

Report for: Cabinet – 8 March 2022

Title: Outcome of Public Consultation for Wood Green Controlled Parking Zone Review

Report authorised by: Stephen McDonnell, Director of Environment and Neighbourhoods.

Lead Officers: Andrew Bourke, Parking Schemes Manager - Traffic and Parking andrew.bourke@haringey.gov.uk, and Ann Cunningham, Head of Highways and Parking, Ann.Cunningham@haringey.gov.uk

Ward(s) affected: Bounds Green, Harringay, Noel Park, St Ann's, West Green and Woodside

**Report for Key/
Non-Key Decision:** Key Decision

1. Describe the issue under consideration

- 1.1 This report sets out the results of public consultation undertaken between 19 July 2021 and 9 August 2021, on new controlled parking arrangements for the Wood Green area, replacing the existing (Wood Green) Inner and Outer Controlled Parking Zones (CPZs).

2. Cabinet Member Introduction

- 2.1 Parking management is a critical tool that has a huge impact upon the way that our streets, communities and road network operate as well as being a lever to improve air quality and, in turn, public health.
- 2.2 Our approach to parking aims to balance demands so that residents feel we are managing our approach to parking by consent. We therefore introduce or change parking controls when there is support for measures proposed and do not when we are told that existing arrangements work.

3. Recommendations

Cabinet is asked:

- 3.1 To note the results of the public consultation undertaken of the review of the Wood Green Control Parking Zones (CPZs).
- 3.2 To agree that, in line with current CPZ policy, no changes should be made to the existing Wood Green CPZs at this time.

4. Reasons for decisions

- 4.1 The Council adopted a formal CPZ policy (attached as **Appendix I**) in March 2020. This requires the Council to consider the results of public consultation conducted on the review of CPZs, prior to making a decision whether or not to proceed to implementation. This policy sets a minimum threshold for response rates to consultation, as well as requiring at least 51% support for proposals from those who do respond.

- 4.2 The analysis of the results of the public consultation undertaken indicates a 5% response rate which is below the 10% threshold required. In addition, there was very little support for proposals from those who did respond. While the current Wood Green CPZ conflicts with transport policies as well as the design principles set out in the CPZ policy, priority is given to community views. While the response rate is too low to determine any outcomes, the views expressed suggest that existing arrangements work for residents. As a consequence, no changes are recommended.

5. Alternative options considered

- 5.1 Consideration was given to formally splitting the Wood Green Inner and Outer CPZ, limiting the use of parking permits to their respective CPZs. While the response to the consultation was low, it is clear that the majority of those who did respond have no desire for change.

6. Background Information

- 6.1 The Wood Green Controlled Parking Zones (CPZs) were introduced in 1994. The outer zone has been extended several times in response to concerns about parking displacement and the need to prioritise limited kerb space for residents and their visitors. The boundaries of the original Inner CPZ were also reduced during that time.
- 6.2 In order to protect those who reside closest to the shopping areas and transport hubs, the Wood Green Inner Zone operates for extended hours Monday to Sunday, 8am to 10pm. The outer zone operates Monday to Saturday 8am to 6.30pm. While comprising two separate CPZs with different operational hours, permits are interchangeable between both zones making this by far the largest CPZ in the borough. The full extents of the existing Wood Green Inner and Outer CPZs are shown in **Appendix II**.
- 6.3 This no longer aligns with the Council's transport policies, which encourages the use of more sustainable modes of transport such as walking and cycling especially for short journeys, which then results in less congestion, improved road safety and air quality. It also conflicts with design principles in the CPZ policy adopted in March 2020.
- 6.4 In 2016, due to evidence of high parking occupancy levels in the Inner CPZ, as well as the complaints from residents and concerns regarding its extended operational hours, a review was undertaken on splitting this area into three smaller CPZs. The only changes resulting from the public consultation was the inclusion of Warberry Crescent in the Wood Green Inner Zone.
- 6.5 Since that time, there have been ongoing reported issues of inter zone commuting, and increased pressures in the Inner CPZ, especially near Wood Green and Turnpike Lane transport hubs. There have also been ongoing reports of dissatisfaction with the operational hours of the inner CPZ.
- 6.6 A petition was received in February 2020 with 18 signatories from residents of Ravenstone Road, requesting a reduction in the Inner CPZ operational times. This related to impacts of those extended operational hours on the over 50s, and their ability to receive visitors.

- 6.7 Parking surveys were undertaken in February 2020, which indicated that many roads within in the Inner CPZ were subject to high parking occupancy levels. Those surveys also found evidence of high levels of inter zone commuting, putting additional pressures on the busy commercial area.
- 6.8 In consultation with Ward Councillors, new CPZ proposals were developed and consulted on for the Wood Green area. This involved 5 smaller CPZs, with clear boundary demarcations designed around local communities. This would reduce parking pressures, congestion, supporting walking and cycling and improving air quality. It would also support the commercial area, freeing up more of short-term parking facilities for those visiting local businesses and amenities.
- 6.9 The proposed names and operational times of the 5 new CPZs are as follows:
- **Bounds Green South CPZ** - Monday to Saturday, 8am to 6.30pm
 - **Woodside South CPZ** - Monday to Saturday, 8am to 6.30pm
 - **Wood Green Central CPZ** – Monday to Sunday, 8am to 10pm
 - **Noel Park CPZ** – Monday to Saturday, 8am to 6.30pm
 - **The Ladder CPZ** – Monday to Saturday, 8am to 6.30pm

A drawing showing the full extents of all 5 areas is attached in **Appendix III**

Public Consultation

- 6.10 The public consultation was carried out over a three-week period starting on 19 July 2021 and concluding on 9 August 2021. The Council followed its usual parking consultation practice which involved delivering a consultation pack including information letters, questionnaire, and an area plan to all registered properties within the consultation area. Street notices were erected in every road being consulted to raise awareness of the parking consultation. Lastly, all consultation material and relevant information was uploaded onto the Council's website with access to an online questionnaire allowing responses to be submitted digitally. The consultation letter and questions are provided in **Appendix IV**.

Responses to Consultation

- 6.11 Of the 20,792 registered properties that were consulted, the Council received 1039 responses. This represented a response rate of 5%, which is well below the threshold of 10% set out in the Council's CPZ Policy.
- 6.12 Of the 1039 who responded.
- 26.9% supported the Wood Green CPZs being split into 5 new CPZ areas
 - 73.1% did not.
 - 85% indicated they are happy with the current operational times
 - The remaining 15% preferred it to be changed.
- 6.13 Further analysis was carried out and the responses were broken down into the proposed 5 new CPZ areas.

Proposed Wood Green Central CPZ area

- 29.1% supported the proposed split into 5 new CPZ areas and 64.4% did not.

- 80.1% indicated that they were happy with the current operational times and 15.1% were not.

Proposed Noel Park CPZ area

- 23% supported the proposed split into 5 new CPZ areas and 68% did not.
- 75.4% indicated that they were happy with the current operational times and 15.2% were not.

Proposed The Ladder CPZ area

- 29.2% supported the proposed split into 5 new CPZ areas and 70.8% did not.
- 83.8% indicated that they were happy with the current operational times and 16.2% were not.

Proposed Bounds Green CPZ area

- 25.6% supported the proposed split into 5 new CPZ areas and 74.4% did not.
- 86% indicated that they were happy with the current operational times and 14% were not.

Proposed Woodside South CPZ area

- 22.6% supported the proposed split into 5 new CPZ areas and 77.4% did not.
- 94% indicated that they were happy with the current operational times and 6% were not.

6.14 A copy of the full analysis report has been attached in **Appendix (V)**

6.15 While the response to consultation is too low to support decision-making, the majority of those who did respond did not support the proposed changes.

7. Contribution to strategic outcomes

7.1 It is important that safe, green travel is available to prevent the borough's roads from being overrun by cars and to support active travel, an ambition the Council has laid out in its [Borough Plan](#) and [Transport Strategy](#). Controlled parking zone installation will support the objectives set out in these documents as well as the wider initiatives to improve air quality and support the health of residents, as in the Council's [Climate Change Action Plan](#).

7.2 The introduction of controlled parking is in accordance with Section 3.3.3 of Haringey's Local Implementation Plan part which states:

"The availability of parking is a key determinant of car usage and local traffic congestion which can affect the potential uptake of more sustainable modes of travel. Local parking policy is an important demand management tool in controlling local traffic congestion and influencing choice of transport. CPZs are one of several parking policies, along with low parking standards for new developments, charging, and use of workplace parking levies, which can be used to influence travel behaviour. CPZs specifically prioritise parking for residents and can ease local parking pressures, reduce traffic congestion, improve road safety and encourage the use of more sustainable forms of transport."

7.3 The introduction of CPZs also aligns with the Council's agreed Transport Strategy and supports its 'aims' which include:

- An improved air quality and a reduction in carbon emissions from transport and
- A well-maintained road network that is less congested and safer

Statutory Officers' comments (Director of Finance (procurement), Head of Legal and Governance, Equalities)

8. Finance

- 8.1 This report seeks Cabinet approval not to make changes to the Wood Green Inner and Outer CPZs.

9. Legal

- 9.1 Before reaching a decision on whether to make a traffic management order to implement a CPZ scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act 1984 (as amended) ("RTRA") and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended) ("the Regulations"). All representations received must be properly considered in the light of administrative law principles, human rights law and the relevant statutory powers. Any decision must be taken in accordance with the requirements of the Council's CPZ policy (Appendix I).
- 9.2 The legal position in relation to traffic management orders and the statutory requirements in respect of consultation are set out in section 9.1 of this report. Public consultation has been undertaken and due consideration given to representations by the public. The recommendations within this report are in line with the requirements of the Council's CPZ policy, therefore the Council should be acting lawfully were it to proceed in compliance with the recommendations in this report.

10. Equality

- 10.1 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
 - Advance equality of opportunity between people who share those protected characteristics and people who do not
 - Foster good relations between people who share those characteristics and people who do not.
- 10.2 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.
- 10.3 The proposed decision is to not progress with the proposals at this time due to the response that was received during the public consultation.
- 10.4 A consultation document and a questionnaire with freepost envelope for returning the questionnaire was distributed to all households and businesses within the consultation area. Street posters were placed in every road consulted and an online version of the consultation material was made available on Haringey's website.

10.5 The questionnaire also asked for disabled bay holders to indicate if they would like for their bays to be converted to a dedicated bay for their specific use only.

11. Use of Appendices

- Appendix I – Controlled Parking Zone Policy
- Appendix II – Map of the Wood Green Inner and Outer CPZs
- Appendix III – Map of the 5 proposed CPZ areas
- Appendix IV – Public consultation letter and questionnaire
- Appendix V - Full consultation analysis report

12. Local Government (Access to Information) Act 1985

Not applicable.

Appendix I – Haringey Parking Policy

Background

A parking and traffic management policy is an important tool which contributes towards wider policy objectives. Such objectives include a less congested road network, improved road safety and a reduction in vehicle emissions, leading to improved air quality for residents.

Better managed kerb space will also benefit Haringey's residents with improved road conditions for walking, cycling and journey times on the local transport network. It also ensures the distribution of allocated disabled parking bays reflecting the necessary requirements within specific parking zones and shopping areas in the borough. The policy ensures the provision of visitor parking facilities to support local business and community groups including those on our local high streets, shopping areas and places of worship.

Controlled Parking Zones (CPZs)

This policy sets out the factors that will be considered when determining whether to implement parking restrictions as part of a controlled parking zone ("CPZ") for the first time in the whole or part of the borough.

CPZ Area

The area of the borough where it is intended to implement parking restrictions will be determined by parking stress surveys and expressions of interest received from residents and agreed by Ward Councillors. Parking occupancy of 80% and above would suggest pressure. Residents of roads on the boundary of an area, who may be at risk of displacement if a CPZ is subsequently implemented, will also be consulted on proposals and offered the opportunity of inclusion in the zone.

Consultation

An informal public consultation will be undertaken in addition to the statutory requirements set out in legislation.

Consultation Stages

Stage 1 – Informal Consultation

As part of the design consultation, residents and other stakeholders will be consulted regarding the operational times and days in the form of a questionnaire. This will allow schemes to be tailored to local needs, however these hours need to be limited to a time range that is appropriate for the area and does not fail to take into consideration the effect of attractions such as transport hubs or retail facilities. The minimum operational hours that will be considered are two-hour zones. The operational times proposed will be agreed with Ward Councillors prior to consultation commencing.

The results of the first stage consultation will be considered on an area wide basis, with the collective response of the area determining whether a CPZ is introduced. In order to ensure CPZs are coherent, they need to reflect residents' views, but also reflect the local geography, including neighbouring CPZs, potential future development, nearby areas of parking pressures such as large venues and new housing and business development parking attractors, and the impact on main roads. The implementation area will be finalised following the consultation process taking account of these factors.

While an area may share the same parking problems, its residents may not share the same opinion of controlled parking. A CPZ will therefore be introduced based on the overall response from the area consulted or sub-areas of the consulted area, achieving at least 51% vote in favour of controls unless there are exceptional circumstances, such as a major development planned for the area.

This means that some streets may vote against a CPZ, but if surrounded by roads that support controls, they will be included to ensure that the zone is workable. Where this happens, the rationale will be made available to residents.

If there are roads on the periphery of a proposed controlled parking zone area are not in favour of parking restrictions being implemented, their roads may be removed from the proposed zone where practicable. Part roads will not be included in a CPZ.

Schemes will be progressed where at least 51% of respondents are in favour of proposals. There may be exceptional circumstances where controls need to be implemented in situations where there is less than 51%. These decisions will be taken by the Head of Highways and Parking in consultation with the relevant Cabinet Member and Ward Councillors.

The operational hours of controlled parking zones will be determined by the outcome of consultation. Where the consultation fails to deliver a clear preference, decisions on operational hours will be made in consultation with Ward Councillors. There may be exceptional circumstances where the Council will implement operational hours required to discharge the Council's duties under section 122 of the Road Traffic Regulation Act 1984

The Council should receive a response rate of between 10% and 20% to consultations. A response rate below 10% is deemed inconclusive and a scheme will not be progressed without further engagement with the community and achieving a response rate no less than 10%.

Stage 2 – Detailed Design

This is the formal statutory consultation stage where the proposals are advertised in the local press and notices are placed on lamp posts in the area. The period of consultation is normally 21 days where people can comment on the designs. However, this period is sometimes extended to take in to account public and school holidays. This consultation does not give the option if whether or not a CPZ should be implemented and simply takes account of measures that need to be taken on the highway to give effect to scheme implementation.

Review Stage

The Council will introduce a programme of review of all permanent controlled parking zones. This will involve an assessment of the parking provision within existing zones to ensure it still works for residents, businesses and visitors whilst also encouraging walking, cycling and more sustainable forms of transport for those that need to travel across the borough. The review programme will be developed with the aim that all permanent CPZs are reviewed every 5 years or in response to representations from residents and Ward Councillors. It is recognised that there will be exceptions where the review of more recently implemented CPZs will take priority due to pending developments in the area.

Design principles

The Council's Borough Plan, Transport Strategy and Air Quality Action plan (AQAP) sets out the Council's commitment to improving air quality. Transport is one of the main contributors to poor air quality and as such our controlled parking zones should be designed not only to deter all day parking associated with commuters, but to discourage short trips and encourage walking and cycling.

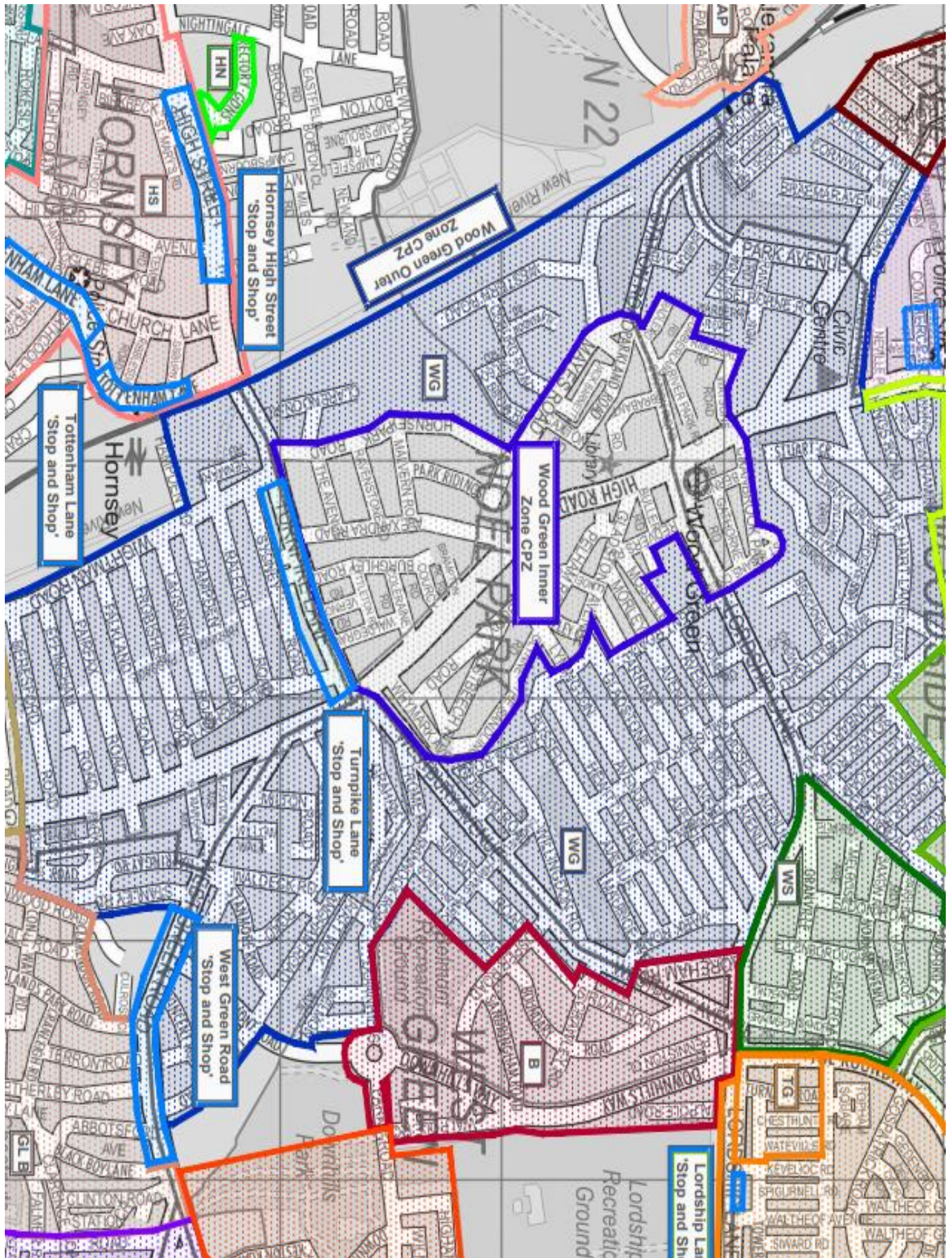
The Traffic Management Act (TMA) 2004 is a key piece of legislation for parking management. The TMA requires that arrangements should be based on the principles of fairness, consistency and transparency. The associated guidance requires authorities to design arrangements with regard to:

- Managing the expeditious movement of traffic,
- Improving the local environment,
- Improving road safety,
- Improving the quality & accessibility of public transport,
- Meeting the needs of disabled people,
- Managing & reconciling the competing demands for kerb space.

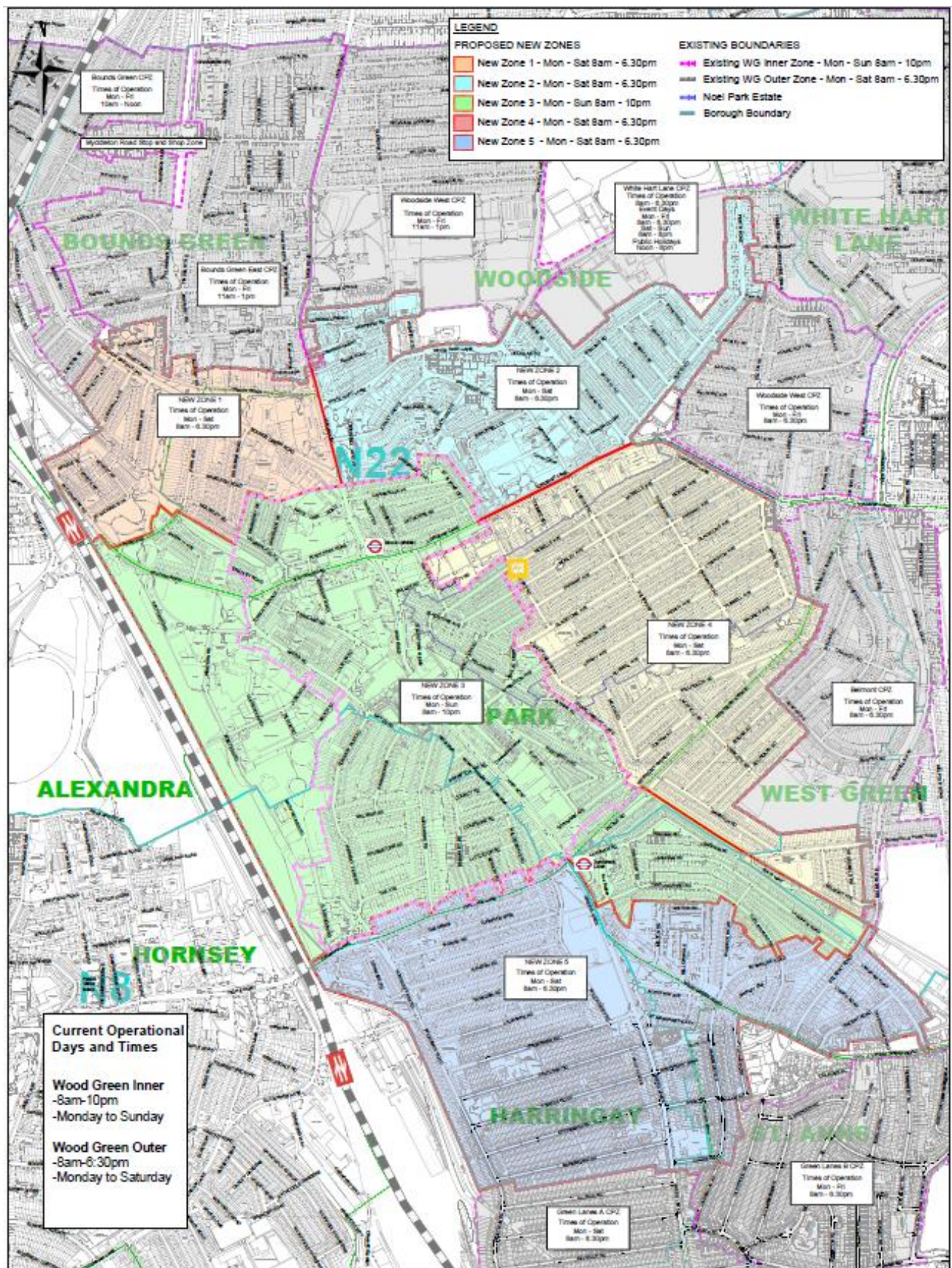
In order to support local business loading restrictions will only be introduced where they are required to maintain road safety and protect against congestion on key routes.

The size of a controlled parking zone should consequently be such that allows residents easy and safe access to parking near their homes but deters short trips and interzone communicating that creates pressures at places of interest such as transport hubs and near retail facilities. It is therefore recommended that where possible a CPZ will not comprise of more than 30 roads as recommended in national guidance.

Appendix II – Map of Wood Green Inner and Outer CPZs



Appendix III – Map of the 5 proposed CPZ areas



19 July 2021

Public consultation for the review of parking controls

Wood Green Inner and Outer Controlled Parking Zones (CPZ)

Introduction

We are writing to ask for your views on the Council's proposals to make changes to the way the Wood Green Inner (Monday-Sunday 8.00am-10pm) and Outer (Monday – Saturday 8.00am-6.30pm) CPZ's operate.

Proposed changes

Our proposals are to completely change the existing CPZ boundaries, with the aim of creating five smaller, tailored parking zones. These new controlled parking areas will keep your existing operational days and times but we want to hear from you if you want to increase the hours. We are not proposing to reduce operational hours as this will lead to increased parking pressures for residents.

The five new CPZ's, replacing the current Inner and Outer zones would be as follows:

- Bounds Green South (area now within Wood Green Outer CPZ)
- Woodside South (area now within Wood Green Outer CPZ)
- Noel Park (area now within Wood Green Outer CPZ)
- The Ladder (area within Wood Green Outer)
- Wood Green Central (area now within Wood Green Inner and Outer CPZ's)

The proposed CPZ boundaries which can be seen on the attached plan, have been arranged using existing CPZ boundaries, information gathered from parking surveys and discussions with your local ward councillors. These new boundaries are closely aligned with local neighbourhoods and their communities.

Currently residents can use their parking permits across the whole of the Wood Green Inner and Outer Zones. This encourages short trips to the underground stations and shopping area to be taken by private cars. The changes we are proposing will mean that you will only be able to use your parking permit to park within your new controlled parking zone once your existing permit expires.

Why we are proposing the change

The large area occupied by the Wood Green Inner and Outer Zone in particular means that residents can use their permit to park across the whole area from Bounds Green to the north to the Ladder Roads area in the south. There are also issues with commuter and other parking near Wood Green and Turnpike Underground Stations, leading to some antisocial behaviours. This is making it more difficult to find parking for residents living close to Wood Green and Turnpike Lane Underground Stations and the High Street shopping areas. This also doesn't align to our Transport Strategy which encourages use of more sustainable modes like walking and cycling especially for short journeys therefore reducing congestion on the roads, and improving road safety and air quality.

Splitting the existing two zones into five smaller zones will help reduce short inter zonal trips undertaken by private cars and making each zone better meet the needs of the local community. These changes will go a long way to improving the local environment for residents, visitors, and all pedestrians using the area. The High Street shopping area will continue to be supported by short term parking and low-cost multi-story car park for those who may still need to drive to shop and for essential loading facilities.

