Alan Soterou	18/02/10	107	Perth Road	<p>I do not want a cpz in my road. I cannot afford a permit and I don't think we need it.</p> <p>To whom it may concern</p>	Letter	Yes
196	Mehraj Milan	03/03/10			<p>I am writing to complain that I believe it is absolutely ridiculous how the council is going ahead with the control parking zone around NZ2 5EE. It's just too much money plus over 60% of the people made their voices heard in detesting this decision.</p> <p>Please, do not do this. It is only going to make lives which are already hard, harder.</p> <p>Regards,</p>	Letter	email

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Agenda item:

Cabinet **23 March 2010**

Report Title: **Bull Lane & Pasteur Gardens, N18**

Report of: **Julie Parker – Director of Corporate Resources**
Signed: _____ Date: _____

Contact Officer: Olayinka Jawando
Position: Senior Development Surveyor
Telephone: 020 8489 2179
E-mail: olayinka.jawando@haringey.gov.uk

Wards(s) affected: **Out of borough (White Hart Lane)** Report for: **Key Decision**

1. Purpose of the report

1.1. The report on the confidential part of the agenda outlines an assessment of the Community Action Sport (CAS) proposal following receipt of a formal offer to purchase these two out of borough sites to develop and manage for sports, recreation and community use. It seeks to obtain a decision on the disposal of these sites.

2. Introduction by Cabinet Member (if necessary)
2.1. See comments on report elsewhere on the agenda

3. State link(s) with Council Plan Priorities and actions and /or other Strategies:

3.1. Proposals within the report elsewhere on the agenda are designed to make best use of the Council's property assets by retaining, developing or divesting, as appropriate, to ensure that the property holdings are aligned to council priorities. By addressing these two out of borough sites, the Council can contribute to the social, economic and physical regeneration of the area as well as potentially releasing capital resources to support the Capital Programme.

4. Recommendations

- 4.1. See confidential report elsewhere on the agenda.

5. Reason for recommendation(s)

- 5.1. To achieve social, environmental and community benefits for the area by resolving the status of these underutilised out of borough sites and generate optimum capital receipts for the Council.

6. Summary

Background

- 6.1. These two out of borough sites at Bull Lane (11 acres) and Pasteur Gardens (6.75 acres) have been the subject of debate over the years. Community Action Sport (CAS) has made a number of representations to the council in respect of these sites.
- 6.2. Following cross local authority consultations and submission of a planning application by Haringey Council, Enfield Council approved proposals in April 2004 for a mixed use scheme permitting residential development on part of the Bull Lane site, subject to the delivery of specific improvements to the remainder of Bull Lane and the whole of Pasteur Gardens. Enfield's resolution was subject to a S.106 agreement covering the following key points;
- Housing development not exceeding 1.62 acres at a net density of 200 habitable rooms per hectare with the provision of affordable housing at 50% (nomination rights to be shared equally between the two Councils).
 - Delivery of improvements to Bull Lane and Pasteur gardens to include two football pitches and changing facilities.
 - Transfer of land from Haringey to Enfield of the remainder of Bull Lane and Pasteur Gardens with a sum of money payable by Haringey for the provision of improved facilities and future maintenance.
 - Provision and future retention of a footpath link between Bull Lane and Weir Hall open space.
- 6.3. Following a period of no activity in the negotiations active discussions resumed with Enfield Council during 2008 resulting in joint work being undertaken to prepare a Site Development Framework (SDF) for Bull Lane.
- 6.4. During this period representations continued to be made by CAS who stated that they would like to acquire the Bull Lane site from the Council and seek external funding for their proposals as an alternative to the mixed use scheme requiring funding from the S106 contributions.

- 6.5. Recognising that the Council did not wish to deal with Bull Lane in isolation (as it would not address the investment requirement and future management of the Pasteur Gardens site) CAS confirmed the incorporation of the Pasteur Gardens to their proposals. On the 27th October 2008, CAS submitted an "Outline Project for saving Bull Lane Playing Fields" formally requesting that the Council give them 6 months in which to prepare a business plan and secure external funding.
- 6.6. Further discussions were held with CAS and in November 2008, the Council formally wrote to CAS to agree the 6 months (expiring on 31 May 2009) in which to prepare and submit a sustainable business plan, secure external funding and demonstrate a robust delivery plan for their proposals.
- 6.7. Following a petition from the ParkView Rangers Football Club supporting CAS's proposal for the retention of the Bull Lane site, Cabinet resolved on 16 December that the petition be noted and that the petitioners be advised that a Cabinet report on Bull Lane and Pasteur Gardens will be considered following receipt and assessment of Community Action Sport business plan.
- 6.8. Having reviewed the proposals subsequently submitted by CAS and further discussion on their development plans, CAS were asked to secure funding for the acquisition of the sites to enable the Council to consider their proposals and make a decision.
- 6.9. The report on the confidential part of the agenda updates the cabinet on the current position with CAS and Enfield and seeks to obtain a decision on the disposal of the sites.

