

Report for: Record of Decision Taken Under Delegated Authority

Item Number:

Title: Changes to Shared Use Parking places to Pay by Phone only.

Request authorised by: Ann Cunningham Head of Highways and Parking.

Lead Officer: Carlos A Munoz
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Wards Affected: Borough wide

Report for Key / Non-Key Decision: Non-key decision.

Purpose

- 1.1 During February and March 2020, the Council undertook statutory consultations on proposals to covert 63 shared use parking places (permit and Pay by Phone) to Pay by Phone parking only.
- 1.2 The purpose of this report is to provide details of these proposals; to report the representations received during the consultation and seek approval to proceed with the recommendations as set out in Section 10 of this report.

2 Background

- 2.1 The Council receives many requests from the local businesses to review the number of available parking places for its visitors. The general feeling is that the current number of shared parking places offered is significantly reduced when most are occupied by permit holders.
- 2.2 In 2019 the council undertook parking beat surveys to assess occupancy and capacity for shared used parking bays in all CPZ. The analysis of these surveys showed that there were a substantial number of shared use parking places with high occupancy by permit holders. This has led to reduced parking opportunities for visitors to community services, shops, and businesses.
- 2.3 As part of the program of work for 2019/2020 a consultation was planned to determine community support for changes to the existing parking places listed in Table 1 of this report.

3 Proposals

3.1 The Council undertook parking stress surveys of all available shared use parking bays across the borough. The data showed a number of bays had significantly high parking stress and this enabled officers to develop a set of locations to propose changes.

3.2 **Table 1** below lists the locations and the number of parking spaces to convert from shared use parking to Pay by Phone only.

Table 1.

Item	CPZ	Location	Parking Spaces
1	Alexandra Palace	Bedford Road opposite Nos. 8, 9 and 10 Bedford Road	1
2	Alexandra Palace	Bedford Road outside Nos. 11 and 12 Bedford Road	2
3	Alexandra Palace	Bedford Road opposite Nos. 17 to 27 Bedford Road	8
4	Alexandra Palace	Bedford Road opposite Nos. 25 to 27 Bedford Road	7
5	Alexandra Palace	Crescent Road between opposite No. 7 Crescent Road and its junction with Dagmar Road	14
6	Alexandra Palace	Palace Gates Road, outside Nos. 16 to 24 Palace Gates Road	6
7	Belmont	Crawley Road, opposite Nos. 20 to 28 Crawley Road	5
8	Bounds Green	Manor Road along the flank wall of No. 116 Whittington Road	5
9	Bounds Green	Manor Road along the flank wall of No. 118 Whittington Road	5
10	Bounds Green	Thorold Road, along the flank wall of No. 17 Marlborough Road	5
11	Bounds Green East	Cheshire Road, along the flank wall of No. 34 Myddleton Road	5
12	Bounds Green East	Lascott's Road, along the flank wall of No. 479 High Road	5
13	Bounds Green East	Marquis Road along the flank wall of No. 455 High Road	2

Item	CPZ	Location	Parking Spaces
14	Bounds Green East	Marquis Road along the flank wall of No. 457 High Road	3
15	Bounds Green East	Nightingale Road outside No. 1 Nightingale Road	2
16	Bounds Green East	Nightingale Road opposite No. 1 to 7 Nightingale Road	7
17	Bounds Green East	Truro Road, at its junction with No. 365 High Road	3
18	Fortis Green	Fortis Green Avenue, along the flank wall of No. 6 Cheapside, Fortis Green	3
19	Fortis Green	Midhurst Avenue the west side, at its junction with Fortis Green	3
20	Fortis Green	Midhurst Avenue the east side, at its junction with Fortis Green	
21	Green Lanes A	Allison Road, along the flank wall of No. 575 Green lanes	3
22	Green Lanes A	Burgoyne Road outside Nos. 5 to 10 and 11 to 12 Dixon Court	3
23	Green Lanes A	Burgoyne Road along the flank wall of No. 407 Green Lanes	2
24	Green Lanes A	Burgoyne Road along the flank wall of No. 60 Wightman Road	2
25	Green Lanes A	Hewitt Road, along the flank wall of No. 553 Green Lanes	4
26	Green Lanes A	Rutland Gardens, along the flank wall of No. 53 Green Lanes	3
27	Green Lanes A	Seymour Road, along the flank wall of No. 527 Green Lanes	2
28	Green Lanes A	Umfreville Road, along the flank wall of No. 385 Green Lanes	5
29	Green Lanes A	140 & 142 Allison Road	2
30	Green Lanes B	Abbotsford Avenue, along the flank wall of no. 293 West Green Road	3

Item	CPZ	Location	Parking Spaces
31	Green Lanes B	Clarence Road, opposite Nos. 2 to 10 and 90 Black Boy Lane	4
32	Green Lanes B	Etherley Road along the flank wall of Nos 325 West Green Road	3
33	Green Lanes B	Etherley Road along the flank wall of Nos 327 West Green Road	3
34	Green Lanes B	Glenwood Road, along the flank wall of No. 434 St Ann's Road	2
35	Green Lanes B	Terront Road, outside the West Green Primary School	4
36	St. Ann's	West Green Road, the south side, outside Nos. 151 to 157 West Green Road	2
37	Seven Sisters	Braemar Road along the flank wall of No. 42 Seaford Road	3
38	Seven Sisters	Braemar Road along the flank wall of No. 40 Seaford Road	4
39	Seven Sisters	Clyde Road, outside Clyde Road Estate Colsterworth Road	25
40	Seven Sisters	the north side, opposite Nos. 2 to 8 Colsterworth Road	6
41	Seven Sisters	the north side, opposite Nos. 10 to 14 Colsterworth Road	3
42	Seven Sisters	Tynemouth Road, the north side, outside the Health Centre	6
43	Seven Sisters South	Berkeley Road opposite No. 1 N15	6
44	Seven Sisters South	Berkeley Road N15 opposite No.27	5
45	Seven Sisters South	Vartry road outside Woodberry Down Baptist Church	4

Item	CPZ	Location	Parking Spaces
46	Seven Sisters South	Vartry Road N15; opposite Woodberry Down Baptist Church	9
47	Seven Sisters South	Vartry Road N15; opposite Nos. 182 to 154	7
48	The Hale	Ladysmith Road along the flank wall of No. 70 Dowsett Road	2
49	The Hale	Ladysmith Road along the flank wall of No. 72 Dowsett Road.	3
50	The Hale	Stoneleigh Road outside the rear of between Nos. 25 to 31 and 49 to 55	11
51	The Hale	Stoneleigh Road between outside the rear of between Nos. 13 to 23 and 49 to 63 Reed Road	14
52	The Hale	Stoneleigh Road opposite Stoneleigh court	6
53	The Hale	Stoneleigh Road opposite Palm Tree Court	3
54	Tottenham Hale North	Scotland Green outside Brook Place	13
55	Tottenham Hale North	Scotland Green opposite Brook Place	3
56	Woodside	Eldon Road along the flank wall of No. 558 Lordship lane	2
57	Woodside	Grainger Road along the flank wall of No. 490 Lordship Lane	4
58	Woodside	Granville Road, the north side, at its junction with Lordship lane	3
59	Woodside	New Road along the flank wall of No.55 The Roundway	5
60	Woodside	New Road along the flank wall of No.53 The Roundway	1
61	Woodside	Saxon Road, along the flank wall of No. 47 Eldon Road	4
62	Woodside	Tintern Road,	4
63	Woodside	New Road, outside Nos. 1a and 1b New Road	3

3.3 It has been established through parking beat surveys that permit holders will not be impacted by these proposals as there is sufficient parking opportunities in the surrounding area.

4 Statutory Consultation

4.1 The consultation on these changes were undertaken in two phases and advertised during February and March 2020.

4.2 The notice of proposal was published in the London Gazette and the Enfield and Haringey independent. Notices were placed on site in the vicinity of the proposals.