Have your say

We would like to know your views on the proposals we are consulting upon as well as any alternative suggestions or objections you may have to any aspect of the scheme.

Please submit your response to this consultation to reach us no later than 9 August 2021. You can do this via one of the following three options below:

Online: fill in a questionnaire for the Wood Green CPZ review which is found by following this link <https://www.haringey.gov.uk/current-parking-consultations>

Email: fill in the questionnaire and email it to frontline.consultation@haringey.gov.uk

Post – fill in your paper copy of the questionnaire and return it to us using the Freepost envelope provided.

Please Note: If you are responding on behalf of an organisation only one reply will be accepted. You must give your full postal address when responding to this consultation if you want us to consider your views.

Other changes on offer

To promote the uptake of electric vehicles we are considering new locations to increase the number of electric vehicle charging points/bays available in the borough. If you would like to request an on-street charging point, then please provide your address and the suggested location under Q14 within the questionnaire.

Dedicated disabled parking bays (those that can only be used by one vehicle registration) are one of the benefits being offered by the Council to help residents with severe walking impairments and those residents who cannot travel far to their vehicle. The bays are intended to provide the eligible residents easy access to and from their homes and ensuring there is sufficient room to manoeuvre in and out of their vehicle. For full details on dedicated disabled parking places and how to apply online please visit <https://www.haringey.gov.uk/parking-roads-and-travel/parking/dedicated-disabled-parking-bay>.

If however you do not have access to the internet, you can request a dedicated disabled parking bay under Q15 within the questionnaire.

What happens next?

Our estimated timeline to progress this project is detailed below.

- July/August: Council Officers will consider your feedback and discuss the outcome of the consultation with your ward councilors.
- August/September: Officers will prepare a report with recommendations which will be submitted for a decision to a key officer in consultation with the relevant Cabinet Member.
- September: We will write to you to update you on the outcome of the consultation and decision. If approved, we can then progress to statutory consultation.

- September/October: Statutory consultation which includes advertising the necessary changes in the local newspapers allowing anyone to object to the proposals.
- November/December: Officers will prepare a second report with recommendations on whether to implement the changes on the street. This decision is likely to be taken by the relevant Cabinet Member.
- December: We will write to you again to inform you if any changes will be implemented and the timeframe for this.

With thanks for your attention, we look forward to hearing from you.

Wood Green Inner and Outer CPZ Review Questionnaire

Q1 Please tell us your road name and house number

Personal details will not be published, but we need the information for our analysis. Under the Local Government Access to Information Act 1985, your consultation response will be available for inspection if required; however, your personal details will remain confidential.

Q2 Which CPZ are you located within?

☐

Wood Green Inner
Mon – Sun
8am to 10pm

☐

Wood Green Outer
Mon – Sat
8am to 6.30pm

Q3 Are you a Resident, Business or Residents Group?

☐

Resident

☐

Business

☐

Community Group

If a Community Group, please provide details and number of registered members

Q4 Is it difficult to find parking space in your road?

☐

Yes

☐

No

☐

Sometimes

Q5 Do you support proposed changes to create five community based CPZs? This will mean that some roads that currently are within Wood Green outer (operational times Monday – Saturday 8.00am-6.30pm) will become part of the new Wood Green Central Zone (Operational times Monday-Sunday 8.00am-10pm)

☐

Yes

☐

No

Q6 If you do not support the boundary changes, please explain why.

Q7 Are you happy with the current controls? (days and time of operation)

☐

Yes

☐

No

Q8 Would longer controls (days and time of operation) help you.

☐

Yes – Please suggest
preferred times below

☐

No – Please explain
why

Q9 Do you think that parking pressures are increased (or affected in any way) by events at Tottenham's football stadium (THFC)?

☐

Yes

☐

No

Q10 If 'Yes' to Q9, would you support the introduction of parking controls on event days?

☐

Yes

☐

No

Q11 Do you feel that your street requires short term visitor parking e.g pay to park?

☐

Yes

☐

No

Q12 Which (if any) of these parking problems affect your road? Tick any that apply

☐

Commuter parking

☐

Use of bins to reserve space

☐

Overspill from nearby CPZs

☐

Shop or business staff, customers

☐

Multicar households

☐

Trade / delivery vans

☐

Temporary traffic management schemes

☐

Other, please state below

Q13 If you would like an electric vehicle charging point (EVCP), please enter your name and address in the space below.

Q14 If you are a disabled blue badge owner and want to request a disabled parking bay (general for any badge holder or for your use only) or a disabled bay holder that would like this converted to a Dedicated Disabled Parking Bay (with a unique bay number), please tick the 'yes' box below and enter your name and address. We will then send you an application form

☐

Yes

If yes, please enter your full name and address

Q15 Please use this space for any comments

Wood Green CPZ Review July – August 2021

Consultation Includes Suggested Changes to Wood Green Controlled Parking Zone

744 (73%) responses were received on paper (freepost), and 281 (27%) responses were submitted online.

Consultation Analysis

Q2 Which CPZ are you located within?

| | Count | % |
|----------------------|-------|------|
| Which Zone? WG Inner | 216 | 21% |
| WG Outer | 809 | 79% |
| Total | 1025 | 100% |

Q3 Are you a Resident, Business or Residents' Group?

(If a community group, please provide details and numbers or registered members)

| | Count | % |
|---|-------|------|
| Status (Resident / Business / group) Resident | 995 | 97% |
| Business | 25 | 2% |
| Community Group | 5 | 0% |
| Total | 1025 | 100% |

- *St Paul the Apostle RC Church 1200*
- *Three Avenues Residents' Association (TARA) 91 registered members 71 households*
- *Collage Arts is a registered charity (number 1153366), providing educational arts activities*
- *The Haringey over 50s is an advocacy group for people over 50. There are some 200 members.*
- *Not identified*

Q4 Is it difficult to find parking space in your road?

| | | Which Zone? | | | |
|---|-----------|-------------|------|----------|------|
| | | WG Inner | | WG Outer | |
| | | Count | % | Count | % |
| Is it difficult to find parking space in your road? | Yes | 72 | 33% | 109 | 14% |
| | No | 78 | 36% | 465 | 58% |
| | Sometimes | 65 | 30% | 233 | 29% |
| | Total | 215 | 100% | 807 | 100% |

Q5. Do you support the proposed changes to create five community based CPZs? This means that some roads currently within Wood Green Outer (Mon-Sat 8am – 6.30pm) will become part of the enlarged Wood Green Central Zone (Mon-Sun 8am – 10pm)

| | | Which Zone? | | | |
|------------------------------|-------|-------------|------|----------|------|
| | | WG Inner | | WG Outer | |
| | | Count | % | Count | % |
| Support five community CPZs? | Yes | 69 | 32% | 175 | 22% |
| | No | 147 | 68% | 634 | 78% |
| | Total | 216 | 100% | 809 | 100% |

Compared with the 2016 consultation on restructuring Wood Green CPZ, it is significant to see that WG Inner Zone respondents are very much less supportive now than they were. Further analysis will explain why, but it is connected with the fact that in 2016, it was proposed to have **reduced operating times** in the Inner Zone.

Outer Zone respondents show a significant majority against any change – largely because of what is widely seen as the reduced parking flexibility that would result from splitting up WG Outer Zone into 5 separate small zones.

Given that two previous exercises were conducted with a view to reducing Wood Green CPZs to a more manageable size (compliant with Dept for Transport guidance), it is not unexpected to encounter significant opposition from residents.

Q6a INNER ZONE. If you do not support the boundary changes, please explain why.

- 10pm is too late for those proposed new CPZs and will not help them
- 8am - 10pm is unfair and not necessary as part of your 'Community parking zones'. It's totally biased towards the council
- 8am to 10pm is ridiculous. This is much worse than in the West End
- Adverse effect on visiting and caring for elderly relatives
- Already restrictive enough
- Another attempt to fleece Haringey's hardworking residents. Any time I can't get a space is down to visitors using pay-to-park bays and has nothing to do with residents. My elderly mother also lives on the ladder and a new zone would restrict us. This would cause more congestion I predict.
- Because Sunday is the only day we can have friends and family visitors without needing to buy permits. More importantly, spaces on weekdays are taken up by teachers
- Because this would restrict the size of the zone I can use, and I would not be able to park near my home which would leave me vulnerable if I had to park a long way from home late at night.
- Because we would need to get more VP and it is already very difficult to get VP from the council.
- Broadly support but would like VP available for use in all CPZ areas so we can drive to doctors, large shopping items, laundrette, visit friends etc in other CPZs
- Businesses need flexible parking around the Clarendon Rd industrial estate in the evenings and at weekends.
- Charges are astronomical already for residential parking, and now you want to restrict the area where I can park ...NO, DO NOT SUPPORT THIS.
- Concerned that car owners in the Heartlands supposedly car free development, will be allowed to park if we were all in the same zone.
- CPZs cause enough problems without making it even harder
- Current restrictions more than adequate - and help vulnerable residents by making it easier for carers and family visits
- Division is not done properly. Malvern road area should be smaller and not include the Heartlands new developments.
- DO not agree with expanding the inner zone as I live near a station and parking will be worse

- Family and friends would only be able to park after 10pm and it's not always you have enough VP available
- Far too confusing and Wood Green Inner (central) would be more appropriate running from 8am - 6.30pm.
- Harder for those on boundaries to park.
- I agree on the 5 areas, but the inner should be smaller, not larger than now
- Expanding the Inner zone will only encourage exactly what you are trying to discourage within an expanded central zone. I am concerned that residents of the new developments will be allowed to park on our roads
- I can currently park on side roads when necessary
- I can currently travel freely to my GP etc.
- I have a blue badge to use with two family members with severe disability which I can use anywhere in London. Your proposals would create restrictions for me.
- I have to work in Alexandra House. Sometimes I have to carry bulky equipment and carry it to the office. It is already difficult to park close enough to the office. I also visit some nurseries in inner Wood Green, this will make it difficult to make those visits, which are an essential part of my work
- I live in WG Inner and regularly need to visit my elderly relative in Stuart Crescent. Changes would make this very difficult. I'm happy with current arrangements
- I live on Cumberland Road. I am looking at the proposed parking maps now and this is not good at all. The fact is that when Haringey council workers park up on Ringslade, Cumberland and Warberry roads, we have to drive around to find alternative parking if we can
- I live on the proposed boundary, and it would cost me more to park
- I lost 60% of my business through parking restrictions
- I need to be able to park in all sections of Wood Green Inner and Outer as I am currently able to do. The boundary changes will hinder aspects of my life. I appreciate and have become used to the system as it is now and see no reasons for the change.
- I run a business that operates with the majority of my clients coming after 6:30. My clients need parking but if this comes into action, I will lose clients
- I'm a pensioner and it's disgusting that my family have to pay to get permits to visit me in the evenings. I'm over 80 and need regular visits from family and they struggle to park to help me.
- I'm on the edge of the Outer zone and can have visitors park easily in my area at weekends
- In principle I support the idea as I feel the reduction of people using their cars for short journeys across this area should be discouraged. I don't however believe the council is doing enough to support the other methods of ensuring people can travel across the borough. The plan states you
- It is not hard to find parking at the moment. Increasing parking times will add greater cost whilst not protecting residents or the environment.
- It seems illogical as The Ladder has shops and cafes open 24/7 so people will want to park. It will be busier. Some of the Ladder area is not even a CPZ. Yet most of Langham Rd is going to be charged until 10 pm when there is nothing going on this end of the road.
- It will be impossible to work from my studio if there are parking restrictions all day Sat/Sunday and until 10 pm at night!
- It would affect local businesses by reducing customers. I have restricted mobility and do not want this
- Many customers park in Woodside / Bounds Green and then get the bus in - or walk in.
- Leave well alone. Appears to be a money-making project. Residents would be restricted
- Most of our customers come from current Inner and Outer zones and changing these into smaller ones will stop many of them from coming here to shop
- Need to move around, that's the point of a car. Need to visit friends, do heavy item shopping, go to park, late night cash drops into bank, do on the spot shopping or on way home from trips
- New Clarendon devt should NOT be included in WGC CPZ as it's section 106 agreement in which residents are not eligible for permits. **Council is now ignoring this**
- No need and the increase in cost combined with reduced flexibility is of no help to residents in the area
- No need for multiple zones. Council makes enough money already
- Not needed and times too long
- No real purpose or benefit - apart from raising revenue and inconveniencing residents
- Not good value for money. Can't you find better things to do?
- People live here, people work here. How disgusting is it just to make money
- Prefer to keep the current arrangements

- Previously the council promised that it would never take away our right to park anywhere in the whole Inner and Outer Zone area. This goes against that promise. Also Council workers are parking in Ringslade Road from time to time, which has a knock on effect for residents who need to find alter
- Restaurants, shops, and businesses would suffer as a result of these proposed additional restrictions
- The boundary changes suggested will affect aspects of our operations that draw in visitors to the area. For example, visitors to our buildings who use our services and activities, and visitors to our creative studios, particularly in the evenings and weekends. Currently, visitors can park free
- The changes suggested will affect our business (a restaurant and venue) as our main trading hours are in the evenings, Saturdays and during the day on Sundays. Our customers are currently able to park on Coburg Road after 6.30pm and all day on Sundays.
- The inclusion of Harringay Heartlands devt in the new area will put even more pressure on the surrounding roads
- The proposals will cause problems for residents currently on the edge of Inner and Outer zones. Currently, when the roads near us are full, we can park in the next street which is in the Outer zone. This is not an unusual occurrence, especially when many Haringey staff park their cars in our road
- There is no problem with parking currently on my road (N15 3NJ). I object to the assumption that the current proposal will reduce trips to the underground. I live very near the underground and I see no demonstrable benefits to the proposals other than causing hassle to residents and adding to
- These boundary changes are not needed – I find it ridiculous that given the current state of Wood Green, changing parking restrictions is what the council have deemed a priority. - Your whole premise of using this scheme to stop short trips is baseless.
- They do not appear to benefit the residents. If anything, they create more issues. People are still working from home and do not need to make shorter driving trips. The issues that are likely to arise from implementing the changes would lead to added costs on top of the resident's parking permits
- This is a money-making scheme only. It has nothing to do with environment or health
- This is another scheme to raise parking costs and increase revenue
- This is meant to be the cultural quarter. After hours and weekend visitors are especially important. Current parking hours are OK
- This will penalise the poorest by costing residents more. It would not achieve the supposed outcomes re active travel, not least because there are limited and inadequate facilities for cycling. It will affect disabled / elders and young families
- This would have adverse impact on church users
- Very restrictive for small businesses
- We are a working family with baby twins. We need help with childcare from grandparents. This will cost us a lot of money. It feels like this new CPZ is a tax on existing residents and a money-making scheme for the council. Possibly if the back of funds being spent during the pandemic.
- We are opposed to the CPZ parking in our area. We are a working family with young twins who rely on help from friends and family for childcare. The introduction of these extra cost will have a big impact of us and families like us in the road. We already struggle to cover our monthly outgoings.
- We are pensioners who need help form our family. This would not help
- We have family and friends visiting us after 6.30pm. This would be ruined by your scheme
- We object to the inclusion of the Heartlands Development Area being included in the new Wood Green Central CPZ
- We would be prisoners - even on Sundays
- Why should we suffer by paying you more?
- Will not help this road with long hours of 8am - 10pm
- Will limit parking for friends and family
- Will not help residents but will cost us more money.
- Wood Green Central CPZ is too broad. It should not include Turnpike Lane station nor the new builds in Clarendon by St Williams
- Works well as it is - and we all need to think of businesses which depend on parking.
- Would be difficult to go shopping and also difficult to pray at the Mosque
- Would include Heartlands devt. and that would cause problems for Malvern Road.
- Would restrict my parking. This is just a money-making exercise by Haringey council.
- You have included the Clarendon Development within the new boundary. There will be very limited parking on that development. There will be several thousand new residents living there. Many of them will have cars and will park on the nearby streets leading to increased difficulty in parking on o
- You need to present a better case
- You're just using the residents as a cash cow

Q6b OUTER ZONE. If you do not support the boundary changes, please explain why.

Example responses

- Because it's unfair and will cost even more for VP. We have to shell out money for VPs to have service calls to fix things
- Because my area will be reduced
- Because our customers won't come. We already struggle during the day. Your scheme will mean many customers go elsewhere
- Because then my daughter and other family members wouldn't be able to visit on the weekend without permits
- Because this will mean more people looking to park in our zone
- Because vehicles park in Zone , without permits. After 6.30
- because we have elderly relatives in the ladder area who we currently collect freely and take regularly for hospital visits using our car
- Because we are elderly and need to use our car for shopping etc in Wood Green Inner
- Because we could not do any shopping
- Because you are shrinking the CPZ, charging us more for permits and making it difficult for residents to do essential shopping. There is no transport links on Wightman Road so those with mobility issues will rely on their car. We have issues parking due to the works and removal of bays on Wight
- Because you'll be cutting down where I can park by 2/3. Areas have not been thought out.
- Becoming part of WGC will increase cost and inconvenience for our visitors
- Currently have good parking choice.
- Currently my daughter can drive to visit me
- Currently works well. Your proposal is just a money-making scheme
- Cutting off residents in this way is yet another cynical money-raising exercise from parking, which you'll do anyway.
- Cynical money-making exercise, on top of ULEZ intro.
- Cynical money-making scheme
- Cynical move to make more money form what is currently free Sunday parking. We need parkign for visitors etc on Sundays
- Difficult to see friends, attend church etc without being able to park
- Difficult to find spaces already and it means problems when we have visitors as we have arguments with neighbours
- Disruption to childcare, waste of time. Elders and disabled ned to drive for everyday services and essentials
- Do not feel safe walking or using public transport. There is high crime near Duckett's Common (as your customer survey showed) and the permits are very expensive.
- Exploitative way for the council to make money
- Family and friends who live far away come to visit me. For them to pay for longer parking stay could mean that they don't visit me as often.
- Family visits on Sundays so do not support additional controls
- feels like we are being controlled as to when we can have visitors
- Finding anywhere to park in London is stressful majority of the time and the prices charged to park with RingGo etc can be extortionate. Now you want to charge for me to park locally along with increasing the price of the residents parking permit, so less for more.
- I am 76 years old, and my children visit every day after 6pm. Your changes would make it very difficult for us
- I am 89 years old and rely on care from family members. Changing the entire parking structure in the Wood Green Outer Zone because of your declared reasons (i.e. parking permits valid across all current zones, parking at Wood Green and Turnpike Lane stations and alignment with your transport s
- I am able to use my current permit to park in these areas
- I am disabled and my son visits me after 6pm every day and he can park freely.
- I am disabled and need my car to get put and about in all zones. I do not qualify for a blue badge, therefore need resident permit. If you extend, I cannot have my carers and family come and tend my needs because you make it too expensive for me and them. I do not get paid extra to afford the
- I am happy with the current zones. By extending the time will require me to spend more money on visitor permits.

- I have mobility issues and rely on family members in my household to transport me to local health and other appointments in the local area, currently within the Wood Green zone.
- I have seen a dramatic increase in parking tickets in Haringey. The proposed plan will promote the opportunistic nature of increased tickets in the area and reduce movement and already limited parking within the borough. This is an opportunity to charge more parking when crossing into other are
- I haven't seen any evidence that these changes are necessary. You say that there are issues with commuter parking and "other" parking (whatever that means) which lead to some antisocial behaviours but that is very vague and there is no evidence presented to support those claims.
- I live alone and have many health issues. My family needs to visit regularly
- I like the flexibility of being able to park in different parts of Wood Green and see my children as well as friends and community
- I like to be able to drive to and park at my GP surgery in Turnpike Lane
- I would not be able to visit my parents easily. It will affect shops in the area as well
- I would lose carers and friends / family visiting and doing shopping etc.
- I would not be able to park when I go to work in Wood Green town centre. Currently there are no parking issues or problems
- I'd need too many permits. My family don't live in London so when they visit me by car there would be too many restrictions
- I'm a single parent struggling to make ends meet
- I'm disabled and rely on daily care visits at 7am and 7pm. This would cost my carer a lot of money for VP
- I'm disabled and this would make it extremely difficult to have my family and friends visit me
- I'm happy with the current parking timings. The proposed changes will cause me and my family many problems. I do not support any changes.
- I'm in the outer zone and my son's school would then be in a different zone making drop-off and pick-up hard for single parents
- I'm registered disabled - aged 90 and totally dependent on carers and family who don't need more restrictions
- If we are to become part of the new Wood Green Central Zone, it will force the cost onto residents to pay for friends and families to visit them. Aside from the financial cost, this could also affect some residents' mental health if people are unable to visit regularly due to this change.
- If we can't go to the shops in Wood Green, then we will go somewhere else
- If you change the boundaries, it will remove the access local residents have to support businesses in the local community. There are 3 elderly neighbours who are unable to walk to some parts of the borough for recreational purposes and grocery shopping.
- I like the current flexibility and I can visit relatives who have disabilities
- The Bounds Green South CPZ is significantly smaller than the other zones proposed, for no good reason. Why has this zone been shrunk to a pointless area compared to the other outer zones? Haringey seems intent on punishing drivers and a shameless money grab to pay for the new virtual parking
- The change would put Barratt Avenue into the inner zone which would mean extended control hours for our road. This is unnecessary as it is not a problem finding a parking space after 6:30pm or on Sundays. This would be extremely inconvenient and expensive as I have regular visitors including my family
- The changes introduced recently simply increase the cost of parking to generate revenue for the council. It does nothing for helping hard working residents
- The changes will mean the zone operating times will increase from 8am-6.30pm Mon-Sat to 8am-10pm Mon-Sun. Langham Road has never been part of Inner Zone times as it is quite far from the shopping district. This will penalise all residents who used the previous zone operating hours and had guest
- The council is in a difficult financial situation at the moment. I'm sure that the costs of restructuring the CPZ could be better used on more urgent projects.
- The creation of 5 new zones sub-dividing the current two zones will restrict my access to essential local services (GP and dentist) and make my annual payment for a resident's parking permit considerably less value for money.
- The current (since the last zone change) and proposed zones offer absolutely no benefits to anyone other than those right in the centre of the zones. The previous creation of the Belmont zone has caused nothing but endless parking problems on my street, as we are up against the end of the border
- The current arrangement works very well; this is a needless overcomplication.
- The current boundaries are fine as they are. The current system is flexible for visits to other parts of Wood Green e.g. to go to a doctor, Health Centre or vets that is in the Inner Zone without incurring further charges.
- The anti-social behaviours around the stations have nothing to do with parking

- The current changes do not take account of the existing proximity or residents living close to (east of) Wood Green town centre. Under your new proposals, people living south and west of turnpike lane (much further away from Wood Green) are able to park both in Turnpike Lane and Wood Green
- The current CPZ have been working fine for years with no issue. It allows us freedom to park in our own area with peace of mind not worrying or needing to check you are in the right zone when needed.
- The current parking restrictions are absolutely fine. We live and work in the area of Wood Green and by changing the parking zones you will cause extra expenses and nuisance to all of us.
- Why would anybody want a reduction in where a person can park their car in the borough, paying more for less is a very poor business model, but of course you have a captive audience, the residents of the borough, either pay up or get a PCN is your attitude to the people who already pay high rates

Q7. Are you happy with the current operating days and times?

| | Which Zone? | | | |
|-------------------------|-------------|------|----------|------|
| | WG Inner | | WG Outer | |
| | Count | % | Count | % |
| Yes | 173 | 80% | 691 | 86% |
| No - Please explain why | 42 | 20% | 117 | 14% |
| Total | 215 | 100% | 808 | 100% |

If not, please explain why

WG Outer A shorter period of operation (say 11am to 2pm) would work well.

WG Outer A shorter period of operation would work fine in this road, e.g. 10am to 12 Noon

WG Outer Because commercial vehicles park after 6.30

WG Outer better as one big zone

WG Outer Having 8-6.30 means you have to waste a 1-hour permit for the last 30 mins

WG Inner I accept them, but I still think they are too harsh. 9-5.30 would be fairer

WG Inner I am elderly disabled live alone and depend on Carers and family to visit

WG Outer I am happy with the area of controls but not the times. Times are too long

WG Inner I can park in Central London on Sundays and after 6pm but not in Wood Green.

WG Outer I do not think a CPZ is actually necessary where we live

WG Outer I don't think there should be controls on Saturdays.

WG Outer I think it should be from 9 - 5.30 in the outer zone

WG Outer I think outer zone should even have free parking on Saturdays and Sundays

WG Outer I think that operational hours could be reduced to exclude Saturdays.

WG Outer I would like 2hr restrictions as in Crouch End and Highgate.

WG Outer I would like 2-hour parking restrictions in the current outer zones

WG Outer I would like parking restrictions to be extended to Sundays.

WG Outer It is a con. The parking permits started off cheap then doubled and doubled again

WG Inner It should be 24hr resident parking not 8am-10pm.

WG Outer It's absurd to have parking controls on weekends and past 6:30pm

WG Inner I've explained above, people live and work here. Stop placing these restrictions!

WG Outer Most people & their visitors do not have unlimited funds to spend on parking.

WG Outer On Ravenstone Road, the restrictions are 8am to 10pm, 7 days a week. A shame.

WG Outer Please reduce hours to 10am - 12 to allow for Heath visitors family and friends

WG Inner Prefer it to only 8pm

WG Outer Prefer to have no restrictions at all, but current rules preferred to your new proposal

WG Outer Prefer like Bounds Green CPZ Monday to Friday: 10am to 12 noon

WG Outer Preferred it when it was all one zone, but the current arrangement is way better

WG Outer Restricted hours are too long. Shorter hours would still deter lengthy parking.