7. Relevant officer comments are detailed in the confidential report elsewhere on the agenda.

8. Use of appendices /Tables and photographs

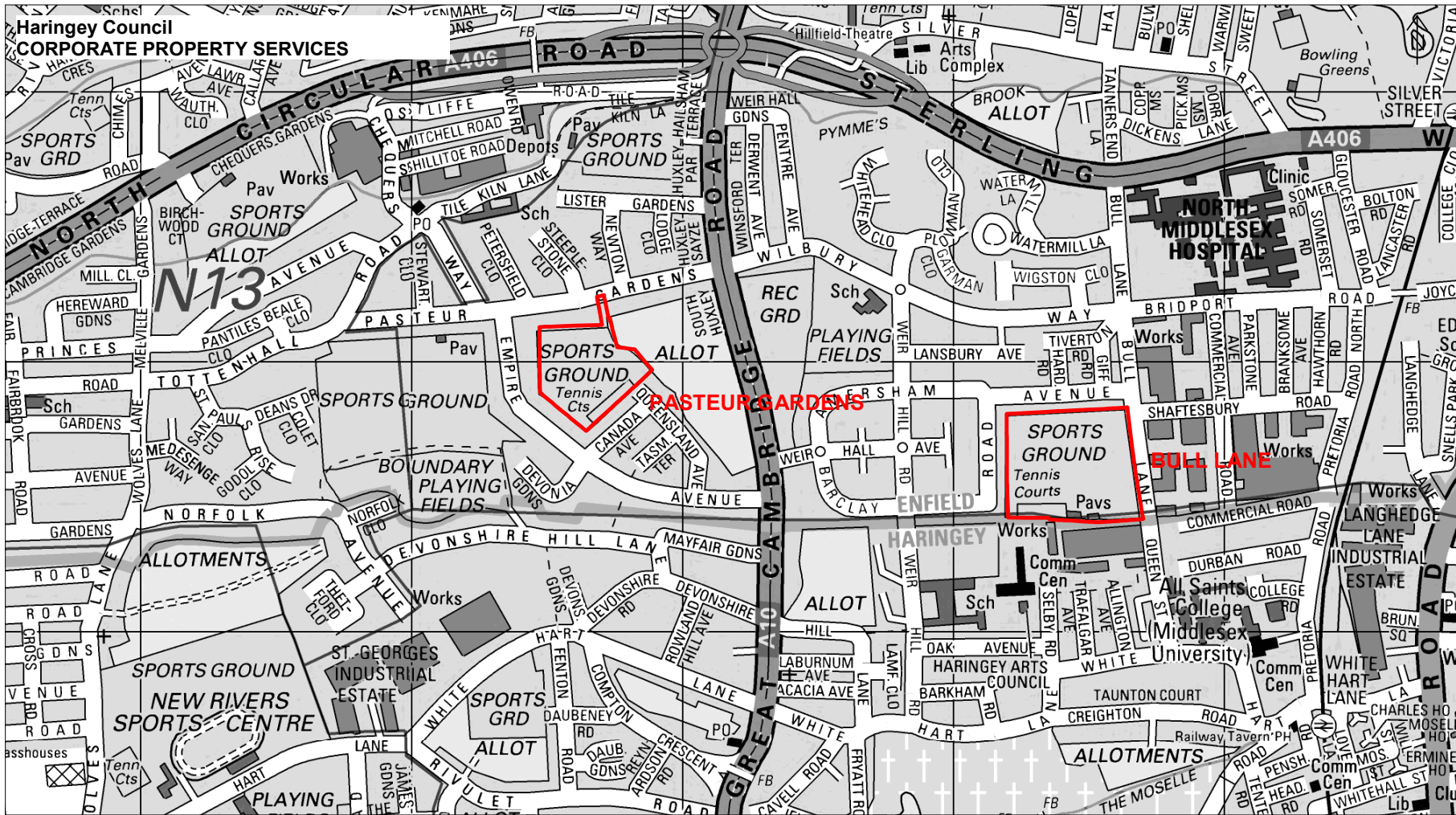
- 8.1. Appendix 1 - Location plan of Bull Lane and Pasteur Gardens
- 8.2. Appendix 2 - Site Plan of Bull Lane (also showing Weir Hall Site adjoining Devonshire Hill Primary school)
- 8.3. Appendix 3 - Site Plan of Pasteur Gardens