4.3 Although not a legal requirement, statutory notification letters informing of the process to respond to the consultation were displayed on street in close proximity to the proposals.

4.4 The following statutory bodies were also consulted on these changes:

- AA
- London Transport
- Police (local)
- Fire Brigade
- London Ambulance Service
- Freight Transport Association
- Road Haulage Association
- RAC
- Metropolitan Police (traffic)
- London Travel Watch
- Haringey Cycling Campaign

5 Statutory Consultation Responses

5.1 No representations have been received from the statutory bodies as detailed in section 4.4 of this report.

5.2 The council received a total of 39 objections to the proposals with the majority of these associated to the proposed changes in the Green Lanes CPZ area.

5.3 Table 2 below summarises the 39 objections received in response to 35 individual locations, which has been batched into the corresponding CPZ areas and proposed plans. The table below also summarises **officers'** comments and recommendations.

5.4 The locations where the Council received objections have been discussed with ward Councillors. The recommendations reflect those discussions and it has been agreed that residents who objected to the proposals, will be notified on what has been agreed.

Table 2

Item	Location & No of Objections	Representation	Officers Recommendation
1	Woodside CPZ 2 Objections Eldon Road and Saxon Road,	Objection Resident and business objecting state that changes will remove essential parking that all residents rely upon. There is enough parking for customers using shops.	Do not proceed with changes at these locations.
2	Seven Sisters South CPZ 5 Objections Varry Road & Berkeley Road	Objection Residents objecting state that changes will remove essential parking that all residents in her street rely upon.	Proceed with changes only at locations where no objections were received. Locations are detailed in table 3.
3	Seven Sisters CPZ 1 Objections All locations roads	Objection The resident objecting states the change will remove essential parking that all residents in their street rely upon.	Proceed with changes only at locations where no objections were received. Locations are detailed in table 3.
4	Green Lanes A CPZ 22 Objections All locations roads	Objection Objections are detail the loss of shared parking places will significantly impact on their ability to access parking whilst decrease their safety.	Do not proceed with changes at these locations.
5	Green Lanes B CPZ 1 Objection Clarence Road,	Objection The resident objecting states the change will remove essential parking that all residents in their street rely upon.	Do not proceed with changes at this location.
6	Bounds Green CPZ 1 Objection Manor Road	Objection The resident objecting states the change will remove essential parking that all residents in their street rely upon	Do not proceed with changes at this location.

Item	Location & No of Objections	Representation	Officers Recommendation
7	Bounds Green East CPZ 3 Objections Lascott's Road	Objection Residents and local business objected, stating that changes will remove essential parking that they all rely upon. The council is trying to make money from parking	Do not proceed with changes at this location.
8	Belmont CPZ 1 Objection Crawley Road,	Objection The resident objecting states the change will remove essential parking that all residents in their street rely upon	Do not proceed with changes at this location.
9	Fortis Green CPZ 2 Objection Fortis Green Avenue Midhurst Avenue	Objection The resident objecting states the change will remove essential parking that all residents in these streets rely upon	Do not proceed with changes at these locations.
10	Alexandra Palace CPZ 1_Objection Bedford Road	Objection 'one sentence description of objection'	Do not proceed with changes at this location.

6 Chief Financial Officer Comments

6.1 The capital costs of measures outlined in this report can be met from the Parking Plan funding which forms part of the 2020-2021 budget.

7 Legal Requirements

7.1 Before reaching a decision to make the necessary Traffic Management Order to implement or amend a CPZ scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act 1984 ("RTRA") (as amended) and the Local Authorities Traffic Orders (Procedure) England and Wales) Regulations 1996 (as amended).

7.2 In carrying out the notification the council must comply with the principles ("**Sedley Principles**") set out also by the courts which are: that notification must

be at a time when proposals are still at a formative stage; that the proposer must give sufficient reasons for any proposal to permit of intelligent consideration and response; that adequate time must be given for consideration and response; and that the product of notification must be conscientiously taken into account in finalising any statutory proposals. All objections received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.

7.3 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 paragraph 8 and 9 of the RTRA.

7.4 By virtue of section 122, the council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters: -

(a) The desirability of securing and maintaining reasonable access to premises.

(b) The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic to preserve or improve amenity.

(c) The national air quality strategy.

(d) Facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.

(e) Any other matters appearing to the council to be relevant.

8 Comment of the Head of Legal Services

8.1 Other than the requirements set out in section 8 above there are no other legal implications arising out of this report.

9 Equal Opportunities

9.1 During the statutory notification period any interested parties are permitted to make representations regardless of where they live or work.

10 Summary

10.1 In February and March 2020, the Council proposed to make changes to 63 separate shared use parking places across the borough to provide Pay by Phone parking only.

10.2 In response to those proposals, a total of 39 objections were received. The majority of the objections were from residents, with a small number from local businesses. Ward Councillors raised concerns relating to these changes. It was

agreed that locations that received objections would not be changed at this time.

- 10.3 The objections received were in response to 35 separate proposed locations. To summarise the comments received most people responded saying changes would affect their ability to park. Therefore, these locations will be removed from our proposals and will not be taken forward.
- 10.4 The 28 locations where we received no objections are detailed in Table 3 below. Officers recommend that the Council implement the changes to convert these locations from shared use parking to pay by phone parking at these locations.

Table 3

Item	CPZ	Location	Recommendation	Parking Places
1	Alexandra Palace	Bedford Road opposite Nos. 17 to 27	Convert to pay by phone parking place.	8
2	Alexandra Palace	Crescent Road between opposite No. 7 Crescent Road and its junction with Dagmar Road	Convert to pay by phone parking place.	14
3	Alexandra Palace	Palace Gates Road, outside Nos. 16 to 24 Palace Gates Road	Convert to pay by phone parking place.	6
4	Bounds Green East	Cheshire Road, along the flank wall of No. 34 Myddleton Road	Convert to pay by phone parking place.	5
5	Bounds Green East	Marquis Road along the flank wall of No. 455 High Road	Convert to pay by phone parking place.	2
6	Bounds Green East	Marquis Road along the flank wall of No. 457 High Road	Convert to pay by phone parking place.	3
7	Bounds Green East CPZ	Nightingale Road outside No. 1 Nightingale Road	Convert to pay by phone parking place.	2
8	Bounds Green East CPZ	Nightingale Road opposite No. 1 to 7 Nightingale Road	Convert to pay by phone parking place.	7
9	Bounds Green East CPZ	Truro Road, at its junction with No. 365 High Road	Convert to pay by phone parking place.	3
10	Green Lanes B	Abbotsford Avenue, along the flank wall of no. 293 West Green Road	Convert to pay by phone parking place.	3
11	Green Lanes B	Etherley Road along the flank wall of Nos 325 West Green Road	Convert to pay by phone parking place.	3
12	Green Lanes B	Etherley Road along the flank wall of Nos 327 West Green Road	Convert to pay by phone parking place.	3

Item	CPZ	Location	Recommendation	Parking Places
13	Green Lanes B	Glenwood Road, along the flank wall of No. 434 St Ann's Road	Convert to pay by phone parking place.	2
14	Green Lanes B	Terront Road, outside the West Green Primary School	Convert to pay by phone parking place.	4
15	St. Ann's	West Green Road, the south side, outside Nos. 151 to 157 West Green Road	Convert to pay by phone parking place.	2
16	Seven Sisters	Clyde Road, outside Clyde Road Estate Colsterworth Road	Convert to pay by phone parking place.	25
17	Seven Sisters	the north side, opposite Nos. 2 to 8 Colsterworth Road	Convert to pay by phone parking place.	6
18	Seven Sisters	the north side, opposite Nos. 10 to 14 Colsterworth Road	Convert to pay by phone parking place.	3
19	Seven Sisters	Tynemouth Road, the north side, outside the Health Centre	Convert to pay by phone parking place.	6
20	Seven Sisters South	Berkeley Road opposite No. 1 N15	Convert to pay by phone parking place.	6
21	The Hale	Ladysmith Road along the flank wall of No. 70 Dowsett Road	Convert to pay by phone parking place.	2
22	The Hale	Ladysmith Road along the flank wall of No. 72 Dowsett Road.	Convert to pay by phone parking place.	3
23	The Hale	Stoneleigh Road between outside the rear of between Nos. 13 to 23 and 49 to 63 Reed Road	Convert to pay by phone parking place.	14
24	Woodside	Grainger Road along the flank wall of No. 490 Lordship Lane	Convert to pay by phone parking place.	4