WG Outer Saturdays should be free

WG Outer Sometimes difficult to find parking space on Sunday,

WG Outer Sunday should not included

WG Outer The hours are far too long to just prevent commuter traffic. Just have 10-4pm

WG Outer The inner zone times are far too long. Why 10pm? Outer zone should be just 1 hour

WG Outer The parking times are too intrusive and disproportionate

WG Inner The restrictions around Wood Green Inner are some of the strictest in London
 WG Outer The times are ridiculous. It should be Monday to Friday 9am-5pm
 WG Outer The use of cars for short journeys across the borough should not be encouraged
 WG Outer The zones are too big so encourage people to drive short distances
 WG Outer There should be no controls whatsoever - any decent person would realise this.
 WG Outer Pressure on parking on Sundays and after 6.30pm due to Albanian cafes.
 WG Outer They are far too strict. Lots of space on our road, so visitors should park for free
 WG Outer They are longer than needed in my opinion.
 WG Outer Not enforced fully, vehicles routinely block the road and park in restricted bays.
 WG Inner They are too long. 8am to 10pm seven days a week just doesn't make sense
 WG Outer We have cars parking in front of our drive most evenings and on Sunday.
 WG Outer We need the restrictions to be extended to Sundays
 WG Inner Would prefer shorter hours over weekend

Q8 Would longer controls (days and times of operation) help you?

| | | Which Zone? | | | |
|--|-------|-------------|------|----------|------|
| | | WG Inner | | WG Outer | |
| | | Count | % | Count | % |
| Would longer controls (days and times) help? | Yes | 18 | 8% | 110 | 14% |
| | No | 196 | 92% | 692 | 86% |
| | Total | 214 | 100% | 802 | 100% |

Q9 Do you think that parking pressures are increased (or affected in any way) by events at Tottenham's football stadium (THFC)?

| | | Which Zone? | | | |
|--|-------|-------------|------|----------|------|
| | | WG Inner | | WG Outer | |
| | | Count | % | Count | % |
| Do you think parking is affected by THFC events? | Yes | 36 | 17% | 81 | 10% |
| | No | 180 | 83% | 728 | 90% |
| | Total | 216 | 100% | 809 | 100% |

Q10 If yes to Q9 would you support the the introduction of parking controls on event days?

| | | Which Zone? | | | |
|---|-------|-------------|------|----------|------|
| | | WG Inner | | WG Outer | |
| | | Count | % | Count | % |
| If 'Yes' to Q9, would you support event day restrictions? | Yes | 33 | 15% | 69 | 9% |
| | No | 3 | 1% | 16 | 2% |
| | N/a | 180 | 83% | 724 | 89% |
| | Total | 216 | 100% | 809 | 100% |

Q11. Does your street require short term visitor parking?

| | | Which Zone? | |
|--|---------------------|-------------|----------|
| | | WG Inner | WG Outer |
| | | Count | Count |
| Does your street require short term visitor parking? | Yes | 64 | 179 |
| | No | 119 | 558 |
| | Already have enough | 33 | 72 |
| | Total | 216 | 809 |

Q 12 Which (if any) of these parking problems affect your road? Tick any that apply.

| | Which Zone? | | | | | |
|------------------------------------|-------------|-----|----------|-----|-------|-----|
| | WG Outer | | WG Inner | | Total | |
| | Count | % | Count | % | Count | % |
| Commuter parking | 99 | 13% | 55 | 26% | 154 | 16% |
| Overspill from nearby CPZs | 76 | 10% | 42 | 20% | 118 | 12% |
| Shop or business staff / customers | 104 | 13% | 64 | 30% | 168 | 17% |
| Multicar households | 195 | 25% | 48 | 23% | 243 | 24% |
| N/A no problems | 335 | 43% | 62 | 29% | 397 | 40% |
| Use of bins to reserve spaces | 104 | 13% | 37 | 17% | 141 | 14% |
| Trade / delivery vans | 125 | 16% | 42 | 20% | 167 | 17% |
| Other non-local | 34 | 4% | 12 | 6% | 46 | 5% |
| Temporary traffic mgmt schemes | 53 | 7% | 27 | 13% | 80 | 8% |
| Other problems | 114 | 15% | 38 | 18% | 152 | 15% |

Many respondents say they have no parking problems. However, the main parking problem identified by Outer Zone respondents is that of multicar properties. Parking by shop /business staff and customers is more of a problem for Inner Zone residents.

Multicar households are now a significant problem across the Borough. In part this results from the increase in numbers of homes in multiple occupancy (HMOs), but also by many individual households having more than one vehicle.

Commuter parking remains a significant issue for Inner Zone respondents, and some comment that if Turnpike Lane station were to be included within an enlarged Inner zone, it could make commuter parking more of a problem.

Q 12 Other problems identified by Residents

- A church on the corner of the road can attract anti-social parking activity and this should be discouraged/ parking spaces closer to the church which could be pay to park spaces might assist.
- A lot of parkign is for the community Mosque. This adds to congestion and makes it difficult to receive deliveries - and to park
- A nearby house has 3 vans and 3 cars and they use stickers to obscure number plates as well as putting bins in front of them. NOTHING is ever done about it
- Abuse of blue badges - Residents think there is 'leakage' of these, and the council needs to be more vigilant about this

- Abuse of DBs and blue badges by able-bodied drivers
- Abuse of the Blue Badge scheme by local young male tenants from multi occupancy houses using labourer vans with no obvious need for a badge.
- Already too much pay-to-park means there are few spaces near my flat
- Antisocial behaviour on the street evening and overnight with mass gatherings of riff raff.
- As mentioned earlier, the only parking issue we've had on this street was because Haringey Council thought it was a good idea to (without consultation) take away half of the parking on our street.
- Bike shelters that take up space that could be otherwise used for parking. Disabled spaces given to residents, who then leave or have passed away and other residents are now no longer able to use
- Blue badge abuse
- Blue badge abuse by non-disabled people
- builder's lorry parked on the night (out from working hours) for free
- Building workers on Evergreen currently use up all spaces. We were told at the planning stage that this wouldn't happen
- Churches and mosques attract a lot of extraneous parking
- Concerned about what appears to be a lack of enforcement
- Constant stream of learner drivers practicing in bays, sometimes 4 or 5 are manoeuvring here
- Council and bus depot staff parking in the road
- Council employees persistently flouting the instruction that they MUST NOT park on roads near the council offices using Borough-Wide or Essential Service permits!!!
- Council employees regularly parking on our road when they know they shouldn't
- Council planning policy allowing conversions of houses into HMOs is creating parking problems - including the issue of residential business vehicles.
- Council worker parking in and around local streets
- Council workers using permits.
- CPZ is not clearly signed ...No one knows what zone we are in Parking attendants don't know either ! I would be surprised if Anne Cunningham even knew
- Cumberland, Ringslade and Warberry road always have parking congestion day and night. Cumberland Road is used a lot by council workers for parking
- Despite Leverton Close (at top of Ringslade) being a car free development, you have issued permits to some residents which means there is sometimes no available space for authorised residents.
- Don't understand Q11 I already pay for visitors parkign with VP
- Uber and minicabs blocking up the place by Turnpike Lane tube. Your intro spiel bangs on about commuters causing problems parking by the tube. this is total nonsense. It is the cabs
- Generally it would help if there were more pay-to-park bays available on the street during the day and on Saturdays.
- Green Lanes restaurant customers
- Haringey Council Employees fill all the residents places all day long. When I take my Special Needs Child to school every morning, (which I do in order to not add pressure on Haringey Council's services)
- Haringey council employees with 'essential work permits' parking on Barratt Ave
- Haringey council staff and facilities vans parking for long periods well in excess of the 2 hours allowed
- High volume of parents / carers parking outside often on DYL, zig zags and close to junctions.
- High volume of through traffic and lack of cycle lanes
- HMOs with multicars are a growing problem
- Houses divided into flats increases car ownership. Cars squeezing into too-small spaces
- I don't live in Tottenham so unsure about Q9
- I live opposite a school, so the teachers do park here but it's not a problem. The road gets busier at school pick up and drop off, but again I don't think it's a problem as it's never too busy.
- I live opposite Wood Green Crown Court which has a lot of extraneous parking including cars with blue badges but driven by non-disabled.
- Inconsiderate parking takes up excessive space
- Inefficient parking, and blue badge abuse
- It is my understanding that residents of the tower blocks opposite Northcott Avenue are able to park in our road. If this is correct it could be contributing to pressures on parking and would be b
- Likely that Heartlands Devt residents will be given permission to park. It has very little parking of its own.
- Limited access to VP makes it a problem for family visitors
- Lots of council staff using ESPs whenever the offices are open on Station Road
- Lots of flats now on the road so more cars per household than in other nearby roads

- New development behind my house (Colina Mews), all the construction workers have visitors, permit and have been parking on Haringey road, which had major impact on my road.
- New flats building devt. 'Evergreen' ("forever green lanes")
- Often taxis and internet delivery vans park at the bottom of the road and throw away their litter after eating their lunch
- One multi vehicle family covers number plates with stickers and puts out traffic cones. CEOs do nothing
- the amount of minicabs parked at Turnpike Lane station without any interference from parking attendants
- Too many driving instructor cars parked waiting for next pupil (Berners, Gathorne, St Albans Cres)
- Too many trade vans and SUVs taking up excessive space. Also a lot of trees have been removed and not replaced
- Too many unauthorised blue badges in use. Many drivers use them to park and go to the shops
- Trade / internet delivery vans park overnight
- Why make people life bad in Haringey, business will be bad if people do not get to travel around. Please leave the parking as it is and fix the roads.
- Wightman Road is a mess. The new system hasn't made things better. One of the windy bits is right near my bedroom window. I hear people honking their horns at all hour during the day.
- Worst problem is households who leave / abandon various cars, trailers etc full of junk for months at a time
- You have reduced the number of parking bays in Wightman Rd and taken away parking on my side after I had just bought an electric car.

Views by Road on the proposal for 5 Community Parking Zones.

A Wood Green Inner

Percentages read across >

| | | Support five community CPZs? | | | |
|----------|------------------|------------------------------|-------|-------|-------|
| | | Yes | | No | |
| | | Count | Row % | Count | Row % |
| WG Inner | Acacia Rd | 0 | 0% | 2 | 100% |
| | Alexandra Rd | 4 | 31% | 9 | 69% |
| | Boundary Rd | 0 | 0% | 1 | 100% |
| | Bounds Green Rd | 1 | 50% | 1 | 50% |
| | Bracknell Cl | 1 | 100% | 0 | 0% |
| | Bradley Rd | 3 | 50% | 3 | 50% |
| | Brampton Park Rd | 2 | 67% | 1 | 33% |
| | Burghley Rd | 3 | 75% | 1 | 25% |
| | Clarendon Rd | 0 | 0% | 2 | 100% |
| | Coburg Rd | 1 | 14% | 6 | 86% |
| | Coleraine Rd | 1 | 33% | 2 | 67% |
| | Courcy Rd | 1 | 50% | 1 | 50% |
| | Cranbrook Park | 3 | 60% | 2 | 40% |
| | Cumberland Rd | 1 | 33% | 2 | 67% |
| | Darwin Rd | 1 | 100% | 0 | 0% |
| | Ewart Grove | 0 | 0% | 2 | 100% |
| | Farrant Ave | 1 | 25% | 3 | 75% |

| | | | | | |
|--|-----------------|----|------|-----|------|
| | Frobisher Rd | 0 | 0% | 1 | 100% |
| | Frome Rd | 0 | 0% | 1 | 100% |
| | Gathorne Rd | 1 | 25% | 3 | 75% |
| | Gladstone Ave | 1 | 8% | 11 | 92% |
| | High Road | 3 | 21% | 11 | 79% |
| | Hornsey Park Rd | 4 | 44% | 5 | 56% |
| | Langham Rd | 1 | 17% | 5 | 83% |
| | Leverton Cl | 1 | 50% | 1 | 50% |
| | Lordship Lane | 0 | 0% | 3 | 100% |
| | Lymington Ave | 1 | 100% | 0 | 0% |
| | Lyttleton Rd | 1 | 50% | 1 | 50% |
| | Malvern Rd | 3 | 27% | 8 | 73% |
| | Mayes Rd | 2 | 33% | 4 | 67% |
| | Milton Rd | 1 | 100% | 0 | 0% |
| | Morley Ave | 0 | 0% | 2 | 100% |
| | Moselle Ave | 2 | 40% | 3 | 60% |
| | Noel Park Rd | 2 | 100% | 0 | 0% |
| | Park Ridings | 0 | 0% | 2 | 100% |
| | Parkland Rd | 1 | 50% | 1 | 50% |
| | Pelham Rd | 1 | 25% | 3 | 75% |
| | Pellatt Grove | 1 | 100% | 0 | 0% |
| | Ravenstone Rd | 2 | 33% | 4 | 67% |
| | Ringslade Rd | 1 | 25% | 3 | 75% |
| | River Park Rd | 0 | 0% | 1 | 100% |
| | St Albans Cres | 1 | 50% | 1 | 50% |
| | Stuart Crescent | 1 | 50% | 1 | 50% |
| | The Avenue | 0 | 0% | 3 | 100% |
| | The Shandling's | 2 | 33% | 4 | 67% |
| | Tower Terrace | 0 | 0% | 4 | 100% |
| | Waldegrave Rd | 0 | 0% | 2 | 100% |
| | Warberry Rd | 2 | 29% | 5 | 71% |
| | West Green Rd | 1 | 50% | 1 | 50% |
| | Westbeech Rd | 4 | 40% | 6 | 60% |
| | White Hart Lane | 0 | 0% | 2 | 100% |
| | Whymark Ave | 1 | 20% | 4 | 80% |
| | Not stated | 5 | 63% | 3 | 38% |
| | Total | 69 | 32% | 147 | 68% |

Views by Road on the proposal for 5 Community Parking Zones.

B. Wood Green Outer

Percentages read across >

| | | Support five community CPZs? | | | |
|----------|-------------------|------------------------------|-------|-------|-------|
| | | Yes | | No | |
| | | Count | Row % | Count | Row % |
| WG Outer | Acacia Rd | 1 | 20% | 4 | 80% |
| | Barratt Ave | 2 | 22% | 7 | 78% |
| | Belmont Ave | 1 | 17% | 5 | 83% |
| | Beresford Rd | 2 | 15% | 11 | 85% |
| | Berwick Rd | 1 | 50% | 1 | 50% |
| | Boundary Rd | 5 | 25% | 15 | 75% |
| | Bounds Green Rd | 1 | 33% | 2 | 67% |
| | Bracknell Cl | 1 | 20% | 4 | 80% |
| | Braemar Ave | 1 | 9% | 10 | 91% |
| | Bridge Rd | 1 | 33% | 2 | 67% |
| | Buckingham Rd | 2 | 50% | 2 | 50% |
| | Burghley Rd | 1 | 100% | 0 | 0% |
| | Canning Cres | 1 | 17% | 5 | 83% |
| | Carlingford Rd | 2 | 8% | 22 | 92% |
| | Caversham Rd | 0 | 0% | 2 | 100% |
| | Cobham Rd | 0 | 0% | 3 | 100% |
| | Colina Rd | 1 | 50% | 1 | 50% |
| | Coombe Rd | 0 | 0% | 2 | 100% |
| | Cornwall Ave | 3 | 25% | 9 | 75% |
| | Crescent Rd | 3 | 75% | 1 | 25% |
| | Crossfield Rd | 2 | 40% | 3 | 60% |
| | Darwin Rd | 0 | 0% | 2 | 100% |
| | Dorset Rd | 1 | 14% | 6 | 86% |
| | Douglas Rd | 0 | 0% | 4 | 100% |
| | Downhills Park Rd | 1 | 17% | 5 | 83% |
| | Dunbar Rd | 3 | 43% | 4 | 57% |
| | Effingham Rd | 6 | 43% | 8 | 57% |
| | Ewart Grove | 0 | 0% | 5 | 100% |
| | Fairfax Rd | 0 | 0% | 11 | 100% |
| | Falkland Rd | 8 | 44% | 10 | 56% |
| | Farrant Ave | 1 | 10% | 9 | 90% |
| | Finsbury Rd | 0 | 0% | 1 | 100% |
| | Forfar Rd | 0 | 0% | 2 | 100% |
| | Frobisher Rd | 2 | 40% | 3 | 60% |

| | | | | | |
|--|----------------------|----|-----|----|------|
| | Frome Rd | 0 | 0% | 1 | 100% |
| | Gladstone Ave | 7 | 33% | 14 | 67% |
| | Gospatrick Rd | 0 | 0% | 1 | 100% |
| | Graham Rd | 1 | 8% | 11 | 92% |
| | Green Lanes | 1 | 17% | 5 | 83% |
| | Hampden Rd | 1 | 9% | 10 | 91% |
| | Harringay Gdns | 1 | 50% | 1 | 50% |
| | Harringay Rd | 2 | 22% | 7 | 78% |
| | Hewitt Ave | 0 | 0% | 16 | 100% |
| | Ivatt Way | 1 | 33% | 2 | 67% |
| | Kings Rd | 2 | 50% | 2 | 50% |
| | Lakefield Rd | 0 | 0% | 1 | 100% |
| | Langham Rd | 13 | 25% | 40 | 75% |
| | Lausanne Rd | 6 | 50% | 6 | 50% |
| | Leith Rd | 3 | 27% | 8 | 73% |
| | Linden Rd | 0 | 0% | 5 | 100% |
| | Lordship Lane | 0 | 0% | 5 | 100% |
| | Lymington Ave | 3 | 23% | 10 | 77% |
| | Mannock Rd | 3 | 27% | 8 | 73% |
| | Mark Rd | 1 | 33% | 2 | 67% |
| | Maurice Ave | 1 | 10% | 9 | 90% |
| | Milton Rd | 3 | 33% | 6 | 67% |
| | Morley Ave | 6 | 50% | 6 | 50% |
| | Moselle Ave | 6 | 38% | 10 | 63% |
| | Northcott Ave | 3 | 38% | 5 | 63% |
| | Park Ave | 1 | 9% | 10 | 91% |
| | Park Rd | 0 | 0% | 2 | 100% |
| | Partridge Way (HfH) | 2 | 67% | 1 | 33% |
| | Pelham Rd | 0 | 0% | 1 | 100% |
| | Pellatt Grove | 3 | 30% | 7 | 70% |
| | Perth Rd | 0 | 0% | 17 | 100% |
| | Progress Way | 0 | 0% | 7 | 100% |
| | Raleigh Rd | 2 | 18% | 9 | 82% |
| | Ranelagh Rd | 0 | 0% | 2 | 100% |
| | Russell Ave | 6 | 23% | 20 | 77% |
| | Salisbury Rd | 0 | 0% | 7 | 100% |
| | Selborne Rd | 3 | 23% | 10 | 77% |
| | Sirdar Rd | 2 | 17% | 10 | 83% |
| | Solway Rd | 3 | 43% | 4 | 57% |
| | St Margaret's Ave | 0 | 0% | 1 | 100% |
| | St Michael's Terrace | 0 | 0% | 3 | 100% |

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|--|-----------------|-----|-----|-----|------|
| | Stanmore Rd | 1 | 9% | 10 | 91% |
| | Station Rd | 3 | 38% | 5 | 63% |
| | Stirling Rd | 1 | 8% | 11 | 92% |
| | Stuart Cres | 0 | 0% | 1 | 100% |
| | Sydney Rd | 6 | 38% | 10 | 63% |
| | Terrick Rd | 0 | 0% | 1 | 100% |
| | The Sandlings | 0 | 0% | 1 | 100% |
| | Trinity Rd | 0 | 0% | 1 | 100% |
| | Turnpike Lane | 3 | 43% | 4 | 57% |
| | Trinity Rd | 0 | 0% | 0 | 0% |
| | Vincent Rd | 2 | 20% | 8 | 80% |
| | Waldeck Rd | 0 | 0% | 6 | 100% |
| | West Green Rd | 0 | 0% | 5 | 100% |
| | Westbury Ave | 2 | 18% | 9 | 82% |
| | White Hart Lane | 1 | 17% | 5 | 83% |
| | Wightman Rd | 4 | 36% | 7 | 64% |
| | Williams Grove | 0 | 0% | 1 | 100% |
| | Willingdon Rd | 2 | 14% | 12 | 86% |
| | Willoughby Rd | 1 | 20% | 4 | 80% |
| | Winkfield Rd | 1 | 50% | 1 | 50% |
| | Not stated | 9 | 16% | 48 | 84% |
| | Total | 175 | 22% | 633 | 78% |

Q15 Any Comments

| Which Zone? | Support five community CPZs? | Comments |
|-------------|------------------------------|--|
| WG Inner | No | ..this money for your coffers so you can pay even more to your executives. Nothing for common people but you wealthy earners are greedy and enjoy having your feet on our backs. Like the mayor and Prime Minister, you are running life for the rich and ignoring poor people. You should be ashamed of yourselves but I have little doubt that this will fall on deaf ears and you enjoy treating us like dirt |
| WG Inner | Yes | Am very concerned about residents of the new Haringey Heartlands development adding significantly to local traffic and taking up a lot of parking spaces |
| WG Inner | No | Another unnecessary money-grabbing initiative. I'd prefer to pay to park in the Mall rather than be restricted by more zones. This attempt will damage local businesses by stopping many WG residents from parking to shop in Green Lanes. What about people WFH? I hope there are enough objections to stop this. If not I will shop in Walthamstow where parking is much cheaper and easier. |
| WG Inner | No | Arrangements are already strict enough. Elderly people could lose visitors and become more isolated. As a health professional your proposal would mean I and colleagues would take longer to travel by public transport and would not be able to see as many people |
| WG Inner | No | As a business, the main problem is being ticketed all the time on River Park Road. A few business parking bays on this road would help everyone at Blue House Yard |
| WG Inner | No | As for first comment: Unfair, discriminates in boundary line and against poorer, elderly and disabled when 7 days a week until 10 pm is proposed. If you cannot get out, you rely on others visiting. The Ladder area is generally more expensive housing, don't you want to upset the people who own there? Otherwise, I can't see why they don't have extended hours and Sundays. There are more extended opening hours nearby there so people will have problem parking as non resident and visitors more likely- I would think - Park in N8 ladder |
| WG Inner | No | As my local area is often fully parked, I need to park in adjacent areas, so your proposals would make this difficult. The current arrangements have useful flexibility |
| WG Inner | No | Blue badge use would be reduced to the 'central zone'. A family member has severe mobility and autism and your proposals would restrict my ability to take the family member to places and appointments. I agree with traffic reduction and more walking for those who can. Some can't walk any distance and therefore what you are proposing is ill-considered in the name of 'being healthy'. |
| WG Inner | No | Change blue badge display system to a virtual one to stop cars being broken into to steal them. Inner zone should be reduced, not expanded |
| WG Inner | No | Can you please reinstate 2-hour VP vouchers. Can you also allow me to purchase them at council offices rather than being forced to do this online. There is a problem with council workers parking locally during the day and, mysteriously, they seem to have residents' parking permits. Drug dealers park on the corner of local roads and sometimes park in the middle of the road to do their transactions. Fly tipping is a constant problem |
| WG Inner | Yes | Can't understand why we can't park in the pay-to-park bays at certain times even though these bays are not heavily used. |
| WG Inner | Yes | Cars (including blue badges) stop and wait on the corner of Moselle with Redvers. This obstructs the buses |

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| WG Inner | No | <p>Changes would make it very difficult because of your restricted and difficult VP system. I need to visit elderly relatives and you would not allow me to have two permits - one for my own and another for my family members' road. Current controls go to 10pm and this helps stop people parkign in Wood Green High Road int eh evenings. Keep it how it is.</p> <p>Commuters come with overspill and this would become much more of a problem with your proposal.</p> |
| WG Inner | No | <p>Would there be an option to buy an Inner and an Outer permit? Now that permit prices are going up again, what would I get for my money?</p> |
| WG Inner | No | <p>Council is ignoring a Section 106 agreement and allowing parking for Clarendon residents.. Your proposals are not backed up with clear argument or evidence</p> <p>Cumberland Rd is used by so many council workers, traffic wardens, Haringey council vehicles and staff. If we go out, it is always difficult to find space when we return. This extraneous parkign should be stopped immediately. CVEOs know that council staff cause parking congestion, but they do nothing about it. Who is issuing council staff with all these permits and scratch cards? CEOS also take no action over blue badge abuse. There needs to be a radical shake up of parking enforcement. You're quick to increase parking charges but do nothing to deal with council vans and staff parking - which makes our lives hell.</p> |
| WG Inner | Yes | <p>Current arrangement is good. I think 10pm is a bit too late - especially when having a family visit</p> <p>Current flexibility encourages revival of Shopping City along with other Wood Green shops and services.</p> |
| WG Inner | No | <p>Excessive and expensive parkign restrictions means that more stores will lose customers and close. Friends in neighbouring boroughs often complain to us that parkign charges are much more expensive in Haringey. SORT IT OUT.</p> |
| WG Inner | Yes | <p>Currently, parking is quite difficult and restricts my family visiting me. I tend to use the bus for local journeys</p> |
| WG Inner | Yes | <p>Do businesses also get consulted?</p> |
| WG Inner | Yes | <p>EVCPs need to be rolled out to increase use of electric cars</p> |
| WG Inner | No | <p>Extended hours would make it a nightmare for family and friends who can visit me freely in the evenings and on Sundays. No need for longer hours as local businesses mostly shut by 6.30 and no justification for including Sunday. Please stop this.</p> <p>First of all, it must be a huge undertaking and you're not going to make everyone happy. In saying that, I must say, the consultation is very disappointing as far as Ho50s member, Avis, who lives on Ravenstone Road, is concerned. She and I have talked at length about this even in the last few weeks. First all it does nothing to address her concerns about a reduction in hours. Now, Andrew, you did tell me this on the phone when we talked, but it's disappointing that there is not one thing on the form to address this. Avis and I were told time and time again that there will be a consultation, wait for the consultation. Well, we waited, and waited for what. There's nowhere to address that issue. Nobody has really addressed why her road has the harshest parking restrictions in the entire borough. All any one can say is that it's close to the high street.</p> |
| WG Inner | Yes | <p>Haringey permit prices now higher than other boroughs. You should have an app for visitor parking instead of the paper permits which take long to arrive</p> |
| WG Inner | No | <p>Haringey should follow other boroughs which allow 20 minutes or more free parkign according to location</p> |
| WG Inner | Yes | <p>Having controls 7 days a week up to 10pm is a nightmare because it prevents friends and family visits. I have lived here many years and would like it changed to a reasonable time</p> |
| WG Inner | No | <p>HOMES FOR HARINGEY - see detailed comments #140</p> |
| WG Inner | No | <p>I am hugely opposed to this scheme as I feel it is a tax on residents and their visitors. It will in no way benefit us. It feels distinctly like a money making scheme from the council.</p> |