9. Local Government (Access to Information) Act 1985

Background and Supporting Information

- 9.1. Cabinet Report of 16 December 2008

Appendix 1



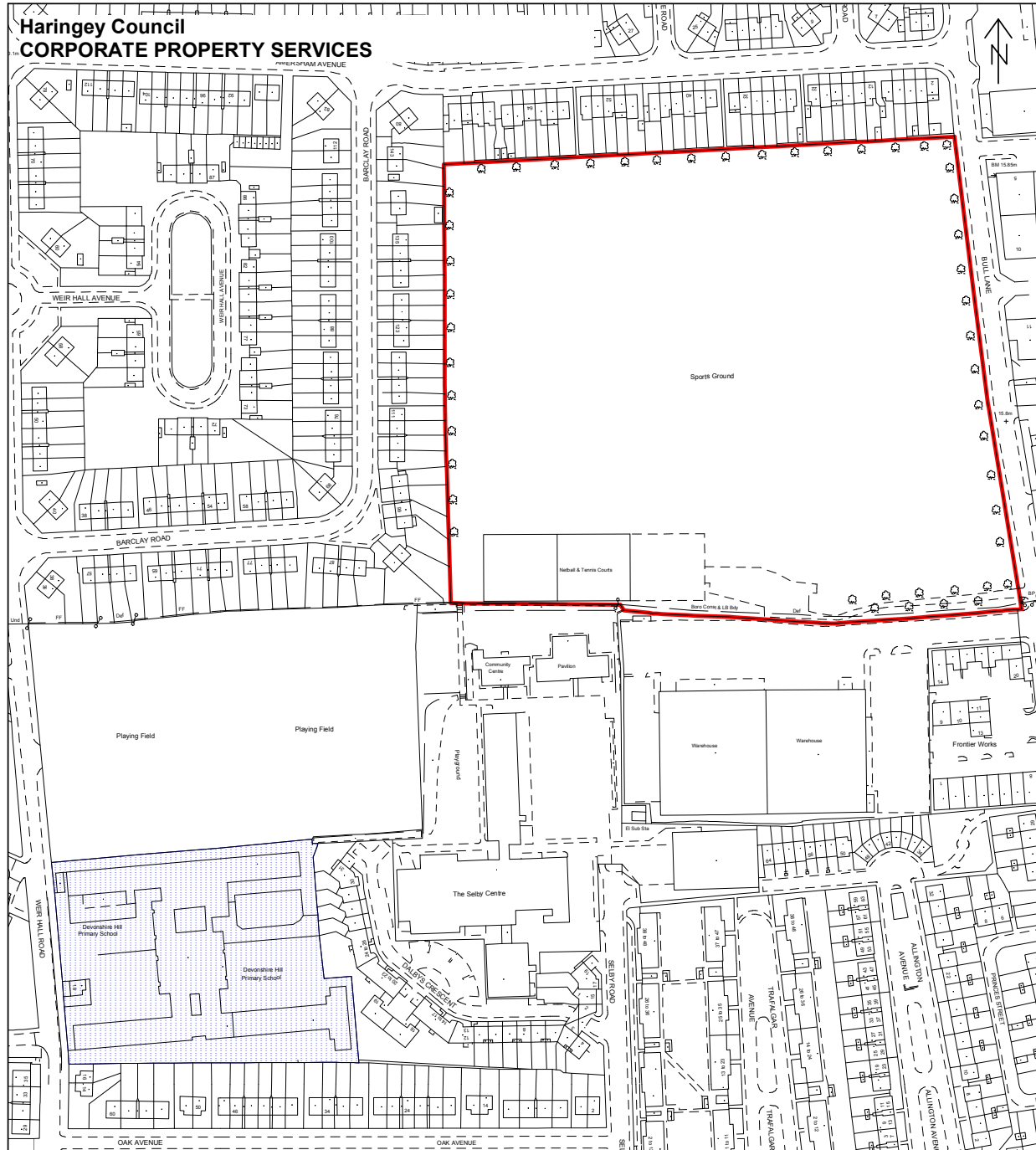
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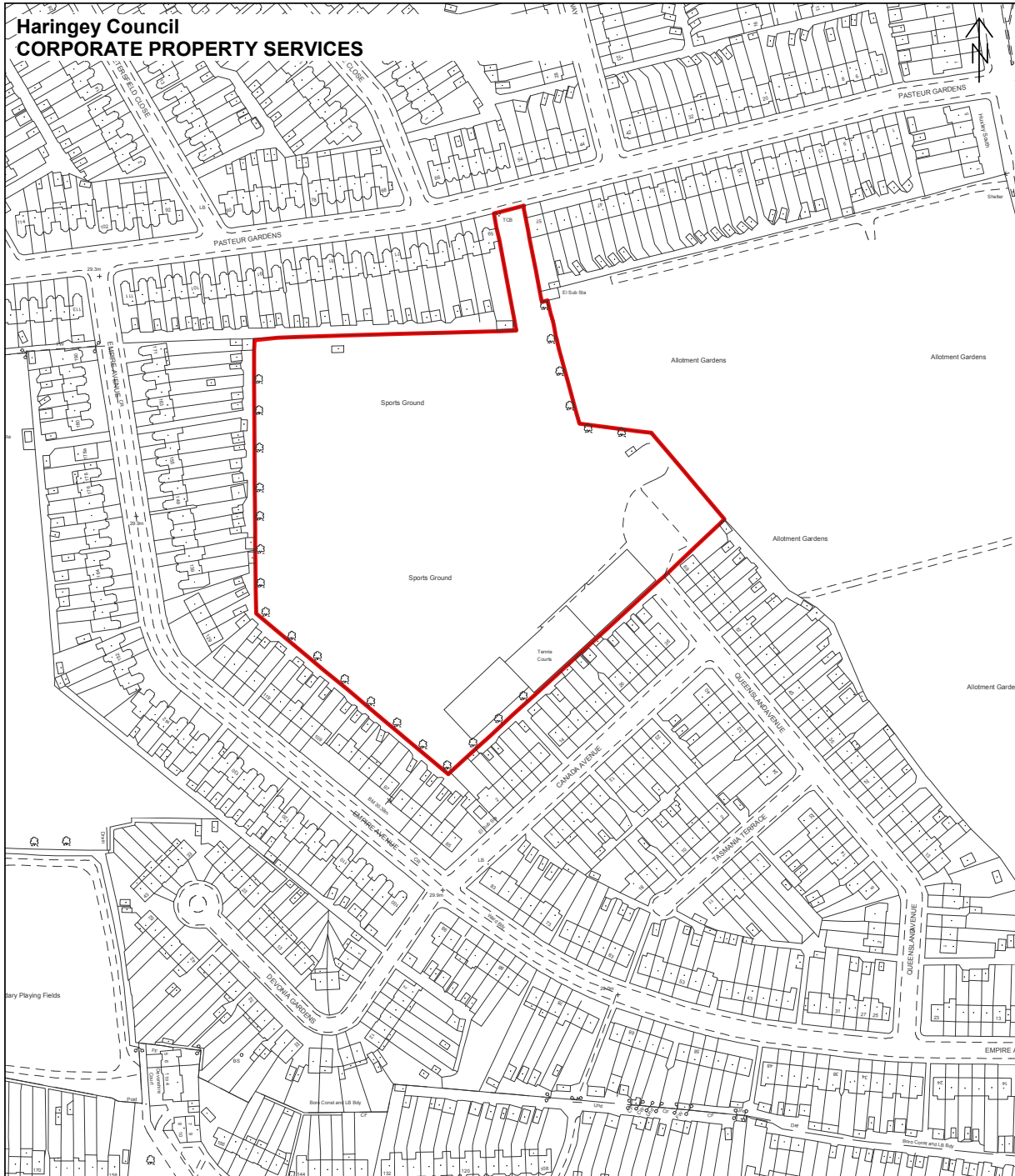
Pasteur Gardens & Bull Lane Sports Fields
Edmonton
LONDON
N18

Site Area (hectares) :
 CPM No.

Overlay : Education - misc.
 Plan produced by Janice Dabinett on 04/08/2008

Scale 1:10000
 BVES Drawing No. A4 0511h





Document is exempt

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