Item	CPZ	Location	Recommendation	Parking Places
25	Woodside	Granville Road, the north side, at its junction with Lordship lane	Convert to pay by phone parking place.	3
26	Woodside	New Road along the flank wall of No.55 The Roundway	Convert to pay by phone parking place.	5
27	Woodside	New Road along the flank wall of No.53 The Roundway	Convert to pay by phone parking place.	1
28	Woodside	New Road, outside Nos. 1a and 1b New Road	Convert shared used parking place into residents permits holders only	3

11 Recommendations

11.1 It is recommended that the Head of Service for Highways and Parking:

- I. Approve to proceed with the changes to convert ‘shared use parking places’ to ‘pay by phone only parking’ as set out in Table 3 above.
- II. Approve that residents, businesses and ward councillors be informed of **the Council’s decision.**

List of Appendices

- 1 Details of objections to proposals and Decisions reached
- 2 Plans Detailing Proposed Changes for Approved Locations as Setout in Table 3-Section 10.

APPENDIX 1

Details of objections to proposals

CPZ	Road Name	Decision	Details
WS	Saxon road	Objection upheld	<p>We do not understand the rationale for the changes, in that parking should be available for all users within the local community. Parking in this area does not impact on traffic flow and in its current form there is a mix of parking bay use which is just about satisfactory to residents, business users and pay & display users alike. We have operated a business at 1a Saxon Road (behind 47 Eldon Road) for over 40 years, and pay for business permits for our vehicles to use the shared bay along the flank wall of 47 Eldon Road, as mentioned in Schedule 1 – Woodside CPZ. We load vehicles from our premises whilst they are parked in this bay and park them here also whilst preparing to load and unload our vehicles from our business. By changing the use of this bay to pay & display only, it will mean that we would have to pay additional costs to park the vehicles whilst loading vehicles, subject to spaces being available, or risk receiving parking tickets whilst loading and unloading. It will therefore make the operation of our business – which is already difficult enough with current restrictions – far more difficult.</p> <p>We appreciate that you are still allowing use of the mixed use bay in Eldon Road but much of the goods and equipment loaded onto these vehicle is bulky and heavy and it is simply not practical or feasible to move this to vehicles parked some distance away. There would be Health & Safety implications for both our staff and the public especially give the uneven nature of the pedestrian areas between our premises and the bays in Eldon Road. The additional time and effort involved in safely loading products and equipment would present significant operational difficulties and costs as well. The shared use bay in Eldon Road, (outside 39-47 Eldon Road), will be insufficient to cope with the demand from residents, business users and pay & display users if the bay in Saxon Road as well as the one in Eldon Road along the flank wall of 558 Lordship Lane are no longer available to business & residential use. There is more than sufficient resident's bays in the area but limited business bays. One option could be to make the proposed change to include business use as well as pay & display in this bay, leaving the rest of Saxon Road to service the needs of residents, as now, with resident permit bays. We appreciate that the council may wish to generate revenue from pay & display parking and offer more availability of short term parking and feel it would be more appropriate and beneficial if a pay & display bay was introduced in what is currently a largely unused resident's bay on the opposite side of the road along the flank wall of 49 Eldon Road. Vehicles are rarely parked here anyway and this could be done without any major cost other than a change in signage given the pay & display is operated by phone anyway. This could be given a mixed use bay status to allow for residential use as well. By making this change to the current mix of bay use, it will impact negatively on the day to day running of our business as well as add additional costs. We as a business are already struggling with day to day costs, which include the fees paid for business permits, as well as the introduction of all of the other road use charges that we now incur. This will add to this and as far as we can see, offer no real benefit to anyone else in this area.</p> <p>We would welcome the opportunity to meet with your team, either at your offices or, better still, here in Saxon Road to discuss these issues in more detail and better explain our objections to the proposal. We recognise the importance of meeting the needs of the community as a whole and would like to find a workable solution</p>

CPZ	Road Name	Decision	Details
			that meets the needs of all residents, business users and pay & display users as well as the Council.
7SS	Berkeley Road and Vartry Road	Objection partly upheld	<p>I am a resident who pays for a parking permit in the zone where I have seen that you are considering changing the parking restrictions. It has been less than 12 months since the parking restrictions were introduced in Vartry Road where the reason given to introduce the restrictions was that it would benefit the residents and allow them to park where they live. Parking in the area had always been difficult but since the restrictions there has been a significant improvement which I think suggests that this has been a success. Now I see that you are proposing to restrict the number of parking places available to local residents by converting all the shared PaybyPhone and resident permit holder parking spaces to Pay by Phone only. I can see no advantage to local residents, such as myself, in doing this. This is going to restrict the places that we can park and if we are unable to find a place to park and we have to park in one of the PaybyPhone parking spaces we will need to pay twice. I cannot see how this is of any benefit to the local residents and the only benefit I can see to this is to the Council in allowing them to charge even more for parking in the area.</p> <p>If you are concerned about the availability of short term parking for non-residents in the area surely it would make more sense to create more shared Pay By Phone and permit only spaces rather than restrict the number of available spaces to residents.</p> <p>Please accept this e-mail as my objection to the proposed changes to parking in the area on the basis that this will limit the available parking to residents and is purely a money making strategy for the Council. As an alternative I would suggest that, if you are concerned about the availability of short term parking in the area, that you introduce more shared Pay By Phone and permit only parking spaces.</p>
GLA	All roads	Objection upheld	<p>An observant member of Harringay Online has spotted a traffic order attached to a lamp post that converts the bays at the bottom of some Ladder roads for shared visitor/resident to visitor only spaces.</p> <p>Whilst I fully support the change to online payment of parking charges, the accompanying removal of residents' parking is a very retrograde step. In addition to removing residents' parking this change encourages shoppers to drive here by making parking easier for them.</p> <p>If this change were to be combined with a move to limit parking on Green Lanes, I could see some sense in it. As it is, I can't even begin to understand the logic. I strongly object to this change as it is currently proposed and would ask that the Council rescinds this order prior to its implementation.</p> <p>To the councillors who are copied on this mail, I would urge you to support my objection and lobby for the immediate withdrawal of the order.</p>
BGE	Lascotts Road	Objection upheld	<p>I am appealing for you to stop the change to parking in LASCOTT'S RD..As using a car to visit properties is essential to my job. Also we have already paid for parking permits.</p>
GLA	All roads	Objection upheld	<p>Some of our members have brought to the LCSP's attention proposed new traffic Orders which have appeared on lamp-posts on Ladder roads.</p> <p>The effect would seem to be to remove joint residents'/visitors' parking spaces in favour of visitors only – and this at a time when LBH has declared a climate emergency and is supposedly trying to discourage car use in favour of walking, cycling and public transport (with which Green lanes is well supplied).</p> <p>We therefore urge that those responsible for these proposals think again about the implications both for traffic in the local area and in the light of the Council's policy to reduce vehicular emissions.</p>
WS	Eldon Road	Objection upheld	<p>I assume the proposal was made in the first place to attract and accommodate shoppers to the area and therefore help businesses in the area. Being one of those business owners I appreciate the idea.</p>