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| WG Inner | Yes | I don't know about Tottenham as I don't live in that area. We already have enough pay-to-park bays |
| WG Inner | No | I don't think you will listen to us. You've already decided what you are going to do. |
| WG Inner | No | I go to W1 and SW6 and I find it easier to park there - and weekends it's free |
| WG Inner | Yes | I have a Blue Badge, but don't drive or own a car. I live alone. My family and other Carers come to care for me daily. Family take me by car to appointments or wherever I need to go. They can't park here easily at all. I can only buy visitor badges in batches of 9. I can't get a Blue Badge Companion residents badge as I don't own a car and my family members live outside Haringey so they can't get one either. No provision has been made for elderly disabled in my situation. I have lived here for 54 years and the parking has got so bad, people can't visit me anymore. |
| WG Inner | Yes | I have off street parkign and don't usually drive. I do however support the stated objectives of discouraging short car journeys for sustainability reasons |
| WG Inner | No | I no longer trust or believe your so-called parking consultations. These are nothing more than a scam. |
| WG Inner | No | I received a letter today about making permits paperless. This will cause more problems for residents. Why change the familiar way. Also we won't know who is parked illegally on the road. |
| WG Inner | No | I spend £00s a year on VP and this is unfair. If there was some concession for residents' visitors I would be more supportive of the changes. I pay £3 for every VP for evenings and weekends and this would be even more if controls were extended. You need to balance traffic issues against residents' rights to have visitors |
| WG Inner | No | I understand the benefits of a CPZ but the 8am to 6.30 pm is quite enough. No extra time needed as shops are closed by 6.30pm. This has restricted my son visiting me as well as friends because of limited access to VP. Please consider residents and change hours to 8am to 6.30pm ONLY |
| WG Inner | No | I want assurance that the car free Heartlands Development would NOT BE ALLOWED TO PARK IN EXISTING LOCAL ROADS IN WG INNER. If the agreement is dropped, there will be 2000 new residents parking on our streets |
| WG Inner | Yes | I would prefer reduced times of 8.30am - 5.30pm Mon - Sun |
| WG Inner | No | I'm a residential permit holder and frequently find council employees flaunting parking rules for themselves when we residents pay through the nose for these services ,and now the UNJUST ULEZ coming has forced me to sell my car ,because of supposedly global warming, RUBBISH ,ITS A TAX ON THE CAR OWNER WHILE THE MAYOR GETS DRIVEN IN HIS 5LITRE RANGE ROVER , DISGUSTING ,HYPOCRITES |
| WG Inner | Yes | I'm certainly in favour of reducing intra-zonal car trips |
| WG Inner | No | I'm concerned that the new flats will increase parking congestion on Mayes Rd. Also, HGVs use the road to get to the shops and other businesses. They start driving in at 6am |
| WG Inner | No | I'm disappointed in the council's attitude to local residents. There is no care or road improvements, only ways of increasing revenue. I feel that the council is run as a profit organisation instead of as a local service for residents and taxpayers |
| WG Inner | No | If I can have a free DB it will help as family members come 3-5 times a week to help with care duties and if I can have a DB, they can park in my drive. Please liaise with family. Thanks. |
| WG Inner | No | If people can park freely now it could be that a large cluster of has to park in a specific small zone if your proposals were put in. Would costs of parking in smaller zones be reduced? |
| WG Inner | No | If the proposals go ahead there should be some sort of discount on visitors parking, and less restriction on the allocation of visitor permits |
| WG Inner | No | In summary we are happy with the current restrictions in place on our road, we do not have problems finding space. We are not happy about the proposed zones as this will make it difficult for us to go to the outer Wood Green zones in order to help us with our shopping |

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| WG Inner | No | Irrespective of what we say, you'll just go ahead with these proposals. Expanding WG Inner is just a way to generate more money. Monday - Sunday up to 10pm is disgusting and should never have been allowed. I reject this proposal |
| WG Inner | No | It is horrible what you are proposing. Why are not you sorting the problem introduced by the new developments why St Williams ? Why are not any improvements to improve pedestrian and cycle routes in the area? Can you really feel proud of the job you are doing? Shame on you! |
| WG Inner | No | It would be madness to incorporate Haringey Heartlands into the CPZ. Malvern Road is nearest to the development and would be overwhelmed - leaving no space for residents. One household already parks vans and cars which take up residential space. In one instance the family came out and caused a Haringey council removal truck to retreat from removing a car. The enforcement officers tell me that the council does nothing about this. |
| WG Inner | Yes | It would be good to introduce additional electric charging points and bike hangers to encourage sustainable methods of transport. |
| WG Inner | No | It's a capitalist money grab. There should be free resident and visitor parking on Sundays |
| WG Inner | No | It's disgusting that Haringey continues to make life even harder for its residents. Please leave us alone |
| WG Inner | No | Long hours hinder visits from family and friends |
| WG Inner | No | Many pay-to-park spaces mean the public can park here but there is a lack of space for residents. My visitors have trouble parkign even to pick me up. Service and delivery calls also have trouble finding parking near me and I hope they don't get tickets. Residents have a raw deal putting up with non local parkers. We have to use VP up to 10pm and on Sundays. This does not help residents and your plan would make it worse |
| WG Inner | No | Market stalls have always made it difficult to park - with 100s of people in the road. |
| WG Inner | Yes | Mayes Rd is congested and many cars have tickets stuck to their windows for a couple of weeks. |
| WG Inner | Yes | More cycle parking needed and some provision for cyclists on Wood Green High Road |
| WG Inner | No | More cycle storage, LTN's, better defined cycle lanes required. Increased areas blocked off for school drop offs. And then being enforced. The proposed change to only have 2 visitor permits being allowed to be used concurrently I don't agree with. If I have friends family to see me we can only invite two households at once! I can't see how this is a problem across the borough when you are going to an online system (which I agree with) which will prevent people selling visitor permit. The council enforcing how many people I can see based on the parking permits is very draconian and an not something a free society should be doing. |
| WG Inner | Yes | Need more free parking permits for businesses - for our staff and when we have contractors and services calling |
| WG Inner | No | No matter what any residents say, you'll make these draconian changes to make more money - regardless of vulnerability in residents. Family, friends and carers would be struggling. Please leave it as it is and stop trying to use us for financial gain |
| WG Inner | Yes | Obstructive parkign by my space makes it difficult for me to get out |
| WG Inner | No | Obviously commuters wil park near stations. Nowadays, however, many people ar working form home and many parking pressures are reduced as a result. More zones just adds confusion and frustration and is of no help. The fact that there is no road maintenance and ther eis litter everywhere does not help. You should also require new housing developers to provide parking to accommodate the incoming residents. Currently you allow developers to effectively print money by avoiding parking provision. On partial solution would be to allocate space in both private and council car parks for residents in these 'car free' developments. |
| WG Inner | Yes | On the map it's not clear if Leverton Close is in WG Central or Bounds Green S. We need to remain in the same zone as Watsons and Ringslade |

| | | |
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| WG Inner | Yes | <p>One house has 3 cars with permits, 3 vans with no permits and several other cars without permits.</p> <p>They use various devices to obscure number plates - including bins and traffic cones. They seem to do this with impunity - -which obviously annoys the neighbours. They also operate a car wash and valet service from their front garden</p> |
| WG Inner | Yes | <p>One side of Burghley Rd has no houses, so it would be an ideal area for EVCPs. Put in 5 without bothering anyone</p> |
| WG Inner | No | <p>Parking should be free - especially for those with mobility issues</p> |
| WG Inner | No | <p>Parking until 10pm unnecessary if you can deter commuters and long stay by having more resident bays</p> |
| WG Inner | Yes | <p>People park anywhere on Brampton Park Rd regardless of permits and disabled bays. Fruit and veg stalls take up half the road. Also, 'boy racers' frequently use Wood Green High Road to drive at high speed (60mph+) most evenings</p> |
| WG Inner | No | <p>Please do not do this. I'm currently purchasing a permit for our new car</p> |
| WG Inner | No | <p>Please do not enlarge the central zone.</p> |
| WG Inner | No | <p>Please don't change the system. It works really well now and justifies the price of the annual residents permit parking. Changes would create confusion and make it harder to continue to help neighbours around our local community as we would no longer be the the same CPZ as the majority of Noel Park. Please can we also have more bike sheds.</p> |
| WG Inner | Yes | <p>Please increase no of business bays as there are only 4 and many working vans block them.</p> <p>Alternatively, allow BP holders to use all bays/ or have some combined residents / business bays.</p> <p>Thank you</p> |
| WG Inner | No | <p>Please just ensure that we can park on our street or nearby.</p> |
| WG Inner | No | <p>Please leave the zones as they are. I am apposed to your proposal</p> |
| WG Inner | Yes | <p>Please make an effort to employ staff to check blue badge abuse in the area. It is rampant. They should check the name with the vehicle log book. I predict that over 60% of blue badges in the area are being used illegally</p> |
| WG Inner | No | <p>Please make it easier for small businesses ! We need your support! To help us survive and grow!</p> <p>Increasing the parking restrictions at this time is going to have a negative impact on small businesses! Many of us are finding it hard to survive as it is and this could be the final nail in the coffin! If it is too difficult to park, we may just all work from home !</p> |
| WG Inner | No | <p>Please note I am now too old to get a bicycle</p> |
| WG Inner | No | <p>Please please don't waste your time & resources on a pointless consultation - use your resources on stopping crime, antisocial behaviour, drug dealing, pickpocketing, knife crime, gun crime, youth crime - these are far more pressing issues & need urgent action. The High Street has been decimated by the virus & these sorts of schemes will do nothing to help it Haringey has proven that they struggle with wholesale changes - see the complaints the new online parking system has caused. I can't see the council implementing a change in boundaries without it becoming a mess for local residents. Finally, and again, don't go ahead with this proposed scheme, it will benefit no one at all Thank you</p> |
| WG Inner | No | <p>Please see my comments about more efforts to crack down on traffic violations at the taxi rank by Graham Road and deal with the drug dealing outside of the tube.</p> |
| WG Inner | No | <p>Proposal mean we would not any longer be able to park on Wolsely road - although we were promised previously this would never happen. So where would we park. I support the boundary changes if it stopped people parking in Warberry for shopping / commuting. Warberry residents mostly have 2+ cars per household so parkign is very difficult. There should be a limit of 1, as this is London and extra cars are not needed</p> |
| WG Inner | Yes | <p>Restrictions need to be enforced also teh traffic flow needs to be properly assessed</p> |

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| WG Inner | Yes | RingGo app does not have accurate restrictions shown by location code. Visitors have received PCNs despite app confirming that parkign was paid for. " hours max stay in some areas makes life very difficult at times |
| WG Inner | No | SEE LIST OF SUPPOSEDLY CAR FREE PERMITS ISSUED |
| WG Inner | Yes | Some of these questions don't have a ready answer that fits the situation. |
| WG Inner | No | Sundays are important for church visitors. Proposals would not benefit anyone apart form a very few residents. This area was in the Inner Zone some years ago. |
| WG Inner | Yes | Support changes as long as the permit is affordable. Your plans look OK but should be discussed in more detail with residents. There could be questions arising which need further explanation |
| WG Inner | No | The inner zone would be increased in this crap proposal. |
| WG Inner | Yes | The new layout of the Wood Green CPZ does include the new Clarendon Development, formerly known as Heartland National Grid Site. It was promised to residents during the planning phase that this will not be the case. As it is planned to be a car free neighborhood with very little designated parking space, as a resident in Hornsey Park Road I am afraid that the new residents of the development can then apply for a parking permission in our roads. As HPR and surrounding roads are very overcrowded already and under a lot of parking pressure this will make the situation for current residents a lot worse. The promises made to the residents of Hornsey Park during planning application should be upheld. |
| WG Inner | Yes | The new proposed Wood Green zone is still too large. Stretching from Turnpike Lane to Wood Green. There is a strong argument for much smaller zones. EG the quadrangle Park Avenue, Station Road, and left hand side of High Rd by council offices could be one zone the proposed zones do not reflect communities as the council claims. Very crude adjustment proposed. |
| WG Inner | No | The PMRA objects to the inclusion of the Heartlands Development in the new Wood Green Central CPZ. The consultation says the proposals are aimed at 'creating smaller, tailored parking zones'. The Heartlands development zone and area of intensification which includes Clarendon Road N8, Clarendon Road N22, Mary Neuner Road, Western Road, Brook Road and Coburg Road must be one such zone – a sixth zone. Haringey Council has either granted planning permission or is in pre-application negotiations for more than 2400 new dwellings in this single car-free zone and has committed to create the legal agreements to ensure this is achieved. This area must be a 'tailored parking zone' as park to this where parking controls are fitted to and managed under the relevant 'car free' planning permissions. We have sought confirmation through two FOI requests that Haringey has ins |
| WG Inner | Yes | The proposals aim to reduce the short trips within the current two zones and to deal with antisocial social behaviour as indicated as Wood Green and Turnpike Lane stations. Alexandra Road being central to the Wood Green shopping area suffers from such parking demands associated with use of the various outlets in the Town Centre. There should be more encouragement or direction for such users who wish to park to use the off-street parking facilities such as the shopping city car park, that exist without compromising parking opportunities for residents in Alexandra Road. As such there should be no such provision for visitor parking in Alexandra Road in my view. Also you have missed a major opportunity to give the Heartlands new build estate and surrounding areas off the Clarendon road it's own CPZ. If the aim is to reduce short trips I imagine this development with all it's pr |
| WG Inner | No | The proposed changes are not viable and should not be implemented. |

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| WG Inner | No | <p>The proposed changes will only increase the pressure to find available parking spaces on mine and connecting roads. Recent changes by Haringey have already made it ridiculously difficult to park on my road for all residents. There has been the introduction of 2 disabled parking only bays which are not used by residents, only visitors. The residents with a blue badge park in normal resident parking bays outside their house, thus negating the need for designated disabled parking bays. There are old driveways which have been bricked over and no longer in use, yet there is yellow lines in the road leaving a 6ft space which would be better served for all residents being joined into the adjacent resident parking bay as currently it is literally a redundant 6ft space on our road. The past year has also seen the entirety of one side of Lyttleton Road having resident parking r</p> |
| WG Inner | No | <p>The Sandlings is a Private Parking estate</p> <p>The Wood Green Parking Zone review must take on-board the needs of all the small businesses and organisations - creative, hospitality and others - that are located on Coburg Road. An increase in the Outer Parking zone to 7 days and until 10pm at night will mean that the businesses will not be able to trade as effectively. Because of the nature of their work, many of them operate their businesses during the evenings and on Sundays, their visitors, clients and customers come in during these times particularly so that they can park safely on the street close to the buildings. The creative sector has been one that has been adversely affected by Covid. The parking changes would put additional pressure on these businesses when they have been struggling to survive for the last 18 months due to the pandemic.</p> |
| WG Inner | No | <p>There are 1700 new homes in the new Haringey Heartlands devt which has minimum parkign space, so it's obvious they will all park in Wood Green Inner zone. Madness!</p> |
| WG Inner | Yes | <p>There's nowhere for friends and family to park if needed</p> |
| WG Inner | No | <p>These proposals would have a big impact on our congregation - especially older members of the community. A reduction in numbers attending would also have an impact on the community projects that we run</p> |
| WG Inner | No | <p>This feels like a smoke screen to raise money for the council</p> |
| WG Inner | No | <p>This is a money making exercise under the guise of environmentalism</p> <p>This is an academic and unnecessary exercise. Seems you are trying to invent a problem which you will then solve in order to meet your targets. We have no easy way to get a permit as we don't own a car but need to hire cars from time to time This means we get constant fines because you can't organise permits for hire cars. Please seriously consider spending the money on improving your services to residents</p> |
| WG Inner | No | <p>Very concerned about the Mall car parks where there is regular theft e.g. of catalytic converters. Burglars drive in with false number plates.. The Police are not interested</p> |
| WG Inner | Yes | <p>We get a lot of scratch card users paring here who work either at the bus garage or for the council. A lot of WG Outer zone permits are used on our road - again by council workers. Changing the zones will stop this as well as stopping a lot of short journeys. Some households have upto 3 cars, so extra cars shoudl be charged even more</p> |
| WG Inner | No | <p>We have an entrance off Coburg Rd into the Chocolate Factory compound where the parking is extremely limited.</p> |
| WG Inner | No | <p>We said previously we preferred 8am to 6.30pm. Suggest that CEOs help deal with enforcement of littering and fly tipping. This would be a better use of resources</p> |
| WG Inner | No | <p>We suggest following are considered: - more pay and display bays available for longer hours on Coburg Road and Silsoe Road (and other roads in the Outer zone close by to us). - convert the business bays (which are frequently empty) to visitor parking bays so that anyone can use them to pay for parking during the Outer zone hours. - more disabled bays for blue badge holders. - a loading bay for Karamel restaurant and venue.</p> |

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| WG Inner | No | <p>What surprises me the most is that the old inner area will be wider with the proposed division, so it would be impossible to park due to the increased number of people that will live in the area due to the new developments by the national rail tracks. In addition, where are the improvements to make the area more pedestrian and bicycle friendly in your plan? Please, do your work properly.</p> <p>When the CPZ was first introduced (with Inner and Outer zones) residents were promised by councillors that Inner permits would always be valid in Outer zones and vice versa. This reassured those near boundaries that they would still be able to park nearby. The current proposals demonstrate that promises from politicians are worthless, which has always been the way of the world, I suppose.</p> <p>When will the council enforce the rule that council employees MUST NOT park in the local roads near the council offices on and near Station Road. This is consistently ignored and consistently not enforced by CEOs. The council has thus far largely ignored any correspondence about this. It's almost like the council don't care about their tax-paying residents' opinion... What will it take for the council to act on this? This has been the rule for at least a decade. How and why do staff get away with behaving so badly?</p> <p>Why are parkign restrictions so long? They don't reflect business hours. It discriminates against residents and their visitors as well as discouraging people from visiting the shops and services (and spending their money here)</p> <p>Why no option for reduced hours? Current restrictions are far too harsh and restrictive for residents as well as businesses. Multiple new zones wil isolate the elderly and otehr groups even more. Longer times will add to the problem. Nobody can tell me why the restrictions are so harsh. The council should eb ashamed of trying to force this through and not offer other options.</p> <p>Would support if it was not just a scheme to raise revenue. You will disproportionately affect the most vulnerable, and local businesses. Suggest working to: limit cut throughs; have safe and secure cycle facilities; Make it much easier and affordable to buy VP for family, friends, and traders. Don't just install 5 zones to stop people parking around their own neighbourhoods.</p> <p>Would welcome discussions - with businesses in Clarendon Road industrial estate.</p> <p>You'll just do this because it's a nice little earner. About time we had a council which served its communities.</p> <p>Your parkign changes on Wightman Road have displaced issues to other roads. Your current proposals will cause more issues and extra costs. I'm sure there are better things for you to focus on. Your proposal seem poorly thought-out and more of a knee jerk action</p> <p>Your proposal ignores the need for easy access to services - like GPs - and divides up Wood Green for the purpose of increasing council revenue. No point in having all these every small zones apart from creating the opportunity to charge residents more.</p> |
| WG Inner | No | |
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| WG Outer | No | |
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| WG Outer | No | |
| WG Outer | No | <p>Aggressive drivers park partly on the pavement outside shops form 601-613 . These bad tempered drivers obstruct pavement users and the problem should eb dealt with by CEOs as a matter of urgency.</p> <p>If 5 zones created it would cause problems taking my immobile partner to the shops and services. and for a break from being in the house. Friends will have difficulty visiting. Relatives will all be in the separate parking zones. Collecting post form Wood Green sorting office will be a problem. At my age I can't do my weekly shopping on foot or by bycycle. Oldies do NOT all have smart phones and mobile tech to use apps etc. Our lives will just be made more difficult. One day you may become old, frail and partially sighted.</p> |
| WG Outer | No | |

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| WG Outer | No | Speeding is the dangerous issue -especially as we have 3 schools nearby: The Grove, Belmont Infants, and Belmont Junior |
| WG Outer | Yes | - Wightman road is too narrow for it's existing speed limit and is dangerous for cyclists - Suggest to reduce speed limit on Wightman road - Suggest to make Wightman road one way street. |
| WG Outer | Yes | #206 has a DB outside which is only used by relatives visiting and using a blue badge. I'd support this being returned to general use now that there are no drivers in the household. |
| WG Outer | Yes | 8am to 10pm Monday - Sunday is good for us even though there is a lot of double parking on Sunday which is bad if you are trying to drive through. Suggest having parkign on one side only on the main road. |
| WG Outer | No | A business owner in West Green Road has managed to obtain 8 - 12 residential parking permits which are displayed in his vans which are parked in my road and in nearby roads. How has this been allowed? I want a proper response from Parking, or from my ward councillor. Th e council must investigate how a business owner has been allowed to buy multiple residents parking permits when her / she does not live there. SEE FORM |
| WG Outer | No | A ground anchor for motorbikes at Gladstone Ave would be nice. Is there an application form for this? |
| WG Outer | Yes | About time - this was initially suggested about 10 years ago and I think its a good idea |
| WG Outer | No | According to the proposed changes my house will fall on the border between two parking zones considerably limiting my parking options. I am not supporting the proposal. If it goes ahead I would suggest that people like me whose house fall on a border between two parking zones will be allowed to park on either of the two zones. |
| WG Outer | Yes | Active travel must be the priority for al who are physically able. Reduced motor traffic makes for safer cycling and I am a keen cyclist. I hope proper segregated cycle lanes will be installed in Wood Green instead of some painted lines |
| WG Outer | No | After all the issues of Covid 19 Pandemic which affected a lot of people's finances, I think it is unfair to be proposing a plan that will further have an impact on the finances of residents. In some councils, resident are given free parking permits and are expected to buy visitors permits, this is a fair plan. However, in Haringey, residents pay for both theirs and their visitors parking permits. Please can the council just be considerate when making changes that affect their residents. |
| WG Outer | Yes | Agree in general but we do need to be mindful of the needs of those who cannot walk or cycle. Please target engine idling - especially the ice cream van at Ducketts Common. |
| WG Outer | No | ALL COMMENTS ARE IN ANSWER TO Q6 |
| WG Outer | No | All-day visitor parking permits should be made more affordable |
| WG Outer | No | Any change will not reduce congestion. Also, the council already intends to charge more for residential parking, with less free parking. Not fair really. |
| WG Outer | Yes | Anything to make cycling and walking better is welcome - and too many people still drive for short journeys |
| WG Outer | Yes | Apart form non-locals sitting in cars playing loud music, the real problem is speeding, reckless overtaking, and alack of concern for cyclists. Poorly maintained roads with bad pot holes are also of some concern |

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| WG Outer | No | <p>As a council Haringey say they are trying to promote the use of electric vehicles. I was recently looking into changing my vehicle to an electric model but the current infrastructure means that this is not currently a viable option. Currently electric vehicles are significantly more expensive than their petrol equivalents. This should be offset by the running costs, however currently the only option if you do not have off street parking is to use one of the few electric charging points. These points are monopolised by a single supplier and the rates are way in excess of domestic suppliers. I'm not sure whether this is solely controlled by the local council or is a London wide policy. If there was a serious commitment to increasing electric vehicle use then there should be investment to provide residents with dedicated parking bays for their properties with connections to the</p> <p>As a long term resident family we are aware this change has been proposed at least twice before but come to nothing? What is different this time? What were the objections previously? Why did it not progress then and is that outcome likely to be different this time? Have changes to the Blue Badge/Companion Badge scheme been taken into account? With the now confirmed changes due in August to the Companion Badge scheme my elderly father's doctor, chemist and dentist fall outside of our current CPZ. Therefore the new free resident's permit will be useless at these regular appointments and leave him increasingly vulnerable to criminality via theft of his Blue Badge when now forced to display it more often for longer periods at various locations.</p> |
| WG Outer | No | <p>As a resident of Wood Green area I believed I should be able to Park either Inner or Outer CPZ as we pay our council tax as well we have the rights to park on our own borough</p> |
| WG Outer | No | <p>As a resident permit holder of the Wood Green Outer CPZ, it can be difficult to park in the Inner CPZ for a short period of time. Please consider putting a time limit on how long the Outer CPZ holders can park in the Inner CPZ. This will help stop the commuter parking. It is unfair to residents in the Inner Zone and for those with Outer CPZ permits who cannot park either. I'm sure introducing all the new zones will be at a significant cost. The above may help the problem without such a significant cost. Thank you</p> |
| WG Outer | No | <p>As i mention I only found out yesterday, which was the 06/08/2021 that i am not able to order paper based visitor tickets anymore, w/hen I tried to order visitor tickets, but I have to order virtual visitor tickets now, I think this is very unfair as i sometimes do not have access to a computer and my mobile phone does not internet access. And i am worried for my parent as they do have a computer or mobiles so would be able to access the virtual visitor tickets when they needed them. regards</p> |
| WG Outer | No | <p>As usual when Haringey consults, it is a forgone conclusion to make life as difficult as possible.</p> <p>Currently the positive thing is that my permit allows us to go out without worrying about parking and the hassle of scratch cards or pay-by-phone. Your proposals are solely for the benefit of the council. Your services are terrible: dirty streets, impossible to speak to anyone on the phone.</p> |
| WG Outer | No | <p>Aside from my previous comments regarding the additional costs to residents, there's nothing mentioned with regards to people who drive to places of worship and therefore require parking. For example, there's St Paul's Church on Station Road. The new proposed Wood Green Central Zone would mean that people will require visitor permits if they wish to drive to Church on a Sunday. The proposals will impact all of the community who attend different places of worship across the borough. For Q4, I answered it's Sometimes difficult to find a parking place. With the council recent approval of 6 additional homes to be built behind the land between Station Road and Barratt Avenue, this will only become more difficult to find a parking space in the future. Extending the hours of the CPZ won't resolve this if there's no plans to create more parking spaces/limit the number of resident</p> |
| WG Outer | No | <p>Be fair to residents and stop taking money from us</p> |
| WG Outer | Yes | <p>Boats and trailers from a property in Morley Ave are left on the road or attached to council signs.</p> <p>These take up too much space particularly when we already have shoppers and people going into the city in the evenings</p> |

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| WG Outer | Yes | Bringing in traffic arrangements to Barratt Ave has moved congestion into Station Rd. You may need to consider putting in DYL. Parkign is manageable but if everyone goes back to work, then parkign will become very difficult |
| WG Outer | No | Can my son who lives with me and owns a car, have companion badge? Thank you for your consideration |
| WG Outer | No | Can't stress enough how unnecessary your proposals are... regarding trying to change times ... there is nothing wrong with the times Mon to Fri 8am - 6pm ... Saturday and Sunday especially Sunday should be a free day for family and friends visiting. We have lost so much viable business in Wood Green its not what it use to be ... all we have now is cheap tacky shops and loads of cafes/Turkish restaurants ... |
| WG Outer | No | Caversham Rd does not need more Pay-to-park but DOES need 2-hour no return parking bays which are free to park in. You used to provide these and they are sorely missed |
| WG Outer | Yes | CCTV across roads would help with public order and keep both people and cars safer. I've seen some people using private cameras to monitor their own vehicle; so a public service, this would be appreciated |
| WG Outer | No | Change parking will not reduce crime and help walking and cycling. Please put police on street and fix and clean footway. |
| WG Outer | No | Changing the parking zones for residents is not going to address the issues set out under 'Why we are proposing the changes'. These changes are not going to spark residents into walking to the shops or cycling - if you want to encourage those types of behaviour changes then you should be addressing quality of footpaths, street lighting, safe streets, improving cycling paths and traffic loads on roads, alongside sport and physical activity initiatives. This proposal will only result in more revenue generated by the already overzealous parking inspectors who are all too ready to issue fines (even when you have a parking permit). This proposal does not go anywhere near describing what the benefits are for me/my local community by making these changes. |
| WG Outer | No | Charging points will reduce parking space for both the charged vehicle as well as others. Visiting trade vehicles should be exempt. Details of temporary restrictions/suspensions should be notified by email to permit holders in the relevant area. Prices of permits should be reduced if the five zones go ahead because the privileges of a permit will be reduced. Re an earlier question, when I have problems finding a space I don't know what factors are responsible: and I'm nowhere near a football ground so my answer for that question was a guess - that there are problems on match days. |
| WG Outer | No | Check if the DB here is still required |
| WG Outer | Yes | Clear signage needed |
| WG Outer | No | Commuters no longer park here (since CPZ came in) and most people who park here to use the trains or or for socialising, or who cause ASB don't live here. Most of my cycling colleagues have no faith in cycle lanes which are often on roads which are too narrow for all this demarcation. Given that so many people will continue to work from home and commuting will be much less; there is no need for change now. Thank you for asking for our views. |
| WG Outer | No | Completely ridiculous. You've increased permit charges and made it harder for visitors and family. You are bleeding us dry financially with constant increases in charges for permits and council tax. Please rethink this ASAP |
| WG Outer | No | Concerned at the very poor cycle infrastructure here. Why no 'Boris Bikes' in Haringey? |
| WG Outer | No | Controlled parking can be useful but it can also stifle small businesses. Can you explain why we need to extend the Cpz for Coburg road to be effective on Sundays ? |
| WG Outer | No | Controls not needed at all at my end of Sirdar Rd. Ideally there should be a maximum 2 hours parkign time for non-residents. I have carers visiting twice a day - as well as family / friends and the current restrictions make this very awkward |

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| WG Outer | No | CPZ are always been tougher in working class community area why?? Why no strict time bend around Muswell Hill or other areas of Borough?? This is insane !! |
| WG Outer | No | CPZ works fine as it is. However I know that nothing I say will make any difference to you CPZs do help residents but once they are in place you abuse it by introducing a barrage of extra taxes like the diesel surcharge. An electric van capable of carrying 1 tonne doesn't exist nor can you buy a petrol one so will always have to be diesel. Engine size and CO2 are irrelevant as pollution is much more related to vehicle usage. Being parked outside my house does not cause pollution. When I move I will get a house with a driveway in order to remove your control over my life. |
| WG Outer | No | Current arrangement are fine and should not be increased |
| WG Outer | No | Current is fine. We don't need any new changes |
| WG Outer | No | Current parking arrangements work efficiently. Restrictions will inhibit local elderly residents from freely visiting local shops, places of worship family and friends within the Wood Green area. Promoting isolation and impacting on their mental and physical well-being. |
| WG Outer | No | Current scheme also helps the local economy |
| WG Outer | No | Current scheme is working very well |
| WG Outer | No | Current system works and doesn't need changing |
| WG Outer | No | Current Woodside West times should remain as they are. This facilitates school drop-off and pick up. Families need to be able to meetup without always needing to pay for parking. Covid has brought a lot of constraints on family income. we don't want more restrictions now when times are hard |
| WG Outer | No | Current Zoning has worked well for many years. There is no benefit to residents from your proposal, rather it would limit our freedom of movement and make it difficult to readily access medical and family support without a lot of disruption. We are totally opposed to this. |
| WG Outer | No | Currently we can access GP surgery, shops and dentist with our permit. We would not be able to park near any of these facilities under your proposed re-zoning. I have severe mobility restrictions. Please Please, leave things alone. |
| WG Outer | Yes | Customers of cafes and restaurants parkign at the Green Lanes end of Falkland Rd. Multicar households are largely those houses which have been converted into flats, There is no obvious solution to this. Trade and internet delivery vans have increased durign the pandemic. You do need to take action on teh blue badge abuse. |
| WG Outer | No | Deal with the parking on both sides of the road at the sports centre on White Hart Lane by Woodside High School. This causes congestion and shoudl be stopped. |
| WG Outer | Yes | Despite my mother receiving a PCN recently, I notice that there are a lot of cars parked regularly at the Green Lanes end of the road by people using bars and restaurants and it looks like CEOs are ignoring this. Other residents have raised the same concerns. |
| WG Outer | Yes | Disabled Parking Bay outside 37 Lausanne Road is no longer used (disabled resident moved out at least 2 years ago), so can be removed. This would be a good location for installing a BikeHangar cycle parking facility. Parking restrictions on Hampden Road (the section between Wightman Road and Hornsey station) need to be enforced: they are currently not enforced. So this street is now heavily used for commuter parking, and motor vehicles accessing this street are a significant source of traffic on surrounding streets. Allowing unregulated parking on Hampden Road does not align to Haringey's Transport Strategy. |
| WG Outer | Yes | Don;t agreee with the split across the ladder. We also thing Wood Green Central is too large - it is even larger than the current WG Inner. There should be higher charges for SUVs and other oversized vehicles. Also it;s time to change the VP for a modern electronic one or at elast to reduce the time between application and delivery to a more sensible time gap instead of the current 10 days |

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| WG Outer | No | <p>Don't change the CPZ please. I do not understand how these changes will improve our local community. On the other hand it will prevent any local travel and support to local shops.</p> |
| WG Outer | Yes | <p>Don't mind the zone change but do NOT support any extension of CPZ hours, which are already disproportionately long</p> |
| WG Outer | No | <p>Don't think we need more Visitor parkign weekdays - maybe Saturday /Sundays only</p> |
| WG Outer | Yes | <p>Electric vehicles (EVs) are currently the preserve of the wealthy. They are likely to command a premium over internal combustion-powered vehicles for the next 5 years, at least. Providing EV charging points on busy highstreets and shopping centres (eg Wood Green High Road) merely encourages wealthy people to drive to the shops: they can park for free, in a prime spot, AND get free electricity. You need to rethink this policy: it creates what behavioural scientists call a perverse incentive. Perhaps: (1) attach a fee to the on-street parking bay for EVs (2) provide EV charging in the (paid-for) multistorey carpark (3) replace EV charging points with charging stations for e-bikes and e-scooters. Increase the number of safe places for people to lock up pedal cycles on Wood Green High Road.</p> <p>Electronic parking permits for residents and gusts would be good. Also it would be good if the council removed unused disabled bays outside 216 and 212 and this restricts other residents from parking. On the road. This has been requested multiple times however the resistant of 214 has rejected the requests as it means no one can park either side of his dedicated parking bay. Which is not right or fair for other residents of the street.</p> |
| WG Outer | No | <p>Electronic visitor parkign by app would be great as the VP currently take a long time to arrive. This means I need to buy in bulk which then risks them expiring. Encouraging more car club parkign would help, as many vehicles could eb shared rather than 1 car per house</p> |
| WG Outer | Yes | <p>Extremely unhappy about proposal for even more restrictions. This is outrageous for the community and feels like we are being segregated and controlled. I do hope that Haringey council is not using this to make money by penalising residents and struggling businesses. Permit prices have rocketed sky high over the years.</p> |
| WG Outer | No | <p>Fairfax road is easy to park on and we do not need further restrictions. It's already expensive to park and the council has never once correctly processed my permits. Your schme woudl stop me using the local area at a time when we are being asked not to overuse public transport, and to stay away from others</p> |
| WG Outer | Yes | <p>Finsbury House needs more parking space as well as access to on-street parkign</p> |
| WG Outer | No | <p>Focus on getting the current zoning to work instead of introducing yet more changes. I am more concerned about congestion on Wood Green High Road. restricting parking on residential side roads wil not help ease this.</p> |
| WG Outer | Yes | <p>For visitor parking, it would be helpful to have pay-by=phone in any area within the zone; not just in dedicated bays</p> |
| WG Outer | Yes | <p>Free parkign on Sunday for anyone makes it very difficult for residents. I have elderly parents who I drive to appointments and often cannot park when we return which means they have to walk often quite a distance. Have controls on Sunday as there are car parks available for shoppers etc to use.</p> |
| WG Outer | No | <p>Free parking at weekends + free VP</p> |
| WG Outer | No | <p>Great that the council are undertaking this consultation. I would fully support plans to decrease the level of traffic and need for car use. We need to install Electric charging, more bike sheds. We also need to improve the bridge crossing on Hampden road into Crouch End to accommodate Parents with buggies and prams as well as encouraging more parents and children to walk to school. My children and I spent a week walking to school (as part of the walk to school programme) we enjoyed it immensely but the only drawback was the bridge crossing.</p> |

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| WG Outer | No | Happy with current settings and I'm strongly against the proposed new zones and operating days/times. |
| WG Outer | No | It would restrict people and would devastate Wood Green town centre shops and businesses by discouraging people from visiting. I urge you to abandon this scheme |
| WG Outer | No | Hard to park since the flats across the road were built. The flats hold a lot more people than there are parking spaces |
| WG Outer | No | Haringey just wants to make money because of their budget shortfall, so they target the car owners. |
| WG Outer | Yes | Have less cars on the street - it will be great. |
| WG Outer | No | Having a set number of free VP would be really helpful to a) reduce household costs, and b) ensure that trade and other services can attend more easily at the property. It would be useful to have a few more shared use parking bays when trade and service calls are made at busy times of the day |
| WG Outer | No | Having recently re-applied for my parking permit, I noticed that Haringey council opts to price parking permits on the basis of emission produced by a vehicle. I assume that these emissions are based on figures provided by the manufacturers of the cars rather than tested by Haringey council. As such I believe that the way the Council opts to creating its pricing plan for residents is fundamentally flawed on 3 reasons: 1) The permits are for parking of the cars- not for their movement on the roads. As such all cars, when parked and turned off do not produce any emissions. Road Tax and ULEZ are taxes put in place by the government to reduce emissions. Therefore, by charging for cars based on emissions the council is crossing purposes of what resident permits are for- which is for people to be able to park outside their homes and deterring people from using up parking spaces |
| WG Outer | No | How much is it going to cost to change all the signs if this goes ahead? My CPZ would be one of the smallest of the five, ridiculous! In my opinion, with what you are currently and future charging, a resident should be able to park in any residential bay, in the whole of the borough. This about revenue generation, not pollution, commuter parking, traffic management or any other issue that is currently in vogue. |
| WG Outer | No | How much money is being wasted on these changes at a time they are not needed? |
| WG Outer | No | I agree that parking controls are required given the location near to the Underground station at Turnpike Lane for commuters. |
| WG Outer | No | I agree with the aim of making the borough less polluted with cars but this should be done by making it easier and safer for residents to use alternatives to the car, such as better cycle paths/routes, not the piecemeal arrangement we have at the moment rather than just charging people more to park. As well as disadvantaging older and disabled people it will also be much more of a disadvantage to less well off people. There should also be a scrappage scheme for people to replace their old diesel and possibly petrol cars with electric cars both nationally and within Haringey and parking incentives for electric vehicles. |
| WG Outer | No | I am able to do the school run, and take my children for routings. I don't understand why you would put a boundary in the middle of the road. We should not have to pay extra for using local facilities (shops restaurants, cinema). This is just a scheme for the council to make money from charges and handing out PCNs to unwitting residents |
| WG Outer | No | I am broadly in favour of parking restrictions that help reduce the number of vehicles on London's roads and encourage greener forms of transport. Please look again at the proposed boundaries of the new zones in Wood Green so they remain fair for current residents and do not extend the size of the central area to enable short-hop car journeys within that zone. |
| WG Outer | No | I am happy with the parking restrictions as is. The proposed changes will cause major disruptions. It restricts movement throughout the borough for Haringey residents. |

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| WG Outer | No | <p>I am hoping that this is a true consultation exercise and not a tick box exercise with the proposals already decided upon. As such, please humanely consider the financial impact introducing additional controls will have. Humanely consider the fact that people do not typically drive frivolously and that if there is indeed an impact that this is most likely to be to the inner zone only and as such sensible and intelligent change should be made there. I understand that there is the belief this will help save the environment but given the fact that many industries impact the environment with nothing being done at a governmental level, I question the sincerity of this being a reason for this change. Instead there should be an educational programme coupled with bona fide studies and data that illustrate the impact of driving, the impact on human life and what behaviours need to</p> <p>I am in complete disagreement of the proposed changes to parking, I think it's a waste of money and time, whilst putting additional cost to residents already paying expensive permit fees, to be now told they can't park in the same areas. Having lived in this area for a long time having a parking permit to go to the shops or the post office is something vital for me and my parents who are older, without this we wouldn't bother to shop in Wood Green and would go out further to Westfield Stratford.</p> |
| WG Outer | No | <p>I am in the ladder and would need to go to the central area to provide daily care to my relative. I am also a pensioner and can sometimes walk there but not in bad weather or evenings. Commuters who currently use Turnpike Lane would in future park in border roads like mine and create parking chaos. These proposed zones are far too small except for the expanded inner zone. I attend the Greek Orthodox church in Wood Green and currently park easily near the church. This would come to an unacceptable halt. You will be restricting my freedom to live my life in a useful way. My whole life would have to change for the worse. Your claim that the new zones will keep existing operating days and times is not true. Those who live near Turnpike Lane will have times increased to 10pm and days will increase to include Sundays. You need to rethink this and consider your residents</p> |
| WG Outer | No | <p>I am not against boundary changes and support fewer car journeys however I have an allotment and would be unable to drive to it with these boundary changes. Could some provision be made for allotment holders?</p> |
| WG Outer | No | <p>I am not opposed to the boundary changes per se, but am appalled by the associated operational time changes</p> |
| WG Outer | No | <p>I am opposed to these changes. I've lived here for more than 40 years and I'm tired of hearing about Haringey council plans, that you claim are about making residents' lives better when they actually make our lives worse. This plan is just going to make me more isolated and less likely to visit my local high street. And please do not extend the hours of operation as then I'm going to have even fewer visits from friends and family in the evenings because of the cost of buying the required visitor permits. We've been isolated enough during Covid, we don't need anything else that'll make it more difficult for our loved ones to visit. All the best, the residents of 5 Lausanne Road</p> |
| WG Outer | No | <p>I am really unhappy with how some local changes have been put in place over the many years I have lived here. The way that Wightman road has been developed causes so much risk to every user, it is terrible. The need to keep on squeezing cars and other vehicles against the jutting out paving has caused damage to tires (including mine), local garages have benefitted but not residents. I see so many near accidents for cyclists and other drivers and the road is now avoided by several people I know who are worried about negotiating the bends and narrow passing places. These proposed Zone changes will simply create more confusion as you try to drive around in your local area, we all have to spend additional money on visitors permits just to park for a short time to visit / help friends who live relatively nearby (I note that this year there are no 2 hour permits provided -</p> |

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| WG Outer | No | <p>I am wary of these consultations as it's always about money and they are pushed through regardless. These surveys are just going through the motions. I was wondering a couple of years ago what you'd come up with to extort more money from us and I actually thought you would do exactly this...and here we are! All this CPZ means for me is that I can't easily or quickly visit friends anymore without paying and it will cost me more to go to the shops. So a strong no from me, not that it will make any difference. I appreciate the council needs more money but permits are not cheap. Presumably, if you put in more pay-to-park bays that will reduce reduce resident spaces, so you will get more complaints from hard-pressed residents. Please don't make our lives more difficult.</p> <p>I can currently park in a lot of useful places - supermarket, doctor, and dentist. It is one of the reasons I moved to Wood Green</p> |
| WG Outer | No | <p>I cycle mostly and drive occasionally. We really need segregated cycle lanes to increase cycling. I have been to Copenhagen and Amsterdam where the cycling environment is excellent</p> <p>I do have an invisible disability which is progressive. I would like to organise a space near to where I live as spaces are limited in Progress Way. So many people are selfish when parking and take up two spaces, or don;t park close to the end line of the bays.</p> |
| WG Outer | Yes | <p>I cycle mostly and drive occasionally. We really need segregated cycle lanes to increase cycling. I have been to Copenhagen and Amsterdam where the cycling environment is excellent</p> |
| WG Outer | No | <p>I do have an invisible disability which is progressive. I would like to organise a space near to where I live as spaces are limited in Progress Way. So many people are selfish when parking and take up two spaces, or don;t park close to the end line of the bays.</p> |
| WG Outer | No | <p>I do not agree that the proposed changes to the Haringey CPZ will encourage people to walk instead of taking the car. They are unnecessary and will unfairly affect those on low incomes. I strongly disagree with the proposed plan to change the current parking areas and terms.</p> |
| WG Outer | No | <p>I do not agree with the new proposal. It would appear there is a financial gain for Haringey Council at the residents cost.</p> |
| WG Outer | No | <p>I do not feel the proposed new CPZ are of benefit. Of course, I speak only for my household, but I have not experienced the problems you mention in your cover letter (difficulty in finding a parking space, anti-social behaviour, unnecessary short car journeys). I suspect, nevertheless, that the proposed re-zoning will go through, even if every single respondent was to oppose it! I light of this, I would like to strongly object to the extension of the CPZ hours in what would be my new CPZ (Wood Green Central) to Mon-Sun 8am - 10pm. This would greatly impact on my households activity. The weekends are when family and friends visit and many of our friends and family live far away such that travel to us by public transport is not a viable proposition. I do not think it is fair that residents in the Wood Green CPZ should have to shoulder a significant financial burden (and</p> |
| WG Outer | No | <p>I do not agree the changes the council are proposing, and I strongly oppose any changes as outlined in this survey, I am a paying community tax payer to the borough of Haringey and I dont feel I am being treated fairly as a paying resident parking holder</p> |
| WG Outer | No | <p>I do not support any of the proposed changes</p> |
| WG Outer | No | <p>I do NOT support this proposed change. It will be divisive and unpopular. This will isolate elderly and less mobile people who uses their cars for short distances because they need to. I rarely have a problem finding a space in either Inner or Outer Wood Green. the current system, whilst not perfect, works quite well. There are so many other problems in this Borough that the council would be better off dealing with.</p> |
| WG Outer | Yes | <p>I don't drive but do need VP for service calls etc. My view is that parkign (except for disabled) should be phased out as far as possible. Cars ruin the look of the street., are dangerous for cyclists, and reduce visibility when a pedestrian is about to step out. Car owners represent a lazy and entitled life style which is prioritised over others. Constant engine revving, car horns, doors banging, and laser-like headlights - as wlel as careless and aggressive drivers. Your proposals therefore have my support.</p> |

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| WG Outer | No | <p>I don't want restrictions which would affect friends and family. I'm also concerned at the possible effect on shops, restaurants and services which need customers. Covid has shown the need to have friends and family visits and your proposals for more CPZ boundaries would make it difficult to see people.</p> <p>Disabled people rely on their cars to move around and see friends and family</p> <p>I don't have a car, so rely on family and friends for lift, shopping etc. Your proposals could well encourage many more people to convert front gardens into parking areas - thus destroying the environment. I could park 5 cars in my garden but I obviously don't want to because it would destroy a beautiful asset that so many people enjoy</p> |
| WG Outer | No | <p>I don't know about THFC.</p> |
| WG Outer | No | <p>I don't see any purpose in the proposed changes</p> |
| WG Outer | Yes | <p>I don't think the proposed changes will affect us. Those members who live on Wightman Rd and Harringay Ladder will make their own responses. Thank you</p> |
| WG Outer | No | <p>I don't wish the current CPZ to be changed in any way, it has its problems, but the proposed changes will just introduce new ones. I think the wood green inner hours are too long, I do not understand why the chocolate factory area needs parking controls till 10pm in the new system and is to be part of "central" when that whole area was outer before.</p> |
| WG Outer | No | <p>I don't see any real value by introducing further Zone for residence other than a money making scheme by the borough. While every year residence permit cost is in the increase, we are now being proposed to split the parking zone. I would like to see a new proposal in residence permit cost, if new zone is to be introduced, then I would like to see at least 60% reduction in residence permit as with new proposal we will be restricted on the area we can park which then needs to reflect on the residence permit cost.</p> |
| WG Outer | No | <p>I don't think this proposal is a good idea and I'm strongly against any changes to the current system.</p> |
| WG Outer | No | <p>I expect these will go ahead irrespective of residents' views. Everyone knows this whole parking issue is for local govt to increase revenue and to help Sadiq Khan's war on drivers</p> |
| WG Outer | No | <p>I feel there are many more pressing items that require your attention. The fiasco that is Wightman Road's recent alterations should indicate that there is poor understanding of traffic patterns. I am surprised by the small numbers of replies which seem to have been made to the Muswell Hill surveys, it seems most folks don't have much of an opinion about the proposals, although, from experience, parking there is something of an issue. It would be interesting to know the costs of implementing these various proposals, the change to signage alone must be staggering.</p> |
| WG Outer | No | <p>I find it unacceptable that the cost of Resident and visitors parking permits is increasing. And yet the zones are decreasing. I would like more parity across the Borough. It is unfair that the more affluent areas such as Crouch End and Highgate - where there are just as many cars, do not have such heavily handed restrictions. I am not pro-car - but I am against unfair charges against communities who are already challenged financially. I would like the council to improve walking routes, cycling, green spaces to make the east side of the Borough as attractive as the West. The Council seems to be operating two tiered approach from East to West and it is not acceptable. Car parking is an issue across the Borough so why is it unfairly and unequally managed? The more affluent areas in the west have less restrictions - 2 hour 10-12 or 2-4pm etc, which work well and thereby I</p> |
| WG Outer | No | <p>if free space needed for emergency services and other visitors incl builders, utilities. EVCP needed at end of the road. Need better Bikehangar or similar secure storage cycle provision.</p> |
| WG Outer | Yes | <p>I generally support the aim to reduce car usage, please just see my comments about which zone Stanmore Road should be in.</p> |
| WG Outer | No | <p>I get up early at 4am and drive to work as I do not feel safe at that time on the streets. Also my household does main shopping here and not being able to drive to the shops and park will cause problems</p> |

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| WG Outer | No | <p>I have lived on this street for 60 years and whilst the number of cars has increased significantly over the years, parking in Boundary Road and throughout the Wood Green Outer CPZ isn't generally a problem. I am sceptical of your stated aims for this proposal as these are not insurmountable issues and there is a suspicion that the real reason is increased revenue generation. After the challenges created by the COVID pandemic, you should not be attempting to make life more difficult for the residents of the borough who have had to endure more than enough pressures over the past 18 months. As I mentioned previously, I am 89 years old and rely on care from family members. Your proposals would make life more difficult for me as well as my carers and visitors and I strongly object to your proposals. If implemented, your proposals would make me more isolated and I am not alone</p> <p>I have noted that anti social behaviour was referenced as one of the reasons for the proposal for Langham Road to become part of the Wood Green Central zone but drug dealers should be dealt with by the police, who are completely aware of the loiterers around the train station. It has nothing to do with vehicles. Langham road is a residential road and majority of my neighbours find parking right outside their homes. Furthermore it's not Wood Green, it falls within N15 and I don't believe people use the area to park before they go to Wood Green or the high road. It's separate.</p> |
| WG Outer | No | <p>I have seen this consultation on some lampposts in the area. Haringey have not distributed any letters to any residents as I have asked neighbours. How is this fair?</p> |
| WG Outer | No | <p>I heard you were capping VP. I don't want this to happen to friends and family who visit from far away</p> |
| WG Outer | No | <p>I hold a carers permit. The permit allows parking on Estate and is used for the express purpose of supporting the person being cared for which is required 24hours. There is no benefit to changes to parking zones as I have never required (or permitted) to park in roads in surrounding area, however I have concerns that increasing the time in adjacent zones area and not including Milton Road will have a knock on effect potentially making the situation worse. It is sometimes extremely difficult to park in close proximity to house in order to assist with mobility issues. It is often impossible in the evening and Sunday. The current and proposed times for the Milton Road Estate do not take into account parking from non-residents who come to estate as it is close to Turnpike Lane and for Shopping in Wood Green on Sunday. There is an excessive number of commercial vans on estate</p> |
| WG Outer | Yes | <p>I hope that you do not go through with this as the majority of London is extremely difficult to park in. I would like the area in which I live at least to be the most accessible to me and others. I never find difficulty in finding a parking space in various areas across Wood Green so don't see the need for this. Please consider allowing residents flexibility to visit neighbours and run errands without extra costs and inconvenience.</p> |
| WG Outer | No | <p>I like being able to go to Wood Green shops (I'm over 70) and it would be good to have short stay parking there. Multicar households are a parking problem here. I need VP for friends and visits and it would help if builders and other services could obtain permits rather than relying on residents' visitor permits. Would be good to reduce the amount of traffic on ladder roads such as Fairfax.</p> |
| WG Outer | No | <p>I live close to Noel Park primary school and traffic is busy at drop off & pick up times which is hazardous for pupils walking to school. I recommend making this area traffic free at these times and that parents should be encouraged to walk to school wherever possible</p> |
| WG Outer | Yes | <p>I need my car for shopping etc having recently injured my leg. I also need to visit my grand children regularly which would be difficult with your proposals. Having visitors and participating in activities would be more difficult. I work in LB Kensington and Chelsea. They just have one CPZ for the whole Borough, so why does Haringey want so many? Your claim that there are problems is not true. I never have difficulty and the system works well. Please listen to your residents and do NOT change the CPZ</p> |