CPZ	Road Name	Decision	Details
			<p>I further assume (and remember I am making these assumptions because I have not been able to see your plans or your reasoning behind them) that you feel that there is a shortage of parking spaces available to prospective shoppers.</p> <p>The fact is that there are enough spaces but because they are of shared use the spaces are taken up by other resident permit holders.</p> <p>Whereas business permit holders like myself are limited to parking only in these "shared use " bays, there is no restriction stopping resident permit holders also using them. In fact at practically any time of the day it can be guaranteed that half the bays are being used by resident permit holders.</p> <p>On a personal basis I have to carry vacuum cleaners in and out of my shop and to the car but am seldom able to park close to it.</p> <p>The important issue here is that because "everyone " can park in a shared use bay they are in short supply.</p> <p>Perhaps your proposal could consider either prohibiting resident permit holders from using "shared use " bays, or perhaps allowing business permit holders to use the standard residents permit parking bays. After all if one looks at the roads in the area during business hours one can see lots of empty parking spaces , available only to residents, which are going spare because either the residents do not own enough cars or the spaces are not required during the day.</p> <p>There are lots of parking spaces but they are simply being wasted.</p> <p>There is of course another aspect to be considered.</p> <p>When the controlled parking zones were set up and indeed then extended, we were told it was necessary because it would stop commuters who wished to use Wood Green station to get in to town and would therefore clog the street parking with the cars they would abandon there during the day.</p> <p>Well if this is the case, why not still achieve that aim by making the local parking restrictions apply for say one or perhaps two hours during the middle of the day. Both Finchley and Islington use such a system and it is very effective and allows visitors to be able to park and use the local sops. Then perhaps you may even consider allowing business permit holders to park in residents bays.</p> <p>There are many issues and options to consider before this proposal is passed.</p>
B	Crawley Road	Objection upheld	<p>In respect of the above the notice which was posted on lamposts. The notice suggested looking at "haringey.gov.uk/traffic_orders." If this page exists it is singularly difficult to find.</p> <p>I live at 34 Crawley Rd. This is a residential street. Like my neighbours I have a young family. The notice on the lampost seems to suggest that parking will no longer be available for resident parking permits. If that is correct, then I must object in the strongest possible terms. I can see no justification for it.</p> <p>Can you please reply by COP tomorrow so that if I have understood correctly I can escalate accordingly</p>
GLA	All roads	Objection upheld	<p>These amendments follow on from the reduction of Green Lanes A CPZ resident parking facilities as part of the recent re-arrangements in Wightman Road. This has already resulted in a sizeable loss of residents parking facilities in the Green Lanes CPZ A, and CPZ B.</p> <p>I strongly object to this change as it is currently proposed and would ask that the Council rescinds this order prior to its implementation.</p> <p>This amendment penalises resident permit holders whilst encouraging other vehicle owners to use their vehicles as a means of transport to visit an area of the borough that already suffers from high air pollution levels, above EU limits.</p> <p>https://communitymaps.org.uk/project/air-quality-monitoring/contribution/6990?center=51.5848:-0.0998:15&tab=1</p> <p>The recently adopted "Development of the new Haringey Health and Wellbeing Strategy for 2020-2024" on February 12th, 2020, stated that it would set out priority areas for health and wellbeing. 2 of these areas were to</p>

CPZ	Road Name	Decision	Details
			<p>improve air quality through the Haringey Air Quality Action Plan, and to reduce carbon emissions through the Haringey Borough Plan. Please note that this strategy was adopted 2 weeks before the amendment notice was published. Green Lanes Haringay not only has some of the best public transport facilities in the borough with 4 bus routes 29, 141, 341 & W5, plus a TFL overground station at Green Lanes Haringay, 2 TFL underground stations at Manor House, and Turnpike Lane, and two mainline stations (Haringay & Hornsey) however it also suffers from high air pollution levels.</p> <p>I fail to understand how reducing resident's available parking space from dual use, permit parking and "pay-by-phone", to single use "pay-by-phone" will promote healthier High Streets by making concessions through the creation of more available parking for non-residents. Surely it would be more sensible to install more bicycle parking and making an overt attempt to reduce motor traffic along Green Lanes High Street if curtailing resident permit parking is the new policy.</p> <p>I have tried to find the arguments for these amendments at "www.haringey.gov.uk/traffic_orders" as suggested on the notice but there is no mention that I could find. There would appear to have been only the most minimal attempts to consult and inform the residents whose parking facilities will be affected - one A4 laminated notice per street. Please can you tell me which organisations and individuals have been consulted regarding the proposed amendments, and the means by which they were consulted, or if any vested interests have lobbied for these changes. Or do will I have to submit a freedom of information request?</p>
FG	Fortis Green Avenue	Objection upheld	<p>Thank you for your reply. Ref proposals, I would object on the following basis:</p> <ol style="list-style-type: none"> 1. There is typically plenty of parking during the CPZ enforcement period – i.e. 11-1PM. 2. The peak period is actually in evenings round dinner time. Which means I normally have to find a spot in Annington Road. Marking the shared bay into pay by phone will just mean the two spots will be empty unused most of the time, while transferring making existing 11-1am resident CPZs busier. I think that defeats the purpose of the proposal. 3. If there is a real concern from businesses on parking constraints during 11-1PM, I would fully support converting more Resident Only bays into shared use parking bays. This will ensure maximum utilisation of all bays.
AP	Bedford Road	Objection upheld	<p>For attention of Ann Cunningham.</p> <p>I'm writing with regard to the Public Notice outside my house on Bedford Rd, N22 7AX regarding conversion of parking places to pay by phone. I don't understand what the implications are for my husband and me who have residents parking permits and visitor parking permits. Does this mean we are no longer able to use resident permits to park outside our house? In order to clarify the situation, we followed the instructions on the notice and went to Alexandra House. No one I spoke to was able to explain it either. I was sent from Alexandra House to River Park House and finally to the Parking team at the Library. No one seemed to understand what it meant so I am hoping that by writing to you I will get clarification.</p>
FG	Midhurst Avenue	Objection upheld	<p>I would like to raise objections to the proposed parking arrangements adjacent to Midhurst Avenue N10.</p> <p>We have been pleased with the original introduction of a resident's parking zone in our street, it has improved the availability of parking spaces in our street. However there have still been some occasions on which we have been</p>

CPZ	Road Name	Decision	Details
			<p>forced to park at some considerable distance from our house or in the next street. The proposed changes will impact on this further by reducing the number of spaces available to residents by about six vehicles. In addition the introduction of baying bays on Fortis Green will increase the number of cars parking in our street to avoid the charge. While introducing charges to parking spaces on Fortis Green may reduce the parking on a busy road, the current parking arrangements do act as a traffic calming measure near the pedestrian crossing, one which I approach with trepidation as vehicles often do not stop and appear not to see pedestrians even when they are crossing.</p> <p>Thank you for your attention to this matter.</p>
BGE	Lascotts Road	Objection upheld	<p>Please take this email as objection to Council suggestion for Pay and Display. We have recently spend £1000's purchasing essential car permits and as a local business we need to park there and have easy access getting in and out for viewings & inspections.</p> <p>Theo Savva Partner</p>
BG	Manor Road	Objection upheld	<p>Currently there are around 7 or 8 spaces at the top of Manor road hardly being used.</p> <p>To install another bay on this busy residential road will make it near on impossible for resident parking permit holders to find a space</p> <p>I strongly object.</p> <p>More pay by phone should be allowed on residential streets near The High Road so people can shop there</p>
7SS	Vartry Road	Objection upheld	<p>I live at the property 494 Seven Sisters Road.</p> <p>Due to living on a main road, it is currently not possible to park outside my house.</p> <p>The closest place to park is on Varty Road, by the Baptist Church, which already is already quite a walk from my front door, when you are carrying shopping & other heavy items in. Due to it being a Double Red Line outside my house, bringing in any heavy items is already difficult. When we installed some new cupboards, it took just as long to carry them in as it did to assemble, seeing as they had to come all the way from Varty.</p> <p>To make the only parking close to my house a pay by phone only bay seems unreasonable due to the lack of available parking spaces for residents as it is.</p> <p>You can still create more availability for short term parking while leaving the current CPZ in place. I'm not against more pay by phone bay's being installed, however it should not affect the residents to a point where it is prioritized over them. I pay yearly to be part of the CPZ and removing these bays as part of the CPZ is unjust and unfair.</p> <p>As a side note, due to the types of shops on the high street next to my house being quiet most of the time, I do not deem is necessary to be honest to install pay by phone pays. I think to encourage shopping there should in fact be more free shopping, making it easier for people to stop and use the shops.</p>
7SS	Vartry Road	Objection upheld	<p>I would like to object to the proposed conversion of shared use parking places into pay by phone only parking places, Known as T14</p> <p>i Live with my family on seven sisters road corner vartry road where the only place i can park is on vartry road outside woodberry down baptice church there many more locals with valid cpz permits parking there every day , i feel it is verry unfair of haringey council to have no concerns for there local residence ,</p>

CPZ	Road Name	Decision	Details
			<p>by changing the use to pay by phone only i will be forced to park extremely far from my home and with a family of small kids it will put hem in danger running on the streets ,and carrying heavy shopping is hard enough as it is now where i cant park outside my house as i live on the main road where there is no parking at all any time of the day</p> <p>this proposed change will make it impossible for our day to day life therefor i beg the council to show a little respect for the local residence and object this proposed change</p>
7SS	All Roads	Objection partly upheld	<p>I would like to object to the posed conversion of shared use parking places into pay by phone parking places: Berkeley Road N15 and Varty Road N15</p> <p>I live with my family on Seven Sisters Road where the only place I can park is in Vartry Road outside Woodberry Down Baptist Church, there are many more local with a valid CPZ permits parking there every day.</p> <p>If you will change posed conversion of shared use parking places into pay by phone parking places we will be forced to park extremely far from our homes, it will put our little kids in danger whilst running on the streets, etc. carrying heavy shopping bags, this will make it impossible, the parking situation is hard enough as it is now.</p> <p>I'm begging you please please leave the parking area as it is.</p>
GLA	All Roads	Objection upheld	<p>There is already a shortage of residents-only parking spaces on Manor Road and surrounding roads on weekday and weekend evenings. This is caused, I think, by reduced on-street parking on Whittington Road resulting from the steady rise of off-street parking spaces. Reducing residents' parking capacity on Manor Road by removing 10 parking spaces will obviously make this problem considerably worse.</p>
7SS	Vartry Road	Objection upheld	<p>Dear Sir/Madam, I am writing to you regarding the little A4 letter that has been posted in few poles on our road, which not many people can actually see. This has been done before with the residence parking and there must be a law against it. No many people will be aware of the changes because no many can see them. I do not agree in having the public parking and the residence parking change into just public parking as all the people that are residence and park up to the top of the road will have to park in the lower road, which it means it will be crowded again and no spaces on particularly on my road will be there. We paid and changed the road parking to avoid having no space to park in our street. So no and I am sure that if you ask people on the entire residence, they will think the same.</p>
GLB	Clarence Road	Objection upheld	<p>I would like to register an objection to the proposed changes to parking on Clarence Rd N15.</p> <p>The fact is, these spaces are already full on both sides, most of the time because residents use them. There are already parking issues here.</p> <p>One resident puts her wheelie bin out to save a space, then becomes verbally aggressive if you move it. Ignored by the wardens.</p> <p>People without disabilities or blue badges park on the disabled bay when they are popping to the shop.</p> <p>Someone who drives people with disabilities around abuses the blue badge he needs for his job to park in the disabled spot if no other permit spaces are free. With no proof nothing can be done. It is what it is. Until the council is going to make it harder for residents.</p> <p>My son, who is a blue badge holder, needs that disabled space, or a space close to the house due to his disabilities; this decision will negatively affect him.</p> <p>If only one side is permit only until 6pm the situation is going to get worse, and neighbours are already getting resentful of each other over parking.</p>
BGE	Lascotts Road	Objection upheld	<p>A couple of years ago Haringey introduced pay and display or permits only parking on the neighbouring roads to our offices between 11am – 1pm.</p>

CPZ	Road Name	Decision	Details
			<p>As we had no option, we have spent a small fortune on daily permits and essential services permits for all of our cars, some of which have cost in the region of £700 per vehicle.</p> <p>Last week notices were erected on the neighbouring roads advising that the bays were now being turned into pay and display only meaning all of the permits we have bought are obsolete and we have no where to park without paying a small fortune every day.</p> <p>We are really concerned about this and have sent a letter to the council to oppose the changes (copy attached) but wondered if you had any advice on the matter or know of anyone we could speak to?</p> <p>Apologies for contacting you if this is something you can not assist with but we are really struggling with this,</p>
GLA	All Roads	Objection upheld	<p>I am writing to lodge my objections to the proposals to change the shared parking facilities in Umfreville Road, London N4.</p> <p>The parking facilities in Green Lanes "A" CPZ have been severely curtailed following the re-vamping of Wightman Road. Further proposed reductions will have a negative effect on the RESIDENTS of the road.</p> <p>The Council has a commitment to reduce pollution, particularly in the Green Lanes area and to allow further vehicles to come in is a contravention of this commitment. There are numerous public transport facilities available - buses, no.29/141 and 341. In addition, there is the overground train at Harringay Green Lanes and a short walk from Manor House tube, and Harringay national rail station.</p> <p>There cannot be a serious need to have additional visitor parking spaces available.</p> <p>I would also like to point out that the limited number of notices in the road means that there is not enough information available. I would have expected a mail drop for this type of change.</p> <p>It is of concern to me that commercial interests are taken by the Council over and above those of the residents without full and proper consultation with all parties.</p> <p>I also note that, yet again, there seem to be very limited change to the parking facilities in 'The Gardens' which also lead onto Green Lanes. One can only wonder why.</p>
GLA	All Roads	Objection upheld	<p>I would like to register my objection to the proposed conversion of shared use parking spaces at the Green Lanes end of Ladder and Gardens road, to Pay-by-phone only. Parking for residents is in short supply in this area, despite the large amount we pay each year to have the right to park in the street. The changes to Wightman Road have pushed more parked cars on to other end of our streets, and now you seem to be proposing a similar squeeze at the Green Lanes end. The evenings after 6.30 are already free for public parking, which in itself causes problems for residents because of all the restaurants and late-night shops, so any further attempt to limit the amount of parking spaces reserved for residents will be strongly resisted.</p> <p>I would also like to register my anger that this proposal was not submitted in writing to all the residents whom it will affect, so that we only just found out about it through a local online forum, and with very little time left to make our views known. This is not in any sense of the word a 'consultation'. Despite the strength of the traders' lobby, I would like you to consider that this is still principally a RESIDENTIAL area, and any changes will affect us directly.</p>
GLA	All Roads	Objection upheld	<p>I would like to object to this order and the changes to the residents CPZ. Haringey Council has a stated policy of working to reduce car journeys and</p>