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| WG Outer | No | <p>I object to being included in Wood Green Central zone. Working a 12 hour day and then not being able to come home and park freely does not serve us well and we already spend a fair amount of money on permits to ensure we can have visitors. Your so called more tailored zones seem simply an extension of the area that you can make money from beyond 6.30pm. I live near Turnpike Lane tube and don't see any issues with commuter parking that warrant this change and hope that the proposed change will be reconsidered.</p> <p>I object to the suggested new measures as they are incredibly restrictive. As a resident in Noel Park, the new measures would mean we would only be able to park in Noel Park, and not elsewhere in our locality, which is disgraceful considering there are no shops or restaurants in Noel Park. As residents who pay a good amount of council tax rate, we should be able to enjoy our local community, which means being able to park near shops, eateries, pubs etc. Indeed, the more accessible these places are to us, the more inclined we are to shop / eat locally. If we can't park near these places, then we will be inclined to drive out of the borough and park elsewhere, thereby spending our money in other areas. We would be much happier spending our money in our borough, which is what we do at the moment. Restricting our parking will mean that we will no longer be able to do our large f</p> |
| WG Outer | No | <p>I prefer Haringey to allocate attention and budget to further and real improvement in walking and cycling infrastructure at junctions, over tinkering with parking. i.e. cycle lane which joins the two parts of Trinity Road. Proper pedestrian crossing phase of the High Road / Bounds Green Road junction. Cycle lanes and phases in the High Road / Bounds Green Road / White Hart Lane junction. Pandemic is still having a noticeable reduction in traffic in my road, its hard to expect / predict when and whether this will change back.</p> |
| WG Outer | No | <p>I prefer the current arrangements and could not pay to have so many VP that would be needed. Proposed operating days and times are very long. Please keep things as they are as having fewer visitors will cause more depression. Even Central London does not have longer weekend control zones</p> |
| WG Outer | No | <p>I really do not see why Noel Park and The Ladder should continue with the current hours of CPZ, and our area - Langham Road, Carlingford road etc- get to be considered to be part of the Wood Green Central. We don't have shopping and parking problems, we are a closely knit community (Langham Road) and I know other residents are upset at the extra expense and impact on our households of having hours extended. Surely, in that case, you should also be considered Turnpike lane as well! I could understand it if we had did have an overspill from shops etc, but it isn't the case for us where we live. I've outlined other concerns and comments earlier in this survey. I understand the climate change and environmental concerns driving the general direction of change, and also I believe that you might ignore anything that points to car use, such as people saying that there are addition</p> |
| WG Outer | No | <p>I see no issues whatsoever with current operating times in Wood Green CPZ. Just leave it as it is please.</p> <p>I see this as a way to increase revenue - not as a clean air consultation. I now have to rely increasingly on my car because of mobility and I can park close to Lidl at the High Road end of Lymington Ave.</p> |
| WG Outer | No | <p>Physical impairment means I struggle even with this distance, so please give us your consideration. I feel I must also comment on the increased emissions caused by queues of single file traffic after installations of LTN schemes. If you go ahead with these proposals I will have to drive to other shopping areas instead of the High Street</p> |
| WG Outer | Yes | <p>I support changes to discourage short car trips. Current zones encourage it. Please don't use these changes to increase parking charges</p> |
| WG Outer | No | <p>I support the changes but feel that the Ladder roads should all be part of the same CPZ. A boundary at Beresford / Allison makes little sense. Green Lanes and the parks (Finsbury, and Ducketts Common) are natural boundaries.</p> |

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| WG Outer | Yes | <p>I support the proposed changes because I could park in the inner area or the ladder. Parkign here is very complex for visitors because on Turnpike Lane you can get 2 hours but can't park at all for one hour in the morning (8am -9am) and one hour in the evening (6pm - 7pm). You can, however, park for two hours in Vernon, Burghley and Waldegrave roads without these mornign and evening single hour exclusions. This would make eit very difficult for my visitors. I don't understand these complicated restrictions</p> <p>I think parking measures are an important part of making this a safe and healthy place to live. We need greeting parking restrictions on Green Lanes to improve bus and cycle lanes. I feel that the council has not prioritised the health, safety and well being of local residents. The roads are heavily congested, it is not safe to cycle, and respiratory conditions such as asthma are made much worse.</p> |
| WG Outer | Yes | <p>I think that Haringey should increase the number of cycle sheds in the local area as this will encourage cycling and reduce traffic.</p> |
| WG Outer | No | <p>I think that the parking zones do not need changing, they work perfectly fine the way they are, I think this is just another excuse to rake in more money from the residents.</p> |
| WG Outer | No | <p>I think this is just a money-making scheme and it is not appropriate at the present time</p> |
| WG Outer | No | <p>I understand the change and it may reduce intrazonal traffic. However parking permits are so expensive now this change would reduce value for money as parkign space would be limited. Any chance of cheaper permits?</p> |
| WG Outer | No | <p>I walk frequently in WG CPZ area and I see that it works well, and there is no valid reason to change it. The point that is made about it 'encouraging' short journeys has not been supported by evidence. Turning WG CPZ into 5 zones will be shrinking our community, which is upsetting. WG CPZ vehicles are allowed to park within the CPZ area, but it is just an option, as many of us choose to walk. Families with children, babies and the elderly may need to use the family vehicle more frequently, but it shouldn't be made more costly for them, or for other residents - Parking permit and visitor permit prices have increased way above inflation. There is also no mention as to whether there have been complaints from residents about WG CPZ as it stands, so we can only assume there haven't been any, or any significant number. And to overhaul the whole of WG CPZ is not the answer to any</p> |
| WG Outer | No | <p>I wonder whether the Council has thought about fine-tuning the timing of operation of CPZs on a steet by street basis. It seems illogical to create large, undifferentiated CPZs (which admittedly are easy to colour in on a map) when car activity and parking demand on the streets they contain must vary quite considerably. Drivers coming in to the area are expected to check for themselves what the precise regulations are: Technology should enable them to do this on-line on a street by street basis before their journey, and the super-abundance of street signs enable them to do this when they have arrived. I made a point above about friends coming in to the area to visit residents. We are already used to having to pay for visitor permits during the hours of operation of the existing CPZ. I think it would be iniquitous to create a situation where this would become a privilege</p> |
| WG Outer | No | <p>I would appreciate more free parking for electric cars, plus clear signage that say were EVs can park for free and for how long. Thanks</p> |
| WG Outer | No | <p>I would like a refund for 16 VP (daily ones) that expired last December and I cannot use. Ialso have unused 2 hour permits.</p> |
| WG Outer | No | <p>I would be extremely disappointed if this proposal gets through and find your consultation period at the height of the summer break most underhand and unreasonable.</p> |
| WG Outer | No | <p>I would be grateful if you could this time consider electrical charging point to be installed on our street. Currently we have a 3 electrical vehicles in Falkland Road with no access to charging points and those provided by Source are very expensive. they charge double then normal price.</p> |

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| WG Outer | No | <p>I would like to write about me how CPZ (Car Parking Zones) would affect me, it worries me much. We have had a car but we have it scrapped recently because of ULEZ (it was a diesel Vauxhall it was a 25-year young, not old, car with no problem at all except it had a diesel engine). ULEZ is understandable, acceptable because obviously diesel engines are polluting. We have no car at the moment but we are hoping to get one as my son is handing me down his old car, petrol fuelled 2003 VW Golf. We are not heavy car user, yearly about 600~700 miles. we are retired and most of my days are spent at home. My wife and I have our Freedom Passes supplied by Haringey Council, we value them so much but they cannot be substitute cars. My wife is not in good shape she can only walk for short time she needs car. In case any need arises for long distance travel I use the Freedom Pass. We</p> |
| WG Outer | No | <p>I would like to see statistical evidence of the need for these proposals e.g. the number of complaints raised about intrazonal parking etc. and issues about parkign at Turnpike Lane / Wood Green stations</p> |
| WG Outer | No | <p>I would not be able to drop my son off at school as his school would be in a different zone. This would affect many (esp single) parents who drop children off before starting work. Please reconsider these proposals</p> |
| WG Outer | No | <p>I would not support the small size of BG South proposed zone. and do NOT support extension of the times. Also there is nothing in these proposals about increasing the amount of public parking available in the proposed WG Central zone for those who need to use cars to travel to and from the edges of the area. Your proposals would create new problems</p> |
| WG Outer | Yes | <p>I'd like to see motorcycle dedicated parking with ground chains to prevent theft. Thank you</p> |
| WG Outer | No | <p>I'm a blue badge holder and family help with shopping. Your proposals would make life more difficult if we couldn't park around Wood Green. I do think that Haringey Council thinks only of pedestrians and cyclists and ignores those with disabilities who rely on their cars, and / or the help of friends / family</p> |
| WG Outer | Yes | <p>I'm a disabled driver with a space inside my property. It would however be useful to have a few more disabled bays outside shops etc in Green Lanes and around Turnpike Lane, as well as in the High Road</p> |
| WG Outer | No | <p>I'm confused with Haringey parking. Dodgy parkign in Green Lanes needs to be sorted and fines issued. Awful how some drive and park around there</p> |
| WG Outer | No | <p>I'm disabled and have many health issues. Your changes would make basic tasks very difficult - e.g shopping, going to the GP, picking up prescriptions.</p> |
| WG Outer | No | <p>I'm happy with current parkign arrangements. Looking at your map why are Graham, Langham and Carlingford put into the central zone when roads close to Turnpike Lane tube (on the other side of T L and Green Lanes) are not?</p> |
| WG Outer | No | <p>I'm happy with the way things are and there's no need to change. I think the council should focus projects on good causes such as youth schemes, recycling, tackling anti-social behaviours.</p> |
| WG Outer | No | <p>I'm not clear why the council is suggesting these changes. I do not support them</p> |
| WG Outer | No | <p>I'm strongly against the proposals as your map shows that estate parkign will move into the CPZ. I already pay estate service charges and council tax (no value) and I rent a garage, I don't think we should also have to pay for parking permits on our estate</p> |
| WG Outer | No | <p>I'm stunned you are trying to create 5 different zones to get even more money out of us. It's a disgrace</p> |
| WG Outer | No | <p>I'm sure the council can think of other ways to waste money from parking. You could of course spend it on the roads - now, there's a thought.</p> |
| WG Outer | No | <p>I've heard rumours about more restrictions on daily passes. Is this true? If so, why?. We need to be able to have trades people and family come in and park easily. How about considering offering spaces in car parks to some of the occupants of flats in car free developments. Everyone knows that these residents often have cars. Seriously, there is a great deal of cynicism of the motives of Haringey Council in putting forward these proposals.</p> |
| WG Outer | Yes | <p>I'm fed up of people parking to use the tube and. Is it shops. On Sunday it's a nightmare to park here</p> |

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| WG Outer | Yes | <p>If the council want to extract more funds from motorists whilst appearing 'green', I suggest simply ramping up the permit cost for more polluting motors and maybe say if a vehicle is over 4.5 metres, it should require 2 permits as it will require 2 spaces. I heard somewhere that residents can gather and submit evidence of parking contraventions so pcns can be issued remotely. Is this true and if so, how Di I submit please?</p> |
| WG Outer | No | <p>If the issue is parking around the station then I suggest that the proposed zones are reduced and the restricted zone around Wood Green station should be from Ringslade Road to Watsons to Cranbrook Pk, to St Albans Crescent down to Gladstone, and including Brabant Road. And similarly close roads around Turnpike Lane Station. The solution proposed will actually not remedy the problems identified but simply makes it more administratively burdensome and hostile to live in the area.</p> |
| WG Outer | No | <p>If the promised regeneration and new train/tube route come in then I could understand the need for zones to be broken down. Also I've not experienced the antisocial behaviour you suggest a result of current parking arrangements. Regeneration and cleaning up Haringey are much more pressing issues to focus on</p> |
| WG Outer | Yes | <p>If this goes ahead it will need proper enforcement with multiple daily visits from wardens</p> |
| WG Outer | No | <p>If this goes ahead, our street is right on the edge of an area. I don't want this to go ahead at all, but if do, maybe the streets on the edge of a boundary should be able to get access to park in both areas. Also, since we are know getting less service for our parking. Costs should be reduced. Five areas so reduce it by 5 I would say</p> |
| WG Outer | No | <p>If you have made this decision, you should be offering free permits; as we would not want to be paying for permits and waiting in the long queues constantly in order to get them. We need a much better service so we can receive visitors as and when they come</p> |
| WG Outer | No | <p>If you keep increasing these parking restrictions, you will leave me with little choice but to move out of the borough. I have lived here for 55 years.</p> |
| WG Outer | No | <p>If you want to help parking problems in the borough and discourage the use of cars I think you should suspend parking on through routes on Sundays. Westbury Avenue near the high road is a particular problem with lots of cars parking to get to Sunny Beach restaurant which often impede access for buses and other large vehicles.</p> |
| WG Outer | No | <p>If you want to make mor money, I suggest having more pay-to-park bays in more streets. There is parkign on both sides of our road and this creates congestion because the road is too narrow for this. PLEASE DON'T have charges on sundays or after 6.30pm</p> |
| WG Outer | Yes | <p>If you want to reduce short journeys, you need to invest in cycling infrastructure, repair of pot holes and tackle wide scale dangerous driving and speeding. Cycling in Haringey is extremely intimidating esp in Green Lanes and Lordship Lane</p> |
| WG Outer | Yes | <p>If you are serious, make it harder to park. WG has great public transport and private car use should be regarded as antisocial behaviour. Electric cars will not solve problems of traffic congestion and while EVCPs might be good for house prices, I would prefer to see reduced car use.</p> |
| WG Outer | No | <p>In relation to Q9/Q10, the only issue from match days, is a combination of the huge congestion and pollution caused by the diesel buses waiting to pick up supporters to/from Alexandra Palace Station. These also park and turn around in the local streets, making parking and access difficult - which hardly seems aligned with your overall aims of improving the environment. The introduction of short term visitor parking would potentially impact the number of spaces in the area for residents, such that it is no longer easy to park; and would negatively impact the questions currently answered.</p> |

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| WG Outer | Yes | In Woodside CPZ there are issues with overspill from Wood Green Outer CPZ on Saturdays as there are no restrictions in Woodside on that day. In particular some van owners living in Wood Green CPZ do not purchase a resident permit as they are away from home during the operational hours Mon-Fri, but are not at work on Saturdays and so park in the Woodside CPZ area. There is also overspill from White Hart Lane CPZ into Woodside CPZ area as the former operates 7 days a week. There doesn't seem to be any rationale for the different operational days away from the central area of Wood Green where the tube station and shops will attract drivers wanting to park. |
| WG Outer | No | Increase pressure in WG Outer on Sundays. WG Outer should have Sunday controls |
| WG Outer | No | Instead making the zones more complicated, why don't you just mandate strict controls on the worst-affected inner zone streets like Gladstone Avenue so only Gladstone residents can park there, and keep the inner and outer as it is. Simpler is better! The proposed Bounds Green South zone is dramatically smaller than the other zones. You need to be more realistic. You will not hound or annoy people out of driving when it is essential. What proof do you have that the problem lies in short-distance discretionary journeys? Keep the free parking for outer zones. |
| WG Outer | No | Instead of changing the parking zone controls the council should invest in reducing car use. Better public transport and put a stop to dangerous driving going on our back streets. Put speed cameras on Perth Road etc and listen to residents who live here. |
| WG Outer | No | Is any notice taken of consultation responses? Suggest focusing more on the violence and gang culture that is evident in deprived areas of Haringey. I now rarely use the bus because bicycle lanes have increased bus journey delays. I also wonder why Haringey traffic control vehicles are given resident parking permits. |
| WG Outer | No | Is the cost of resident permits going to be reduced as a result of less parking space? |
| WG Outer | No | It is hard for pensioners to pay for visitors' parking - and it is difficult to obtain VP. Also they are expensive. It would make it difficult for my family to visit and difficult for friends. The VP should be cheaper. Do not want controls increased to 6.30pm either |
| WG Outer | Yes | It is clear that some residents are re-selling permits. The Ladder CPZ should be 8am-10pm Monday to Sunday. More and smaller CPZs needed e.g the ladder could be split into three. |
| WG Outer | No | It would be better that Crossfield Road and the areas move to Wood Green Central. My preference would be for a little bit more alignment with the new LTN |
| WG Outer | Yes | It's high time you had a modern delivery system for permits. Currently we have to email the council and wait 10 days for them!!! |
| WG Outer | No | It's sad when this doesn't really seem to have been thought through. I'm sure a lot of effort has gone into it, but there seems to be some omissions. The road around Ducketts Common should be 8am to 10pm seven days a week because of its proximity to Turnpike Lane Station and the High Street and the undesirable that sit in the Common. Turnpike Lane between the station and Wightman Road should also have stricter hours because the traffic backs up during busy times. The lower roads on the ladder should be made longer too as because of the people coming from all over London to go to the restaurants on Green Lanes. What about the 1200 parking stalls in The Mall. If you don't want people to park on the street, why can't the parking in the car park be made free at night. I can't believe that is ever full. We should be encouraging people to come to Wood Green and Turnpike |
| WG Outer | No | It's awful How you constantly keep putting up Costs and narrowing parking areas and specifically targeting diesel Vehicle that have been brought with low emissions. There is no point in this consultation as you will do it anyway like everything else. |
| WG Outer | No | Just another attempt to generate revenue and create more financial difficulties for residents. Suggest the council focuses more on ways to help and serve people. Current restrictions are enough and we do NOT want further restrictions and charges imposed. |

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| WG Outer | No | Just another money-making scheme. |
| WG Outer | No | Just that I understand the need to review parking on a regular basis, but please take into account the economic impact this will have on local businesses. Also, there is no explanation as to why the areas are so disproportionate in size and, at present, no thought of flexibility across the allotted borders. |
| WG Outer | No | Large groups of loitering men hang out here and outside Rainbow store. They park on DYL but don't get challenged or given tickets. They stay for hours. Your proposals fail to recognise that this area is Green Lanes - where we do our main shopping - not Wood Green. |
| WG Outer | No | Leave it as it is. Thank you |
| WG Outer | No | Leave parking restrictions as they currently are. Do not bring ULEZ into Haringey and charge extra for diesel cars or extra for second car households. This is all money-making scheme that will squeeze households further just as they coming out of lockdown restrictions and hospitality sector opening up again. A lot of Haringey residents work in hospitality sector and do not make enough money. |
| WG Outer | No | Leave the parking as it is. |
| WG Outer | No | Leave the WG zones as they are. We need the car to pick up our children from school and community centre especially in the winter months and when it rains |
| WG Outer | No | Leave things as they are |
| WG Outer | No | Let the Noel Park school staff park up the road in Bury Road car park so they can set an example to children by walking to the school |
| WG Outer | No | Limit of 2 visitors is incredibly difficult. If you need an electrician and a plumber you can't also have a friend or family member to help at the same time. The way to discourage car use would be to restrict resident permits - not visitor permits and discourage multicar households. Also ensure that resident vehicles are registered and insured in the UK |
| WG Outer | Yes | Longer hours would cost us so much more in VP permits for evenings and weekends |
| WG Outer | No | Longer hours would not help families who need childcare and other services e.g carers.. Families would not be able to visit easily. We would need more VPs at much higher cost. Haringey needs to consider its residents rather than just itself. |
| WG Outer | No | Lot of free space in this road come and look old cars are already going away and free up space. Only police can solve crime in turnpike lane park and road. Change parking will not us here. |
| WG Outer | No | Lots of cars here have DBs but I never see a disabled person. I appreciate that not all disabilities are visible, but this needs to be investigated properly and as a matter of urgency. |
| WG Outer | No | Main problem I have is that a neighbour has 4 cars |
| WG Outer | No | Main problem is getting parking permits, as the council is very poor in this area - disgraceful in fact |
| WG Outer | No | Many people are without jobs after the lockdown and find it difficult to make ends meet financially. Council is looking to squeeze money even from jobless people. Let Haringey get back on its feet after the pandemic and don't punish people out of sheer greed |
| WG Outer | Yes | Mon - Sun 8am to 10pm would be perfect as we do struggle to find space after 6.30pm |
| WG Outer | Yes | More bus routes e.g from Green Lanes to Crouch End would help reduce car journeys. I do NOT support longer operating hours. I do support rollout of EVCPs - lots of them |
| WG Outer | No | More concerned with poor traffic management on Wightman and ladder roads. One parking issue is vans turning out of Raleigh Rd to use the bay on Wightman Rd. There is zero visibility of traffic coming South. Can you do something useful about this rather than trying to get more income from parking charges? |
| WG Outer | Yes | More control needed as people drive in and park - the driver stays in the car while others do the shopping. This means I sometimes can't park near my house |
| WG Outer | Yes | More cycling infrastructure please |

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| WG Outer | No | More pay-to-park needed because not all households have VP vouchers or they run out and then their visitors have a problem to park |
| WG Outer | Yes | More wardens needed. Some days they only turn up once. I fully support the changes more zones is not the answer to the problems that wood green faces - the original inner/outer zones were sufficient. adding more zones has only caused problems for those who are at the edges of the zones. creating more zones will cause more problems. the freedom to move around within the wood green outer zone is of great benefit to elderly people who drive from the edges of the zones to closer to wood green high road to do their weekly shopping. to add these new zones would be a prejudice against those who's mobility and ability to carry groceries is limited by old age. |
| WG Outer | No | Muswell Hill and Hornsey have much shorter hours. I wonder if any consultation is actually listened to? |
| WG Outer | No | Restricting short journeys to Wood Green will kill off the High Street even more and just encourage more people to use Amazon in order to avoid hassle. I worry about the affect of this including on vulnerable people |
| WG Outer | Yes | My current resident permit runs out 31 August. Should I await a reminder? |
| WG Outer | No | My main concern regarding traffic in my road is the excessive speed at which vehicles drive despite the 20 miles per hour limit. |
| WG Outer | Yes | My partner lives in Hornsey and we share an electric car. Is there any way where we could both have a parking permit? |
| WG Outer | No | need a proper efficient permit issuing system to support: new car purchase, courtesy cars, service calls e.g builders. Limit of 2 concurrent permits makes this difficult. Cost of permits for long stays (such as building work) needs to be contained. Having a single enlarged inner zone will encourage more commuter parking. |
| WG Outer | No | Need longer times to stop shop staff parking. We need parking wardens to actually attend. Trade vans are a problem parkign to use the cafe. |
| WG Outer | No | Need many more bikehangars |
| WG Outer | Yes | Need many more on street EVCPs - and this should include access points in street lamps. Park Avenue needs speed humps. Heavy lorries use this road and they should use Station Road instead |
| WG Outer | Yes | Need more bike sheds |
| WG Outer | Yes | need more controls because lots of cars park badly on the curve and non-local cars also come in and park. Also, cars enter through the barrier (locks broken regularly) to access Willow Walk (from Milton Rd) . Please help us control our roads better |
| WG Outer | Yes | Need more EVCPs - go for the ones on street lamp posts that are now available. A few CPs on Rusper would help new EV owners |
| WG Outer | No | Need more ph EVs - we will be purchasing a phev and without driveways, charging is a problem |
| WG Outer | No | Need rollout of cycle hangars to support your transport strategy. Wightman Rd has become unfriendly for pedestrians and cyclists with traffic speeding. |
| WG Outer | No | New residents in the "ForeverGreenLanes" Evergreen development (supposedly car free) will find a way to get resident permits for 00s of extra cars in my local roads. Your proposals will have even more negative affect on available parkign space in roads close to my address. |
| WG Outer | No | No changes needed. It would make life difficult for the elderly las well as restricting friends, family and carer visits. The only ones to benefit would be Haringey council as it would make more money. I hope Haringey can try to see the wider picture in this. |
| WG Outer | No | No changes wanted |