CPZ	Road Name	Decision	Details
			congestion and parking in and around Green Lanes is already bad. In addition, air pollution is missing targets and we are in a climate emergency. Any steps which encourage car usage are counter-productive especially for local residents – as this order clearly does
GLA	All Roads	Objection upheld	<p>I want to oppose, in the strongest terms, your intention of:</p> <p>Various roads – proposed conversion of shared use parking places into pay by phone parking places and other parking place amendments various controlled parking zone amendment orders 202*t18</p> <p>I almost don't know where to start.</p> <p>Firstly, this proposal seems to have been totally hidden by the council and is a huge change to parking arrangements by stealth and is entirely undemocratic. Shame on you.</p> <p>This sort of change should be publicised online and through the proper channels.</p> <p>Secondly, this is totally counterintuitive. Most research shows that less parking encourages customers to businesses, not more.</p> <p>Thirdly, Haringey Council has committed to try to reduce car use throughout the borough, so making more car parking spaces available is totally contrary to this policy. Encouraging car use through more parking spaces creates more pollution and worse health outcomes for all your residents.</p> <p>Can you please explain why this proposal has been done by stealth?</p> <p>Finally, as the recent surveys showed, there is not enough car parking spaces for residents in this borough, taking them away from residents and giving them to local businesses is punishing residents to appease businesses.</p> <p>Every once in a while, it would be terrific if Haringey Council put its residents before business interests.</p> <p>We need less traffic through this borough, not more</p>
GLA	All Roads	Objection upheld	<p>Dear Sir/Madam,</p> <p>I am writing in response to the proposed removal of permit parking spaces for them to become pay by phone spaces.</p> <p>It appears the reason for this is to encourage more people to drive in to the area to shop at the stores/dine at the restaurants, etc.</p> <p>Firstly, as a borough Haringey has talked about decreasing traffic. This appears to be a retrograde step that will encourage more traffic in the area, including to very busy areas such as Green Lanes and Wightman Road.</p> <p>Secondly, there have been a large number of studies carried out that suggest that the amount of trade from motor vehicle traffic is vastly overestimated.</p> <p>Does Haringey have any empirical evidence that these parking spaces are required.</p> <p>If Haringey is of the belief that there are sufficient permit parking spaces in these areas then I would suggest that more spaces are given to the hugely oversubscribed bike hangers rather than the backward step of just encouraging more motor vehicle traffic.</p>
GLA	All Roads	Objection upheld	<p>I have just become aware of the council's plans to reduce resident parking at the ends of some roads along Green Lanes in favour of more spaces for visitors to local businesses. If this was going to be done as part of a wider initiative to remove parking from Green Lanes in order to make it more pleasant and safer to walk and cycle down, I would understand. But simply adding more parking spaces for visitors just encourages more people to drive to the area. Green Lanes is so well connected by public transport this is both completely unnecessary and incompatible with the council's plans to reduce the number of car journeys taken in the borough.</p> <p>I live just off Green Lanes and have been following the council's plans to improve infrastructure for walking and cycling closely. The single worst thing</p>

CPZ	Road Name	Decision	Details
			about where I live is having to walk, push a buggy and cycle up and down a main road where air pollution regularly exceeds legal levels. I am dismayed at this current plan to encourage more, rather than less, car journeys to contribute to this problem. Research from Walthamstow's 'Little Holland' and elsewhere has shown that reducing access to cars does not actually reduce footfall for local businesses
GLA	All Roads	Objection upheld	<p>I have concern over the proposed change of shared use parking spaces to visitor only spaces at the junction between green lanes and the Harringay ladder roads,</p> <p>I am a resident at Wightman road and since the works on this road we have increasingly had issues with finding parking spaces so I am having to park on the ladder rungs which can also be a little bit of a challenge</p> <p>Never mind the pollution side of the argument. We should not be encouraging people to drive to green lanes anyway. There is a train line and multiple bus routes what else do visitors/shopkeepers need?</p> <p>In short, please please please do not dedicate more spaces as visitor only spaces ignoring local residents</p>
GLA	All Roads	Objection upheld	<p>The Gardens Residents Association (GRA) is the umbrella organisation and key stakeholder in the local area and aims to represent the views and concerns of some 1000 households in the nine streets of Stanhope, Portland, Doncaster, Rutland, Roseberry, Chesterfield, Kimberly, Cleveland & Warwick Gardens N4, collectively known as the Gardens. The GRA also works closely with other stakeholder groups in the area.</p> <p>We are writing on behalf of the Gardens Residents' Association (GRA) to inform you that we object to the above Borough wide proposal Schedule 1 area.</p> <p>Our organisation feels that Haringey Council should be encouraging the reduction of car journeys in the borough. This proposal is the opposite and encouraging more car usage across our Borough and into our local area by proposing converting joint resident and visitor parking places to visitor only. In the Harringay Green Lanes area there are plenty of car parking spaces provided for visitors as well as for deliveries to the local businesses. Spaces are available along Harringay Green Lanes, Grand Parade, Gardens & Ladder headers already for visitors. In the Gardens Estate N4 alone in the cross streets many spaces are not taken up by visitor's pay/ by phone even on free parking days on a Sunday thus meaning there are a surplus of visitor spaces.</p> <p>The Gardens Residents Association (GRA) are very confused and extremely concerned that such a proposal should be put forward by the Council. Why are resident parking spaces being removed in favour of paying visitors?• This proposal will increase and encourage car usage locally and across the Borough</p> <ul style="list-style-type: none"> • Is removing vital car parking spaces for residents that our organisation represents. • Further visitor car parking isn't required for a healthy high street and it seems • remarkable and very strange that the Council would wish to consider and request such an order encouraging more car usage. • The Borough and especially the Harringay Green Lanes area are served by a fantastic public transport network. Haringey Council should be encouraging wider public transport usage rather than promoting car driving across the Borough which this proposal does. Harringay Green lanes alone is served by: <ul style="list-style-type: none"> • 3x major buses routes – 29, 141, and 341 as well as a local W5 bus route making it 4 bus routes serving our High Street. • Gospel Oak to Barking – Overground • Harringay – Main Line station • Manor House Tube – Underground. <p>We are also extremely concerned that our organisation (that has been established for 21 years) has not been contacted directly by the Traffic</p>

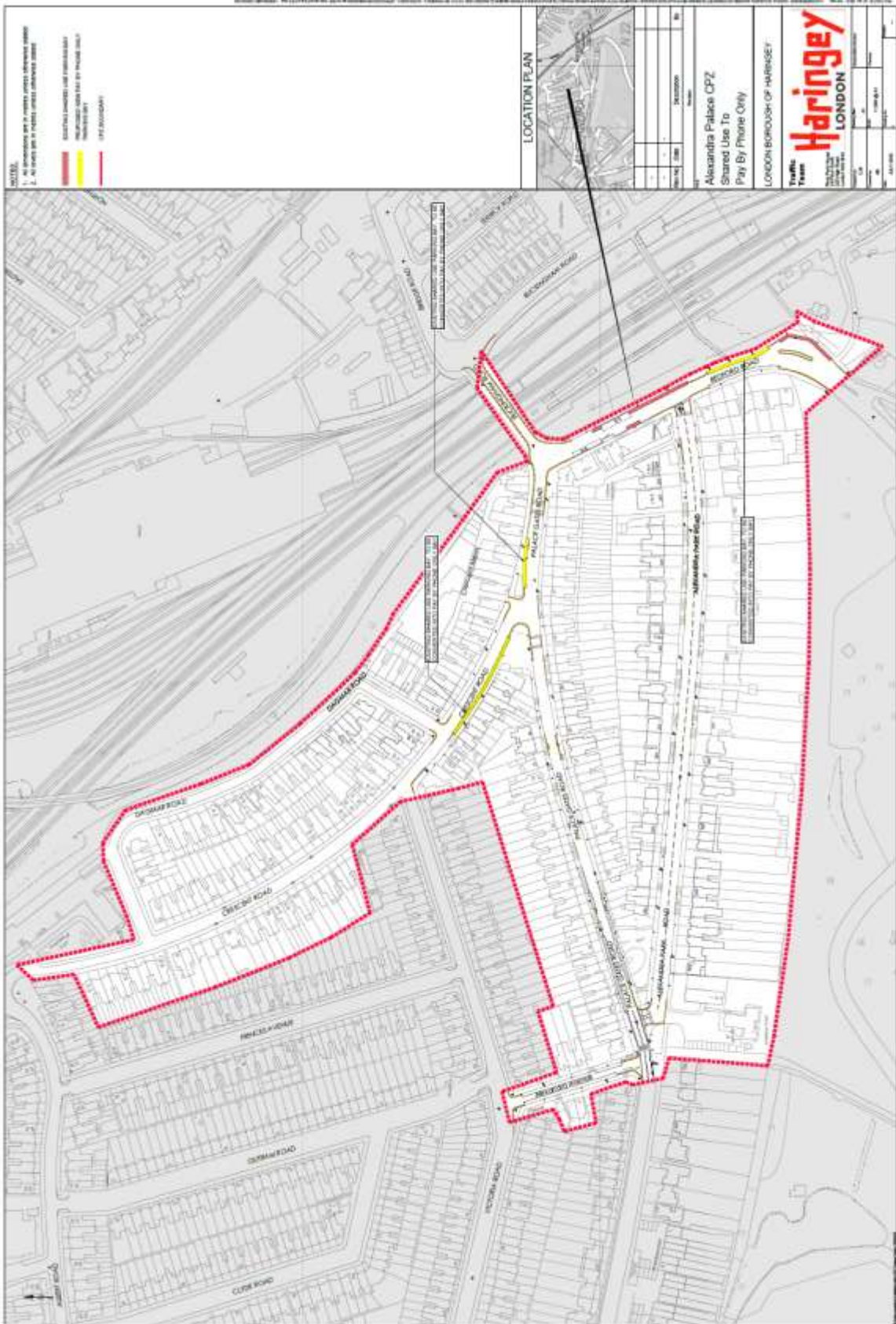
CPZ	Road Name	Decision	Details
			<p>Management Department concerning this consultation. The Council is fully aware of our organisation and has worked in partnership with us for many years.</p> <p>We very much look forward to hearing from you concerning the outcome and take on board that implementing such a policy would go against the Council's own transportation and GLA policy, which is to encourage; walking, cycling and use of public transport</p>
GLA	All Roads	Objection upheld	<p>I am writing to implore you to please not grant permission to erect new visitor spaces in the green lanes area. Having the spaces encourages people to 'chance' finding a parking space thereby driving instead of taking transport. We are one of the best connected parts of London, with 3 train lines, numerous bus routes and we are permanently surrounded by traffic, very often at a standstill down green lanes. As a resident I will only get in my car at specific times so that I don't get stuck in traffic. When air pollution is bad my son can't breathe and coughs all night keeping all of us awake.</p> <p>Please consider only granting permission for traffic calming measures in the green lanes area. We must address this problem. Encouraging visitors in cars will not help us to reduce the traffic and lower the air pollution</p>
GLA	All Roads	Objection upheld	<p>I live in Rutland Gardens N4. I strongly object to your proposal to change some shared visitor/residential parking spaces into solely visitor pay and display spaces near where I live. This goes against government strategy to reduce London's pollution. Visitors should be encouraged to come here by public transport, NOT BY CAR. We have an abundance of fantastic public transport options here, instead you are encouraging FURTHER POLLUTION of an already highly polluted high traffic area.</p> <p>Shame on you.</p>
GLA	All Roads	Objection upheld	<p>I am writing to support the enclosed GRA's letter of objection to the Council's proposal in reference. I am a resident of Stanhope Gardens close to Green Lanes and strongly believe that the Council's policy towards private car access to the Green Lanes shopping and eating facilities is unsustainable and counterproductive. It encourages the development of a single type of restaurants which attract customers from outside the area and tend to come in large numbers by car especially in the evening and at weekends, at the expense of a more diverse, sustainable type of businesses aimed at local residents.</p> <p>Instead of making parking for private car easier, the Council ought to impose controlled parking 24/7</p>
GLA	All Roads	Objection upheld	<p>I am a local resident, of Stanhope Gardens, N4. I understand from the Garden Residents Association that you have proposed a change in policy which would result in a change in parking spaces, which would allow more visitor parking. As the attached letter from the GRA states, this would negatively affect residents for the reason stated therein.</p> <p>As a local resident who will be negatively impacted, I believe my household, and those of my neighbours should have been consulted prior to any policy reasons.</p> <p>For these reasons, I believe the change in policy should be rejected.</p>
7S	All Roads	Objection partly upheld	<p>I wish to register my objection to this proposal and in particular the part relating to the Seven Sisters CPZ.</p> <p>As a resident who has a Seven Sisters CPZ permit and who regularly has problems parking his car due to overcrowding and lack of CPZ spaces I cannot see how reducing the number of shared spaces to add to the number of pay by phone only would help residents and would in fact cause greater issues trying to park.</p>

CPZ	Road Name	Decision	Details
			<p>I have asked previously for the number of permit holders in my own street, Southey Road, and the next street, Elizabeth Road, but this information has not been forthcoming. Perhaps providing it now might alleviate my concerns.</p> <p>In addition Russell Road was Convert a couple of years ago to St Annes CPZ which further reduced the casual parking spaces making over-crowding in our roads even worse and when I commented to the Council that making it all St Annes seemed ludicrous as that road had plenty of Estate Parking and the Southey Road end of it was actually used by Seven Sisters CPZ permit holders this was rebuffed</p>
GLA	All Roads	Objection upheld	<p>I am writing to support the enclosed GRA's letter of objection to the Council's proposal in reference. I am a resident of Stanhope Gardens close to Green Lanes and strongly believe that the Council's policy towards private car access to the Green Lanes shopping and eating facilities is unsustainable and counterproductive. It encourages the development of a single type of restaurants which attract customers from outside the area and tend to come in large numbers by car especially in the evening and at weekends, at the expense of a more diverse, sustainable type of businesses aimed at local residents.</p> <p>Instead of making parking for private car easier, the Council ought to impose controlled parking 24/7</p>
GLA	All Roads	Objection upheld	<p>I am writing to support the GRA's letter of objection to the Council's proposal to convert shared resident/visitor parking bays to visitor bays. I am a resident of Roseberry Gardens close to Green Lanes and strongly believe that the Council's policy towards private car access to the Green Lanes shopping and eating facilities is unsustainable and counterproductive. It encourages the development of a single type of restaurants which attract customers from outside the area and tend to come in large numbers by car especially in the evening and at weekends, at the expense of a more diverse, sustainable type of businesses aimed at local residents. This in turn has led to an increase in litter across the gardens. The absence of litter is noticeable now the restaurants are temporarily closed.</p> <p>As a resident with one car we often find that if we go out at the weekend, we are unable to find a resident parking space anywhere near our house and need to use the joint bays. Removal of these bays would cause huge difficulties for residents who live in the gardens</p>
GLA	All Roads	Objection upheld	<p>Firstly, I'm writing to say that I strongly object to the above Borough wide proposal Schedule 1 area. Secondly, I would like to know why I haven't been made aware of this consultation which affects my home neighbourhood. I can't say better than the GRA have already said, so copy their letter here for ease of reference</p>
GLA	All Roads	Objection upheld	<p>I wish to register my objection to this proposal.</p> <p>This proposal undermines the Council's stated aim of reducing car journeys in the borough. This aim is entirely justified both in terms of improving air quality within the borough, and the health of residents and workers thereby; and in terms of reducing the greenhouse gas emissions contributing to climate change. It is ironic that the Council is seeking to reduce shared-use parking places in this way when, in many of the streets in the GL A CPZ, the waiting list for a space in a bike locker is years long.</p> <p>Moreover, the proposed change is unnecessary. Green Lanes is extremely well-served by public transport and from all directions. There is no justification for facilitating travel by car to the area when it is so easy to reach by bus, tube and underground.</p> <p>Furthermore, the high volume of traffic in Green Lanes has a deleterious effect on local trade. Many people are reluctant to purchase the produce on display because it is being covered in toxic emissions. People want to avoid exposing</p>