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| WG Outer | No | No difficulty parking here and need friends and family to visit easily. I am elderly, pay huge council tax, and for costly permits, so it is scandalous to try and inflict further charges on families. VP are too expensive and there are many elderly and housebound people in this area who need friend and family visits evenings and weekends. Many are not tech savvy and it's also very difficult to book parkign permits on phones. The closure of pay-and-display meters has caused visitors a lot of problems, so they often park illegally |
| WG Outer | No | No good reasons given for your proposals. Multicar households should not be allowed unlimited parkign permits. It makes no sense to have a large WG central zone including WG and Turnpike Lane tube stations. This is just enlarging the inner zone which is pointless |
| WG Outer | No | No need for more controls. Other areas limit times to about 2 hours which is more beneficial to shops and businesses. Your proposals would only separate people more - and support is needed at the present time |
| WG Outer | No | No need for any changes. I support strategies to reduce number of cars, but not these proposed changes |
| WG Outer | No | No need for extended hours, if anything it should be reduced. Extended times would make it very difficult for family and friends. You have made it more difficult by reducing VP to 1 hour which is totally unfair and adversely affects elderly and disabled, even though permits are at a reduced rate. They are still too expensive and having the limit on numbers also makes it very difficult |
| WG Outer | No | No need for this. You always want to make our lives more difficult. DO NOT DO IT. |
| WG Outer | No | No need to change anything. This is an obvious money-making exercise by the council |
| WG Outer | No | No problems now but your changes would bring problems. We need bikehangars as we and our neighbours have to store bikes inside the house. We've applied for hangar space months ago but it's saturated |
| WG Outer | No | No problems parkign and ypur proposal is totally unnecessary and pointless. |
| WG Outer | No | None of the supposed problems cited apply to Barratt Avenue. A much better solution would simply be to separate the Inner and Outer zones. Extending the days and hours would have adverse effect on families and social life. as there would effectively be no time that family and friends could visit without having to buy VP. Also we have hardly seen family and friends because of covid. The service for obtaining parking permits is very poor. Telephone lines are not properly staffed and there are delays in actioning requests for permits. The new arrangements for virtual permits are deliberately making the process even more difficult for residents who are not tech savvy. Please reconsider. |
| WG Outer | Yes | North Haringey Primary School takes up so much space that there is no advantage to having a CPZ at all. On Sundays, parkign is taken up by churchgoers. Parking spaces on Falkland Road should be allocated to residents only - permits should NOT be distributed to the school so it can take up most of the residential spaces in Falkland Road |
| WG Outer | No | Not against the principal but are against being included in a CPZ with extended operating hours which will directly inconvenience visitors and services |
| WG Outer | No | Not fair to penalise those who use cars out of necessity |
| WG Outer | No | Not sure why you keep trying this on. I need the freedom of movement for shopping and sometimes picking up elderly relatives. The change would allow you to make money from people who are already financially stretched. Please leave the parking permits as they are. We are already paying high council taxes. Please stop trying to make money form us and please, please leave it alone |

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| WG Outer | No | <p>One solution would be to allow 2 hours free parkign for WG Outer residents when going to the Inner zone for shopping, services and facilities. You are penalising those people who live locally but are just outside the Inner zone. I also feel sorry for people who live near the stations because of the big problem of ASB as well as noisy motor cycles used by groups of workers at the fast food takeaways e.g McDonalds. These outlets make the area full of litter and make one feel uncomfortable walking in the area. Thanks</p> <p>One thing not mentioned in the consultation but which I think is important is planning for bike storage space. Noel Park (particularly our end of it) is fortunate in still having a lot of parking space, and this provides a good opportunity to invest in bike hangars for storage. There are currently a few of these locally, for example on Hewitt and Mark Roads. I understand there is a waiting list of up to 4 years for a space in one of these locally. If your strategy is, as stated, to encourage more sustainable forms of transport then planning for more of these hangars is essential. The houses in this area have very small gardens and, being in the Article 4 area, technically need permission even for the erection of a garden shed to store bicycles. The southern end of Darwin Road has no houses facing onto it and could easily accommodate a number of hangars -</p> <p>One thing which isn't addressed in the consultation is any transition to a reformed CPZ. I assume this would come during later stages. Although I don't own a car, I do make use of visitor parking permits and purchase these. As these are for the Wood Green Outer Zone it would be good to understand the practical proposals to transition into the new Controlled Parking Zones - e.g. would existing visitor parking permits be valid across all 5 CPZs, or would there be an exchange system. I understand there is also separate proposals for an online system for parking permits, which it would be good to set out more clearly and again explain how this works alongside the current paper based system.</p> |
| WG Outer | Yes | <p>Only being allowed 1 hour or 1 day visitor permits is really inconvenient - should also be able to get 2 and 3 hours. I don't own a car, I cycle and walk mostly and support environmental policies but the already long hours of the CPZ are inconvenient and discourage car sharing because I have to use loads of visitor permits if I want to borrow or hire a car - this will be worse if hours are extended and then I might as well just get my own car which increases rather than reduces cars parked on my road</p> |
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| WG Outer | No | <p>Only of benefit to Wood Green Central residents</p> <p>Only short hours needed to stop commuters. There are simply too many cars on the road and stopping people making short journeys serves no purpose and will in fact increase internet shopping and the large number of internet delivery vans on the road. I don't have the answer, and nor do you. BTW please do something useful and stop the proliferation of scooters which are an increasing danger to pedestrians, OAPs and children.</p> |
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| WG Outer | Yes | <p>Our house is by the main road and we get vans and other cars without permits parking here. This makes it hard for our visitors - some of who are disabled, to park here</p> <p>Our road and area often becomes a drag racing circuit. As well as noisy and loitering men hanging about, this is a safety risk for children. If you want to encourage cycling, please provide more bike lockers</p> |
| WG Outer | No | <p>Our road and area often becomes a drag racing circuit. As well as noisy and loitering men hanging about, this is a safety risk for children. If you want to encourage cycling, please provide more bike lockers</p> |

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| WG Outer | No | <p>Our street has no parking issues. The proposed extension taking us into Wood Green Central CPZ (hence extending to 7 days a week & until 10pm) would make the cost of essential visitors (i.e. tradespeople and services) prohibitively expensive - the cost of visitor permits increase annually as it is. By joining the inner CPZ it would likely create new parking issues from a new group of people previously unable to park here. Our street is very quiet and residential, and geographically much closer to either 'The Ladder' or 'Noel Park' CPZs which would be far more suitable than central Wood Green. We do not object to splitting up the larger outer CPZ, our objection is to merging us into a central zone that is not appropriate for our street. Increasing the hours to almost 24/7 will disproportionately affect the poorest and worsen the borough's already stark inequalities, it will</p> <p>Our street is within two housing associations - you should NEVER take it over and bring in traffic wardens. There is an old people's home at the end of our street and many people come to visit their parents. We want Bracknell Close to stay the way it is without traffic wardens. This response is sent from (and signed by) residents of 11 properties in Bracknell Close)</p> |
| WG Outer | No | <p>Parkign bays are too close to the junction of Raleigh and Wightman roads. Restricts visibility. Loading bays should be added outside Sheridan Court And Wordsworth Court to enable delivery vehicles to unload without getting parking tickets. The closed section of the New River path through Harringay ladder should be opened to pedestrians would encourage more walking and fewer car trips.</p> |
| WG Outer | No | <p>Parkign is too expensive. Also you need to appreciate that more traffic = fewer thugs and drug dealers hanging around</p> |
| WG Outer | No | <p>Parking is fine in Wood Green. Any changes would be unfair to residents like me. It's already very expensive for my visitors and made worse by the difficulty contacting Parking Services to buy vouchers</p> |
| WG Outer | Yes | <p>Parking outside Mosques in Wightman Road on double yellow lines is never challenged. Ditto in Hornsey. Why is this ? I've raised this via Haringey's website and been ignored. If there is religious exemption then that needs to be made clear. The stretch of Green Lane between Frobisher and Falkland Road is abused by cafe users. Why is there no enforcement ?</p> |
| WG Outer | No | <p>Parking permits should be charge dby vehicle SIZE, not emissions. Thousands of vehicles wit high emissions drive through the borough without any penalty. You need to think seriously about the issue of walking deterrents: children are often robbed or threatened, gangs are rife, drug dealing rampant in locations like Ducketts. You fail to do anything to stop this.</p> |
| WG Outer | No | <p>Parking restriction will no help us lots of free place around now. Mayor clean air policy ULEZ remove lots of old motor. Spend money on better roads and police office to walk about.</p> |
| WG Outer | No | <p>Pay lots of council tax but getting VP permits is very difficult</p> |
| WG Outer | No | <p>Penalising residents is not the answer. 6 flats in Alice Ct are not permitted to use the car park. If annual permit cost is reduced to reflect the smaller areas, this would be more acceptable</p> |
| WG Outer | No | <p>People need to be able to shop feely in Wood Green and promote the businesses and shops. It would eb scandalous for you to destroy them</p> |
| WG Outer | Yes | <p>People often park inconsiderately and take up 2 spaces. Spaces should be painted</p> |
| WG Outer | No | <p>People would still park and go to work. Proposals would create social isolation and VPs are both limited and expensive. I strongly disagree with your proposals.</p> |
| WG Outer | Yes | <p>Permits and charges are too expensive and there are no allowances for older people</p> |
| WG Outer | No | <p>PERMIT PARKING DOING WELL ON THIS AREA. THE OTHER PROBLEM NOW IS THAT PEOPLE RIDING THE ELECTRIC SCOOTER ON PAVEMENT. CAN COUNCIL DO THE ANYTHING TO STOP IT?</p> |
| WG Outer | No | <p>Please be aware that many elders rely on the car for essential local journeys</p> |

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| WG Outer | No | Please change the parking zone for 158 Westbury Avenue from "Wood Green Outer" to "Belmont" as the entrance to the ground floor maisonette property is not on Westbury Avenue but on Crawley Road, which is in the Belmont parking zone, and this is the only sensible place for our property to have a resident's or visitor's spot. It is a nuisance to have to park 3 streets away when there are spots directly adjoining our actual property available 24/7. It's also a potential nuisance to our neighbours, if our car alarm goes off we will be unable to hear it. It's potentially dangerous, as the nearest place to park in Wood Green Outer is in Noel Park which is across Westbury Avenue, as I'm sure you're aware there are many drivers going too fast on this road and we are right at the blind bend where there have been many road traffic collisions. |
| WG Outer | No | Please clarify if and how the views of local residents and businesses will be taken into account within this consultation process. |
| WG Outer | No | Please do not bring these new changes into effect. just increase the times of operations on the current Inner and Outer Zones. |
| WG Outer | No | Please do not change the parking permits. |
| WG Outer | No | Please do not implement the changes proposed. It is obvious that Haringey Council are just using the excuse of their Transport Strategy to gouge yet more money from their residents. Many local people have lost their jobs due to the SARS-Covid2-2019 Pandemic and consequent lockdowns Many elderly people really crave regular visits from relatives after not being able to socialize for over 18 months. Please consider the mental health of so many people previously isolated. Also the increasing cost of residential parking permits and also visitor parking permits will affect those who can least afford it in these testing times. |
| WG Outer | No | Please do NOT make these changes. Monday to Saturday 8am - 6.30 pm is fine. Thank you |
| WG Outer | No | Please do not penalise the motorist any mlre and please do not use this as a money making scheme |
| WG Outer | No | Please do something about people putting bins and cones out to 'reserve' spaces. This creates arguments between neighbours. I believe dividing Wood Green Outer into 5 zones is wrong. I need to drive to my GP, the post office as I have chronic back pain. Currently it is easy. Your proposal will make life difficult for many. |
| WG Outer | No | Please don't make more barriers for parking. I don't have a car but do have visitors in the evenings and on Sundays. Permits are very expensive anyway |
| WG Outer | No | Please don't split our neighbourhood links with these false boundaries |
| WG Outer | Yes | Please implement ASAP. There have already been several consultations on this |
| WG Outer | No | Please leave the parkign system as it is - especially now with covid leaving people on furlough or reduced wages. It is not exactly the right time for this sort of thing. I understand that residents near the shopping centre and tube stations may face people parking in thir residential space, this should NOT result in changes for other residents. Also I do not agree with your statements about parking issues. You need to appreciate that many people have mobility issues but do not qualify for blue badges, but still need to drive for shopping and services. They will be further isolated as a result of your proposals. Please do NOT implement these proposals |
| WG Outer | No | Please leave the Outer zone as it is and do not extend times |
| WG Outer | No | please leave the parking the way it is . i don't see any necessary reason why it should be changed |
| WG Outer | No | Please leave things as they are, we are not cash machines |
| WG Outer | Yes | Please make it more difficult for people to keep and drive a car in Wood Green. It is dangerous for everybody else and destroys community |
| WG Outer | No | Please read my detailed response in Q6 |

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| WG Outer | No | <p>Please see earlier comments about why I do not support the changes. The current zonal parking system for the Wood Green area is most effective in managing parking in this area and does NOT need to be changed. This appears to be a revenue generating scheme. -Residents will have less areas in which they can park but no reduction in parking permit charges. -There will be an increase in the issue of parking penalty notices. The negatives outweigh the positives.</p> <p>Please spend money on police officer to walk the street this will avoid crime on our streets. Playing around with parking will not help us in Haringey. We are an aging population in this borough we need to move around in our borough don't punish us in our own borough.</p> <p>Post office vans clutter up Terrick road and don't have permits</p> <p>Prefer it to stay as is. I only park in my road behind Wood Green and have no use for Haringey ladder or that side of Green Lanes. Thank you for considering the views of your elderly residents</p> <p>Proposals are designed to make money for the council. This is not fair at all</p> <p>Proposals are quite unnecessary. We already pay a huge amount for permits and the roads are riddled with potholes. No sign of money being spent usefully</p> <p>Proposals are unnecessary, would be very inconvenient and cause frustration with the council</p> <p>Proposals do not guarantee a parkign space and of no benefit to us - just a way to make more money for yourselves. Russell Ave is a very quiet road and a lot of elders live here who need to have family visits. I do not agree with the proposals</p> <p>Proposals ignore vulnerable people who need to use cars instead of public transport. I understand the desire to reduce car use, but this is a step too far</p> <p>Proposed changes to a system that generally works well are unnecessary and would waste public money that could be better spent elsewhere. It would make life even more difficult for people to see their family and friends especially now during the pandemic. I personally prefer to walk rather than take public transport exposing myself and my family to the virus. However, there are times when I need to drive in order to fit everything into a busy working/ studying/ caring for my disabled husband/ home life. For our household driving is a necessity not a luxury. Loosing the ability to park anywhere within the Wood Green, would stop me from shopping locally. Buying groceries from the market or Wood Green high road requires driving in order to carry all the shopping. This would only push me towards big supermarkets where parking is free. The council should be supporting local busi</p> <p>Proposed limit of the central zone is too close to St Michaels Terrace and thsi road woudl be used as an overnight parking lot, and also by train users</p> <p>Proposed measures will not fix the problem of too many cars. It will just generate revenue for council, while penalising those that can't / elderly people.</p> <p>Putting Turnpike Lane into the central area undermines any positive aspects People who I live in Noel Park and want to drive to Wood Green for the weekly shop will now have to pay. Absolutely not. Rather than admitting to losing some of its parkign revenue as a result of covid, you have issued a consultation claiming that there are issues with commuter and other parkign neat Turnpike Lane station that are causing ASB. ASB has nothing to do with parking or commuters but everything to do with an incompetent council that is not able to manage parking effectively. What are needed are more managed car parks across Haringey so that - for example - tenants can park outside their homes and have loved ones visit them. Loneliness is on the rise and people do have problems parking when visiting elderly relatives, so the council should find another strategy to deal with the problem rather than irritating the public who pay council tax, road tax and permits that only allow 1 hour stays.</p> |
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| WG Outer | No | <p>Re Q11 (More short term visitor parking), There is no need as long as the council retains the residents' visitors parking permit scheme. West Green road has this facility so no need for more pay-to-park bays. There are plenty of spaces when I visit my mother and take her to the medical centre and other facilities</p> <p>Really concerned that the new housing developments on Green Lanes are going to severely impact parking in our area. It's already difficult as people come to Green Lanes shops and restaurants in the evening. New housing developments should be required to provide enough parking provision</p> |
| WG Outer | Yes | <p>Reduce permit costs in line with freedom travel pass. Some elders are less able to walk or cycle but do not qualify for a blue badge. It seems unfair to charge them twice. Would only support proposals if older residents were charged less for parking permits</p> |
| WG Outer | No | <p>Reduce times to 10am - 12noon</p> |
| WG Outer | No | <p>Residents from Inner zone - Morley and Farrant avenues often leave cars in our road overnight and at weekends. This is unfair on those who pay. One of these Inner Zone residents even asked me to move my car so he could squeeze his in. I said no and he then called me an old bag. Please can you ensure that the residents of Morley and Farrant show some respect for the rest of us that pay.</p> |
| WG Outer | Yes | <p>Residents should have some freedom to move around. Proposals are too restrictive. as I often park in Langham Place and then walk through the gap to get to Mannock Rd. You would stop this even though my house is only a few feet away. Please do not look for revenue streams over the well-being of residents. No change wanted or needed</p> |
| WG Outer | No | <p>Roads near Turnpike Lane station are busy. We'd like more space to be allocated to Car Clubs, bike hangars and EVCP</p> |
| WG Outer | Yes | <p>Selborne Rd is used as a short cut - there are daily incidents of road rage with arguments and people fighting. Cars and vans using Selborne as a cut through drive fast and aggressively. Also a big noise problem from extremely loud bikes and cars which cruise up and down every evening and into the night - especially at weekends. Always the same drivers. Why is this not being dealt with? The noise scares children, animals and wildlife and keeps us awake.</p> |
| WG Outer | No | <p>Selborne Road becomes congested during weekdays between 3:30pm and 6pm</p> |
| WG Outer | Yes | <p>Since the switch to Ringgo you should also allow online VP permits to be processed through the app (like Islington). Paper tickets are slow to arrive and not necessary now it can be done online. Current 30mph speed limit on Lordship, Westbury, and Downhills Way should be reduced to 20mph as far too many cars speed over 30. There should be no parking between Turnpike Lane and the main part of Green Lanes as it causes severe congestion as the bus lanes end intermittently, and cars turn in the road blocking traffic flow. Also very dangerous for cyclists</p> |
| WG Outer | Yes | <p>Some vehicles take up more than 1 space on Frome Rd</p> |
| WG Outer | No | <p>Sort the drains out please. The flooding is ridiculous.</p> |
| WG Outer | No | <p>SPLITTING THE WOOD GREEN ZONE INTO NUMEROUS SMALLER ZONE IS A WASTE OF TIME AND MERELY A MONEY GRABBING EXERCISE. IT WILL BE INTERESTING TO SEE THE PERCENTAGE OF HOUSEHOLDS IN THE HARRINGAY WARD WHO HAVE A VEHICLE. IN THE 2011 CENSUS IT WAS 31% WE HAVE TO ENGAGE IN ACTIVE TRAVEL IN A STINKING, POLLUTED MORASS CREATED BY SUSTAINABLE TRANSPORT. A SHARPER INCREASE IN RESIDENTS CAR PARKING PERMITS WOULD BE A BETTER WAY TO GO ESPECIALLY IF THERE IS A FURTHER FALL IN CAR OWNERSHIP ACROSS THE CPZ. USING THE EXCUSE OF ACTIVE TRANSPORT FOR HACKING UP THE CPZ WHILE ADDING TO THE RAT-RUNNING ISSUE IN THIS AREA IS FUNDAMENTALLY DISHONEST AND HYPOCRITICAL ACT BY SUSTAINABLE TRANSPORT AND THE COUNCIL AS A WHOLE.</p> |

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| WG Outer | No | stop trying to bring in so many changes to roads at the same time. This is happening at the same time as the proposed Low traffic neighbourhood and the ULEZ, which will no doubt bring in their own unforeseen problems and have major impacts on the roads. why not wait and see how one scheme impacts before trying another one? you will not be able to fully monitor the impact of a scheme when you are changing so many variables and therefore any results you get will be skewed and invalid. also this feels like another way to get more income for the borough through parking enforcement schemes. stop penalising people with cars; some of us actually need them to help disabled relatives or get kids to activities (that may not be provided locally). Haringey is becoming a real nanny state to live in, and i have lived here for many many years. There are better things to spend your money on |
| WG Outer | No | Strongly against these proposals as a resident of Wood Green N22, I want to keep access to all local roads |
| WG Outer | No | Strongly against your proposals as already stated. They would adversely impact: local residents by limiting access to facilities and visitors; Impact on local businesses already struggling; impact on elderly by restricting access to shops and services as well as carers; would deter investment in the local economy. |
| WG Outer | No | Suggest to split the areas containing stations to discourage 'local' journeys. This would reduce the amount of cross area travel |
| WG Outer | Yes | Sundays is a problem with people coming in for cafes, church services, shopping and just to hand out. It is noisy and means that my visitors find it difficult to park, Rest of the week is OK |
| WG Outer | No | Sundays would restrict families spending time together. Your proposed changes would make it much more inconvenient for families to meet up. Please take this into consideration |
| WG Outer | No | Support fewer cars but how can people use public transport safely when it's very crowded? If you did make these changes, what steps would you take to increase bus frequency? You need to consider the views of those residents who don't own cars (but do have visitors etc.) |
| WG Outer | Yes | Sydney Rd is close to Turnpike Lane Stn which is used by commuters. We also have a Mosque which adds to parking congestion. Why would we want restrictions extended to Sunday as we would have to buy more VP to have family and friends visit? Some permits are used by people from other parts of the zone, so I agree with having additional smaller zones, but keeping the existing operating days and times on Sydney Rd |
| WG Outer | No | Take care of residents better and stop letting financial greed influence your decisions over the lives of residents. You need to stop increasing the permit parking prices and start giving residents a reduction. You can't control residents parking in this ridiculous boundary proposal. it's completely unfair and a massive inconvenience. I will be escalating this matter further if i feel that my voice is not being heard TARA is a Haringey recognised and sanctioned Stakeholder. As such Tara wishes as a Residents' Association we are able to do a collective response to this 'feedback' exercise on Parking in Wood Green. We would also like to be contacted in advance before the other stages of the consultation please. As chair of Tara I have attached at the end of this submission our annual registration form for Haringey and our postal address and details, as required, so I hope that means you will take recognise this submission as TARA's What follows is Tara's submission concerning Haringey's letters called 'The Public consultation for the review of parking controls' dated the 19.07.21 and the 'Important information about your residents parking permit' dated July 2021 as hard copy and as an email letter. Firstly the parking controls change consultation process. |
| WG Outer | No | The convenience of being able to park easily has helped me greatly - especially picking up my mum when shopping in Wood Green Mall |
| WG Outer | No | The area south of Westbury Avenue should be in the Ladder CPZ - not Wood Green Central / Noel Park |

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| WG Outer | No | <p>The control times is not the issue. the issue is some cars on the road (Milton rd. n15) do not have permits. some cars are being ticketed and some are not. you can also find cars that are not in use being parked in places. Residents buying cars and fixing on the road. Residents from Inca Terrace houses using spaces as mechanic spots to fix cars. A local mechanic 'hitech motors' have several business cars/permits and residents can't find place to park on west green rd.</p> |
| WG Outer | No | <p>The council needs a comprehensive solution. Boundaries will not be the solution. Being elderly and without a blue badge my friends in inner zone will not be able to visit and I will also be unable to visit them freely.</p> |
| WG Outer | No | <p>The council shows a complete lack of sensitivity in proposing these changes at a time when families are trying hard to recover financially from covid. It's made worse by the price increases in residents and visitor parking permits. Are these proposals being made by Councillors who actually live in the roads affected?</p> |
| WG Outer | No | <p>The council's days are numbered. You charge much higher council taxes only to then waste money on looney schemes. Come the next election we want to boot you out. - And this is from a Labour voter</p> <p>The current CPZ have been working fine for years with no issue. It allows us freedom to park in our own area with peace of mind not worrying or needing to check you are in the right zone when needed. If it isn't broke, don't fix it. There are better ways to manage pollution and parking for those in inner zones.</p> |
| WG Outer | No | <p>If a CPZ needs to be enforced, then only enforce inner zones and outer zones. So, only inner residents can park in the inner zone, and outer residents can only park in outer zones. It'd be best to keep things simple instead of overly complicating matters. Do not create 5 zones. It is a waste of time and a waste of a lot of money for little gain and much more pain for us residents. Another measure to stop people using cars unnecessarily for short distances is to allow electric scooters or e-scooters. 1. They are clean way of travelling with no emissions. 2. Th</p> |
| WG Outer | No | <p>The current parking controls are effective and for the road where I live no change is currently necessary.</p> <p>Thank you</p> |
| WG Outer | Yes | <p>The current system of very large CPZs encourages the use of cars for short journeys across the borough. I fully support the change to smaller zones to discourage this.</p> |
| WG Outer | No | <p>The current system works well. Reduced areas would provide residents with an inferior service. I strongly oppose their introduction. However, should the Council decide to go ahead, then I would expect to see a commensurate reduction in the price of a resident's parking permit to compensate for the fact that parking rights will have been curtailed.</p> |
| WG Outer | Yes | <p>The Evergreen construction site workers appear to have passes and VP - not business permits. Why do you allow this? I am also concerned that the 134 flats that are being built have no parking spaces provided (so the developer can make more money). There are likely to be 150 cars owned/used by residents in this development, so where are they going to park?</p> |
| WG Outer | No | <p>The foot way along our road is bad especially next to the tree roots, fix them and this will help older people to walk more safely.</p> |
| WG Outer | No | <p>The leaflet and map provided was very clear and the reasons given for proposing the changes are compelling, however I still feel that the large costs of implementing such changes cannot be justified at this time.</p> |
| WG Outer | No | <p>The loss of being able to park anywhere in the Wood Green CPZ will reduce the ability for me to shop locally and mean that I will have to shop further away and use more online shopping. This will impact the local shops and businesses that I currently use. At a time when local High Streets are under so much pressure, this proposal puts further pressure on them by reducing footfall for people who avail of the current CPZ zone to shop locally.</p> |