CPZ	Road Name	Decision	Details
			<p>their children to the particulates associated with traffic; and therefore avoid Green Lanes and spend their money elsewhere.</p> <p>Please do not approve this proposal.</p>
GLA	All Roads	Objection upheld	<p>I write to object to the proposal to convert shared resident parking bays to visitor parking only. across the Borough.</p> <p>In the Harringay Green Lanes area there are plenty of car parking spaces provided for visitors as well as for deliveries to the local businesses. Spaces are available along Harringay Green Lanes, Grand Parade, Gardens & Ladder headers already for visitors. In the Gardens Estate N4 alone in the cross streets many spaces are not taken up by visitor's pay/ by phone even on free parking days on a Sunday thus meaning there are a surplus of visitor spaces to our area.</p> <p>I am very confused and extremely concerned that such a proposal should be put forward by the Council. Why are resident parking spaces being removed in favour of paying visitors when existing pay by phone spaces are not being used already?</p> <ul style="list-style-type: none"> • This proposal will increase and encourage car usage locally and across the Borough • Is removing vital car parking spaces for residents. • Further visitor car parking isn't required for a healthy high street and it seems remarkable and very strange that the Council would wish to consider and request such an order encouraging more car usage. • The Borough and especially the Harringay Green Lanes area are served by a fantastic public transport network. Haringey Council should be encouraging wider public transport usage rather than promoting car driving across the Borough which this proposal does. <p>Harringay Green lanes alone is served by:</p> <ul style="list-style-type: none"> • 3x major buses routes – 29, 141, and 341 as well as a local W5 bus route making 4 bus routes serving our High Street. • Gospel Oak to Barking – Overground • Harringay – Main Line station • Manor House Tube - Underground. <p>I am extremely concerned that the local Residents Association established for 21 years has not been contacted directly by the Traffic Management Department concerning this consultation. The Council is fully aware of this organisation and has worked in partnership with them for many years.</p> <p>I very much look forward to hearing from you concerning the outcome and take on board that implementing such a policy would go against the Councils own transportation and GLA policy, which is to encourage; walking, cycling and use of public transport</p>
GLA	All Roads	Objection upheld	<p>It has come to my attention - and not from the Council disappointingly - that there is a proposal to remove the shared use of parking spaces towards the Green Lanes end of adjacent roads in the Harringay and St Ann wards; and make them purely paid visitor spaces.</p> <p>I object on the following grounds:</p> <ol style="list-style-type: none"> 1) Pressure has already been put on residential parking with the reduced amount of parking on Wightman Road 2) The Council should NOT be encouraging driving to the Green Lanes shopping area - given the climate change crisis - this goes against all the local, national and global efforts to reduce carbon emissions and encourage healthier, more environmentally friendly lifestyles. 3) There are plenty of public transport options in the area 4) While the local traders do contribute to the local economy so do the residents by a) paying council tax, b) paying for parking permits c) patronising the local shops

CPZ	Road Name	Decision	Details
			<p>5) Given that the nation is in the current health crisis I would have thought it wise and within the spirit of community well-being to pause this extremely inconspicuous consultation and when appropriate engage full community consultation</p> <p>6) There is inconsistent policy implementation across the borough - in Crouch End you have Living Streets and the campaign to shut major routes to cars and yet in Harringay/St Anns there seems to be a distinct move to encourage car use. This flouts in the face of equality principles.</p> <p>Yet again it appears as though Haringey Council is trying to prevent inclusive stakeholder engagement to take place; and at worst could be seen as 'hiding bad news' from residents in the midst of this awful pandemic</p>

APPENDIX 2 - (8 Pages) Plans Detailing Proposed Changes





- NOTES:**
1. ALL PROVISIONS ARE IN FORCE UNLESS OTHERWISE STATED
 2. ALL STREETS ARE TO REMAIN OPEN UNLESS OTHERWISE STATED
- STREETS MARKED FOR PROPOSED SHARED USE TO PLAY BY PHONE ONLY
 - STREETS MARKED FOR PROPOSED SHARED USE
 - CPZ BOUNDARY

LOCATION PLAN



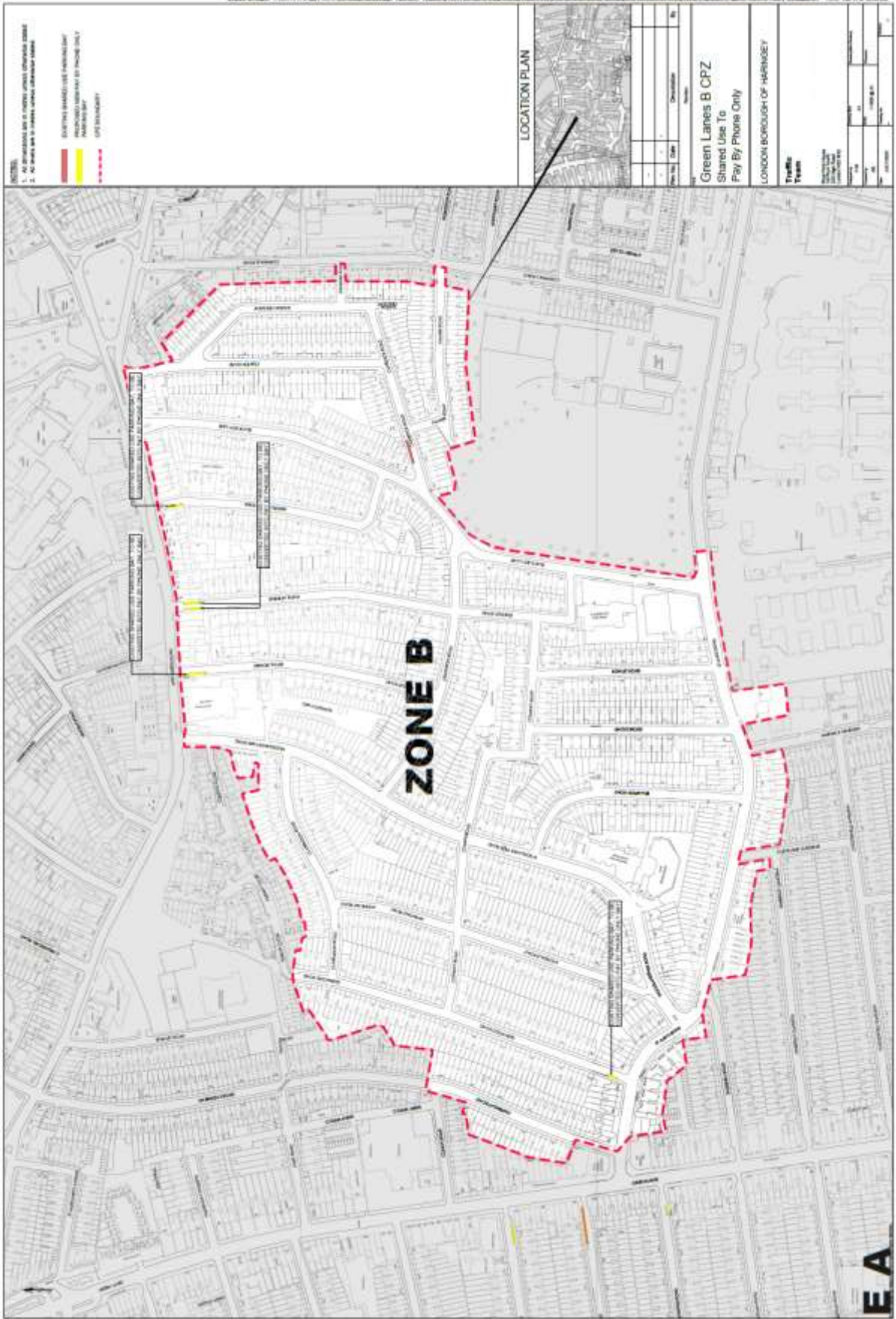
Rev	Date	Description	By
1			
2			

Bounds Green East CPZ
 Shared Use To
 Play By Phone Only

LONDON BOROUGH OF HARINGEY



Project No.	10000000000000000000
Client	Haringey Council
Author	...
Check	...
Scale	1:1000
Date	...



- NOTES:**
1. All dimensions are in meters unless otherwise stated
 2. All areas are to be used unless otherwise stated
- EXISTING BOUNDARY OF PARISH/LOCAL AUTHORITY
— BOUNDARY OF PARISH/LOCAL AUTHORITY
--- OVERLAP AREA



No.	Date	Description	By

St Anns CPZ
 Shared Use To
 Pay By Phone Only

LONDON BOROUGH OF HARINGEY

Traffic Team

Area Traffic Officer
 Name: _____
 Title: _____
 Date: _____
 Signature: _____