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| WG Outer | No | <p>The loss of the ability to park anywhere within the Wood Green zone will deter me from shopping locally. Instead I will probably make more purchases online, at out-of-town supermarkets, and at out-of-town centres like Friern Bridge. I would not make such journeys by walking or cycling because of the need to carry shopping. Also a car is often a better choice for comfort (in inclement weather) and security (e.g. on a dark evening). Haringey Council should be supporting businesses in Wood Green town centre rather than introducing measures that reduce footfall. This is particularly important at the moment when local shops have been so badly hit by the pandemic. High Streets are in decline everywhere, and Wood Green will not be immune. Also the Council should not be wasting money making changes to a scheme which in my experience is generally working well.</p> <p>The pandemic has prevented people moving freely with the lockdown restrictions. Now that the situation is improving, older people with disabilities but falling short of blue badge qualification will lose their freedom. The council should instal cameras in problem streets to evidence parking violation and abuse. The only time that it isn't possible to park around the shopping centre is at weekends so that aspect is overstated. To overcome commuters taking up central spaces, time limits should be imposed. The parking department at the Council has been responsible for an environmental disaster in the borough with the paving over of literally thousands of front gardens. Nothing about the parking "projects" is green. And it's disgraceful that the councils hides behind the green agenda in an attempt to fleece people of millions through fines !.. You also have an Orwellian bureaucratic nightmare with the Parking Office blaming the Councils Planning Dept for this catastrophe ..and vice versa ! Please stop hiding behind a "green banner" and start running this service (?) for the benefit off the people of the borough. The only reason the Council want to bring the changes proposed is to increase revenue from fines. Parking in the borough is deliberately complicated and incompetently run and needs a full review before any new proposals are considered.</p> |
| WG Outer | No | <p>The parking is good enough for us, make the footway good for elderly people like me. give us more police to stop crime in this area.</p> |
| WG Outer | No | <p>The proposed changes are short-sighted. They will curtail free movement and reduce the number of visitors to local businesses. They are seemingly designed to increase revenue generation, not to deliver any of the supposed benefits cited in the consultation overview.</p> |
| WG Outer | No | <p>The proposed changes to residents parking would negatively affect my family's right to practice our religion and our ability to support the local shops of Wood Green. Therefore they are an attack on our culture and our ageing residents independence. Local businesses and residents will suffer as a result of these unnecessary changes if they are enforced.</p> |
| WG Outer | No | <p>The proposed changes to the Wood Green CPZ have been going on for years. It's such a shame Haringey council didn't use this time to design and create an infrastructure for the future - electric car hire/use, cycling and walking. On the one hand the council make statements about the need to improve air quality and the health of its residents by reducing car use, but on other, the council offers little or no real viable and safe alternatives. This makes me question the councils motives for putting forward changes to the Wood Green CPZ scheme. The CPZ zones and parking regulations raise millions pounds in extra revenue for Haringey council. Maybe this is why Haringey council seem slow and reluctant to invest in and provide the resources for cleaner alternative modes of transport.</p> |
| WG Outer | No | <p>The proposed changes would cause nuisance and aggravation to local residents; restricting access to wood green. There is a financial burden that will ultimately fall on Haringey residents to make the changes to a system that already works perfectly well. The changes will cost money far better utilised, and its aims will not be achieved. It would increase congestion and smog in the area by forcing users of current system to travel further away and not support the local businesses.</p> |

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| WG Outer | No | <p>The proposed changes would further hurt small businesses already under a lot of strain. What we need is better enforcement of current rules. Fake blue badge holders and permit-less parking of vans in side streets are both rampant. Please allow businesses to flourish by keeping the current CPZ arrangements and increasing enforcement of the existing rules instead.</p> <p>The public consultation document attributes anti-social behaviour close to Turnpike Lane to commuter parking and offers that as a reason for the zone changes. There is clearly anti-social behaviour around Turnpike Lane station in particular drug dealing and loitering, but don't agree this has anything to do with commuter parking. Residents of Carlingford, Stanmore and Waldeck roads all took part in traffic calming consultations run for the Council by Sustrans in 2010-11 and said clearly then that any kind of 'hub' close to Turnpike Lane tube station should be avoided. Not long after (a year or two after the Sustrans traffic calming and other hub measures) a much a larger pedestrian space was created behind the station, which has created a focal point/milling around area. Problems with cars close to the station tend to be cars waiting to collect people (i.e. the drivers w</p> |
| WG Outer | No | <p>The split is too small and divides out community, no benefit doing this it is to make money not to promote waking and cycling. This will be bad for our community and business in Haringey. Tfl ULEZ scheme will get rid of old and high emission vehicles. I did not see any new and safe cycle routes in this area, walking is a risk any way, we need more police physical presence to deter crime.</p> |
| WG Outer | No | <p>The zone should be left as it is. I personally don't see any parking issues in the 3 years I've worked here. Inner zone hours are very long but it is understandable so that it serves residents</p> |
| WG Outer | No | <p>There are no current problems with the cpz</p> |
| WG Outer | No | <p>There are no problems with the existing controls and the proposed changes are not necessary</p> |
| WG Outer | No | <p>There are too many parkign controls at Tottm Stadium. Stadium visitors must be allowed some free parking. Current WG zones are good, no change needed</p> |
| WG Outer | No | <p>There has to be a better way to deal with parking other than cpz Cheaper pay to park for Haringey residents. Visitors from another borough should pay more perhaps?.</p> |
| WG Outer | No | <p>There is no need for any of this. It will only lead to more penalty tickets - which is probably the idea behind this.</p> |
| WG Outer | No | <p>There is a likelihood of extending the hours will move congestion into neighbouring areas.</p> |
| WG Outer | Yes | <p>There is a lot of speeding in what is a set of quiet residential roads, sometimes dangerous – could this be controlled more? It is very hard to find safe parking for bicycles (long waitlist for hangar scheme, too much bike theft/part theft for “open” parking). As someone from a household which doesn’t own a car this is especially frustrating considering we don’t take up any parking space but daily cycling is made very difficult due to the lack of parking</p> |
| WG Outer | No | <p>There is no good reason to make these changes other than to increase revenue for the council. We are already paying through the nose with council tax and parking permits. Paragraph the current CPZ are completely fine as they are. Changing them will shrink the amount of places on I’ll have to park in my current address in out of Woodgreen and Noel Park looks ridiculous. Just think this is a clear money making exercise and I really think Council needs to come up with more income generating schemes other than just hammering the motorist over the head. If you look around this borough there are clear places that are absolutely disgusting and full of litter because there is no education anywhere about it and there is no bins on the streets in certain areas it’s pristine in the wealthy and part of the borough and the poorer part of the borough litter is a real problem</p> |

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| WG Outer | No | There is no need for the inner zone to be extended so far down Langham Road as the times are very restrictive of carers and visitors to the area. this seems like a money-making exercise as the cost of parking permits, hourly and daily are going up before this will be implemented. There is no problem parking further than 500 meters from the station and most of the problems are caused by minicabs parked around the station and parking attendants not moving them on. |
| WG Outer | Yes | There needs to be a simpler way of getting parking permits. Website is poorly designed and at times glitchy so that means a visit and long wait at the customer service centre There seems to be a move to reclassify part of Langham Road from outer Wood Green to inner - reducing parking opportunities up to 10.00pm and on Sundays. This will just discourage visitors to the area. It's hard for me to see who this benefits other than those employed to raise money through fines and the council coffers. Parking restrictions in Haringey are already more restrictive than in some inner London boroughs such as Camden. I don't agree at all with what you're trying to do but if you are trying to control parking near the tube stations, then why in earth have you created a new Ladder Zone that very closely borders it. |
| WG Outer | No | There's a loading bay in Westbury Ave which, when used, blocks traffic because there is not enough space for large vehicles because of cars parked both sides of the road. Moving the bay a few yards into Rusper Rd would avoid a daily traffic jam |
| WG Outer | Yes | There's a DB outside 37 Lausanne Rd but the person has moved. It would be helpful if the DB could be removed |
| WG Outer | No | There's a lot of traffic coming to and from Hornsey Park Rd and as the road is quite narrow, it can be difficult to turn with a big car |
| WG Outer | No | These changes will make it very hard to have visitors without paying a lot more for VP. Proposals will also affect local carers who have a vital health role to play |
| WG Outer | No | This appears to be a done deal. Who pays you to come up with these hare-brained schemes? It's money making and drivers will pay the price |
| WG Outer | No | This consultation is poorly designed as it does not differentiate between car and non car owners. It makes no reference to people's age or degree of mobility. I feel these proposals are just another way for the Council to raise revenue at the expense of its residents, who have already suffered austerity measures. I strongly oppose these proposals both now and in the future. |
| WG Outer | No | This is a flawed plan. You are opening this up for consultation, but we all know that you will go ahead with this anyway regardless of the outcome of the consultation. |
| WG Outer | No | This is a quiet road. THFC is never an issue. How would people know anyway? So, No thank you. |
| WG Outer | No | This is being proposed simply because of a council budget shortfall. We have all suffered during covid and it's not fair to attack car owners because of a budget shortfall. A car is a necessity -- not a luxury. I use mine to take my parents out but it will cost me more - I'm a carer. Car drivers are cash cards for Haringey |
| WG Outer | No | This is just to make money |
| WG Outer | No | This is money-making. It will the High Road shops which will then consist just of bookies and charity shops. People will go out to shopping centres with free parking. It is ludicrous to suggest that parking leads to ASB. Walking may be easy for young people but much more difficult for elders |
| WG Outer | No | This is overkill. Short trips in the borough do not increase carbon emissions much. The real problem is parking congestion largely caused by the supposedly environmentally friendly road schemes (LTNs) started by Enfield council. These have pushed even more traffic into Haringey. |
| WG Outer | No | This is spoiling our community by fragmenting it into artificial areas |
| WG Outer | No | This new scheme would do nothing for residents but is just a cash cow coming at the same time as ULEZ. It will make money for the council to waste |

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| WG Outer | No | <p>This proposal does nothing except try to squeeze even more money from Haringey residents. This on top of other recent changes like the refusal to exchange/refund unused visitor permits, which we have little choice other than to buy. It will do nothing to deter out of borough visitors for whom there will be no real change. I wholly and strongly oppose this proposal.</p> <p>This proposal for 5 new parking zones with no flexibility for residents to park in neighbouring zones could be adapted to take a more sophisticated and acceptable approach if Haringey wishes to impact existing residents in these zones enjoying commuter parking near to Wood Green and Turnpike Lane stations. (Is there evidence to support that this is happening legitimately under the scheme as opposed to people abusing the existing scheme?) One approach would be to allow residents living in these zones up to 30 free on-line visitor parking permits (up to 2 hours) in the neighbouring zones with their annual resident's parking permit or perhaps 20 permits for free and 20 on a paid for basis. This would enable some flexibility in relation to parking in order to attend medical appointments, for example. With greater automation of parking permits and pay-to-park, this might be a</p> |
| WG Outer | No | <p>This scheme unfairly impacts on poorer people. Times are punitive compared with more affluent areas which have commuter parking. I would like to see a much fairer system applied</p> |
| WG Outer | No | <p>This will enable you to charge more and make money while still leaving roads in bad condition.</p> |
| WG Outer | No | <p>This will make problems for your residents not help them.</p> <p>This would divide our local area where we are building a local community. This plan of breaking up the Outer zone into 5 makes a mockery of communities - drivers will be confused about what zone they have entered. We do not identify with "Noel Park" - we are in West Green ward. Our home and vehicle insurance rates will increase because of the recorded higher crime rate in Noel Park. Covid has reminded us of the need to build communities and close neighbourhoods. PLEASE spare us from these proposed actions and allocate the money to supporting children, older people, and homeless people. As far as parkign is concerned, just strengthen current enforcement</p> |
| WG Outer | No | <p>This would make it very difficult for friends and family visiting. No benefits for residents</p> |
| WG Outer | No | <p>This would just generate more money for the council. I hope people remember this at the next election</p> <p>This would reduce access to critical council services and make it difficult to park near local schools and nurseries without getting ticketed. proposed Woodside South CPZ includes only a single EVCP!! and it removes the chance to wait for a space at other currently available locations. This could limit EV adoption in the area</p> |
| WG Outer | No | <p>This is a money-making exercise. Proposal would restrict me greatly (see previous comments). This will also affect local businesses who are already struggling. Crouch End businesses are well supported by parkign arrangements so why are we in the firing line? Your changes would mean I could only drive to a very few roads but I would still have to pay over £160 plus all the visitor permits. I live alone and need friends visiting. I would really appreciate it if my views are taken into account.</p> |
| WG Outer | No | <p>This is a ridiculous suggestion - with no value to residents, who would in future drive to shops and services out of the area because we would not be able to drive to and park in Wood Green town centre are to shop and use the Tube. You would be much better off doing something useful like road and pavement repairs</p> |
| WG Outer | No | <p>This seems very hostile to residents. It would make the area undesirable to live in. I understand the environmental objectives but this would just add costs for visitors and tradespeople as well as those with limited mobility and limited financial means. I get the impression that the council is not concerned with residents but is only interested in generating income. However, if you want to attract families and stability to the area, you need to think more about the needs of residents</p> |

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| WG Outer | No | <p>To include Langham and Carlingford and just half of Waldeck Road is scandalous. We have never been considered part of the Green Lanes ladder-- and the roads don't even connect. I have elderly relatives with mobility issues who rely on their vehicles to do shopping and visits. The proposals are unfair, unreasonable and unrealistic. Several businesses leave vehicles parked - taking up valuable space. Hitec garage on West Green Road is a major culprit and parks numerous cars here.</p> <p>To tackle ASB and drug dealing, in Wood Green Central area, suggest extending hours to midnight and ensure that wardens actually work during these times. Bedford Rd and other roads near Ally Pally are suffering a lot from ASB and people gathering en masse at night. Traffic wardens will need to actually work during the extended times.</p> |
| WG Outer | Yes | <p>Totally disagree with your scheme. We only make short car trips for shops and services if it is essential to do so. Your plans penalise working families in terms of expense, time and convenience. There is no sensible reason given for these proposals, and what reasons are given contradict themselves. As a car owner with zero parking problems living in a street of flats with only on-street parking; I also question the legitimacy of the 'parking problems' you have suggested</p> |
| WG Outer | No | <p>Totally unfair that you have increased the price of the 2-hour and one day permits, while also reducing the number of permits a householder can have. Also you have made it difficult for anyone who is not internet-savvy to apply for permits. This consultation is a farce as you will do what you want to do regardless of residents' views</p> |
| WG Outer | No | <p>Tottenham Hotspur does increase parking pressure in North Tottenham but not where I live, that work and review should be completed with those residents intensively. Parking on my road had never been a problem and the current system works fine for me. I have always found the parking permit to be expensive but as I have a broad zone and can use it when shopping I felt it was value for money. If the zone changes I would like the operational times to be reduced in line with neighbouring zones like 10-2 Monday to Friday as the current time of 08:00-6:30 Mon-Sat can impact on visitors but as I said as I have a broad zone I take that on board. Without a broad zone I feel like a compromise should be made and residents should be able to make a saving on visitor permits.</p> |
| WG Outer | No | <p>Try to organise a visible police presence rather than creating more CPZs. Also how about stopping cycling and electric scootering on the pavements? Aren't pavements meant for pedestrians?</p> |
| WG Outer | No | <p>VPs are an expense most of us could do without. I'm near Turnpike Lane station and you only need a 2-hour CPZ to stop commuter and all-day parking. All day restrictions is just a revenue stream for the council. You also have a shambolic online permit renewal system which doesn't work. I've always had to apply by post. You should give some thought to the needs of carers, nannies, cleaners, gardeners and other services who need cars for work and to transport materials and baggage.</p> |
| WG Outer | No | <p>We already pay so much money for parkign. Instead of helping us, you want to make it harder. We pay so many taxes. Please leave things how they are now.</p> |
| WG Outer | No | <p>We are a young couple with a baby and rely heavily on being able to drive locally to collect medicines from the local pharmacy in Wood Green, baby milk and food from the high street and so on. Any tightening of restrictions is completely unjustifiable in our view and these proposals have come at the most inappropriate time given the current state of mental health and the local economy.</p> |
| WG Outer | Yes | <p>We are elderly and strongly object to the proposals as they would make us house bound rather than be able to travel to the local shops. We are happy with the current system and we would NOT allow our freedoms to be taken away in this way.</p> |

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| WG Outer | No | <p>We do require some kind of controlled parking in a Langham Road. And I am happy to pay for visitor parking as per the current arrangements. This is enough to stop drivers using us as a car park and taking the tube. But why do we have to make it even more inconvenient for visitors by extending the hours?</p> <p>My elderly parents cannot use public transport when they visit. So now I will have to pay for visitor parking, even on a Sunday. Maybe I should just get a car and visit them? But it's annoying to be forced to get a car when we're trying to be green and rely on bikes and public transport. I just don't see the point of increasing the current restrictions</p> |
| WG Outer | Yes | <p>We don't need more pay-to-park but we do need to be able to get visitor permits on demand online to print at home at short notice. We always know in advance when for example we might need to call a plumber!</p> |
| WG Outer | No | <p>We don't shop online, we use the real shops in Wood Green. We take relatives shopping sometimes. We only use the car when we need to get many or heavy items. We need the flexibility. In Highgate residents can park near the shops after mid-day.</p> |
| WG Outer | No | <p>We hear that permit prices will be increased. Your proposals would reduce the value of permits. My partner has asbestosis but cannot yet get a blue badge. He does need to drive to shop in Wood Green and this would be very difficult under your proposals and would be much more expensive - and difficult for us to afford. I fail to recognise or understand your comments about parking issues at the tube stations, or that it is difficult for residents to park. We have never encountered this problem.</p> |
| WG Outer | Yes | <p>We need a safe cycle route on the main route up through Green Lanes to Wood Green. Currently it's a cycling nightmare</p> |
| WG Outer | No | <p>We need bike parking.. We've applied but are 300th on the waiting list. Graham Rd has a beautiful green which is spoilt by cars parked up on all 3 sides. There is no shortage of parkign space so why not restrict parkign around this attractive green (see example illustration)</p> |
| WG Outer | No | <p>We pay to use local amenities and we should not have to pay again to use our vehicles to access these amenities</p> |
| WG Outer | No | <p>We provide child care to family who are in Woodside South. We are in the Ladder, and the children' school is in WG Central. These new boundaries will make life much more difficult especially after the recent loss of a young family member. Being able to drive and park to manage shopping, childcare and health is very important and would be severely restricted by your proposals. (See form for full detail)</p> |
| WG Outer | No | <p>We rent this house and don't have a car. Thank you</p> |
| WG Outer | No | <p>We strongly object to any additional parking restrictions or changes in the Wood Green Inner and Outer CPZ areas. We prefer the current system to remain in place. We do not support the introduction of multiple zones and believe it would negatively impact on the trade of local businesses and the mental health and well being of the local residents who have been looking forward to enjoying their long awaited freedoms following a difficult 18 months (still ongoing) restrictions, lockdowns etc. due to the pandemic.</p> |
| WG Outer | No | <p>We would not be able to go to our GP surgery or the tube stations etc. without paying twice. We would also have to pay to use Morrisons and the Mall car park. We have people with disabilities who can't use public transport all the time. Part of my road woudl be in a different zone. Please don; t put these new CPZ zones in place. You charge too much and we are entirely opposed to these proposals</p> |
| WG Outer | No | <p>We would prefer no restrictions as paying for the permits is an inconvenience</p> |
| WG Outer | Yes | <p>We'd welcome EVCPs on Boundary and Rusper</p> |
| WG Outer | No | <p>What about elderly, and disabled residents who need a car for everyday activities. Your proposals are another disgrace - pretending to help with residents' lives when in fact just trying to make money.</p> |

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| WG Outer | No | What is your argument for doing this? Please share with residents. This change would be expensive for us, although there would be a lot more fines for people making errors. The reasons you suggest are not convincing and current zones are not a problem for us |
| WG Outer | No | What would be much more relevant would be increased cycle parking and safe cycle lanes. Cars kill children. We need fewer of them |
| WG Outer | No | When is a meeting scheduled that the public can attend to voice opinion? |
| WG Outer | No | When the area is safe this could be reconsidered, until then it feels as though we are being made to pay for our own safety. |
| WG Outer | No | When the pollution charge is imposed on the electorate in October there will be a lot of people with perfectly good older vehicles will find there vehicles worthless, as they will not be able to pay £12.50 a day for the privilege of driving them. This new charge will remove a lot of vehicles from the roads which will free up many parking spaces & make these new CPZ proposals unnecessary. This will also mean that a lot of people will not be able to afford a reasonably priced perfectly good older vehicle in the future, thus these parking spaces will be made available permanently. |
| WG Outer | No | Where there are additional parking restrictions for event days then the council should make it clear in all of those affected bays when the event days are. It shouldn't be for an individual to see a sign that simply refers to "event days" and have no idea what events are being referred to. |
| WG Outer | No | While i understand the environmental and safety concerns around traffic on residential roads, I feel strongly that in the current financial climate Haringey should not be using our council tax money on this scheme at this present moment. There are so many things Haringey residents need money spent on, including improving our schools, clubs for our young people, more facilities for the elderly, street cleaning, housing, etc. The present system works perfectly well. As someone in my late 60s who has lived and worked in the borough for all of my adult life I am not as fit as I once was. I use my car to visit my two grandchildren (aged 2 years and 3 months) on the other side of the borough. I look after them and take them out and about to local facilities, to visit our many friends locally and to visit different local parks and playgrounds. I simply would not be able to do wh |
| WG Outer | No | While splitting the zones might reduce short car trips, the inclusion of our road in the central area would have longer operating periods thereby creating difficulty for friends and family visits. We currently have no difficulty with parking |
| WG Outer | Yes | Why are the wealthiest parts of the borough free from many CPZ controls? |
| WG Outer | No | Why are we the only road without speed humps? This, despite Boundary Rd having a park entrance to Belmont Infant school! You've turned our once quiet road into a rat run for speeding cars and motorbikes. |
| WG Outer | No | Why are you trying to do this? I and neighbours have access to shops and there is no parking difficulty. Some say that this is a money / racket scheme for the council. I hope it isn't. |
| WG Outer | No | Why can't Haringey Council leave the parking the way it is. We pay enough money to park in the road as it is. |
| WG Outer | No | Why change the parking areas available for residents. I often drive my girls to school and can park there. Your proposals would place the school in a different zone, so I have no idea how I would take them to school and then get to work on time. |
| WG Outer | No | Why do you not offer reduced hours as a choice? It appears this is aimed more at the council getting more revenue for itself rather than listening to residents. |
| WG Outer | No | Why expand the Inner Zone to include Langham, Carlingford etc. This would push more parking on to the Ladder |

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| WG Outer | No | <p>Why not give Turnpike Lane roads behind the tube their own zone then we could keep 8.30am to 6.30pm. Alternatively, make us part of the Ladder. You propose to split up Langham Rd anyway and put the top East part in the Ladder.</p> |
| WG Outer | No | <p>Why not issue a more targeted ticket type for those closest to tube stations. There is already pay-to-park near the tubes. Your proposal will just isolate people from visiting friends, family and carers. Not everybody can afford to pay for extra VP (which are already on restricted issue). I visit a lot of friends in Wood Green and you will make it more difficult</p> |
| WG Outer | No | <p>With the introduction of new policies and regulations to adopt electric vehicles in London, it would be very much appreciated if the Council could install some charging points on Perth Road and the Scotch Estate generally. Additionally, some cycle parking lock-ups to encourage more cycling. Also, perhaps a dedicated cycle lane? More generally, the traffic and speed of vehicles on Perth Road is a huge concern. There have already been tragic deaths which could have been avoided if additional safety measures had been designed in.</p> |
| WG Outer | No | <p>With this purpose I have lost faith in the council. This is a clear attempt to cash cow drivers further limiting their range of movements.</p> |
| WG Outer | No | <p>Would not be fair on pensioners or disabled people who don't qualify for blue badges. Current scheme facilitates shopping and visitors. People like this fall through the net as far as central and local government are concerned. All the council seems to do is to try and squeeze more money out of residents. Surely there are more important things for the council to focus on.</p> |
| WG Outer | No | <p>Would appreciate a co-ordinated and concerted effort To propose new Outer and Inner CPZs and not be able to readjust e.g. hours of operation and take into account the Low Traffic Neighbourhood (LTN) plans, appears to contradict and work against the principles of the Transport Strategy and the interests of the local communities. Inconsistent operational times e.g. Wood Green Outer M-Sat 8-6.30pm and Highgate M-F 12-1pm are inherently unfair. If the proposed extra CPZs reduces cross zone parking then why would reducing existing times be an issue? There is an imposition and also a costs implication on fair minded residents whether drivers or not and for their visitors. Shopping habits have changed. What is preventing the proliferation of medium to large sized delivery vehicles pounding the residential streets?</p> |
| WG Outer | No | <p>Would be great if households could have an allocated bay! Sorry if I sounds like I'm moaning, but we are very heavily taxed in London and it does seem that your proposals are designed to benefit the council more than residents.</p> |
| WG Outer | No | <p>would it be feasible to introduce a system similar to Islington at present where residents from any borough are allowed to park in any other Islington borough for up to 4 hrs per day between 11am-3pm?</p> |
| WG Outer | No | <p>Wouldn't like long hours. Please do the best for the public and be fair.</p> |
| WG Outer | No | <p>You are waging war on the car! After much increased parking permit fees for diesels in particular, you now want to reduce the places where we can park. So, paying more to get less! It is not necessary and not fair.</p> |
| WG Outer | No | <p>You need to focus on important issues like the need to tackle ASB - esp around Turnpike Lane Stn where there are frequent stabbings. Changing the parking is irrelevant to this. On street policing is needed - it's that simple. Despite the high crime rates, I hardly ever see any police on the streets around Turnpike Lane or Wood Green</p> |
| WG Outer | No | <p>You need to think about supporting residents without driveways who need EVCPs, rather than keep telling us we can't run cables on the pavement. Please start telling us what we can do to install EVCPs.</p> |
| | | <p>Think Positive!</p> |

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| WG Outer | No | <p>You now want to charge us to shop in Wood Green. Families and the elderly need support - esp in these covid times. Visiting is difficult if we always have to pay. Don't you want to do something for mental health? Apparently not, as you are trying to make it as difficult as possible for us. We are one of the most expensive boroughs for council tax, please show some mercy and stop trying to squeeze more out of us. The green issue is simply a red herring.</p> |
| WG Outer | No | <p>You should make all five into 1 CPZ with operating days and hours 8am to 10pm seven days a week</p> <p>You've already decided to do this and this consultation is a 'fig leaf' exercise. This is a common Haringey ploy. Anything which raises extra revenue is considered fair game and dressed up as an eco-friendly measure. I would much prefer you to be honest about funding cuts from central Government</p> |
| WG Outer | No | <p>which mean more local taxes for long-suffering residents. I suggest the following actions: A limit on no of cars registered at one address; A proper register of which houses are multiple occupancy; Limit on no of permits issued to Homes for Haringey vehicles which currently park anywhere; Limit on parkign of vehicles on the road by local garages.</p> |
| WG Outer | No | <p>Your CEOs should be better trained and polite and should not be paid bonuses for issuing tickets. I would like to see cheaper parking permits and for you to understand that this is not a business, but a public service, so you should stop trying to make our lives more difficult.</p> |
| WG Outer | No | <p>Your proposals would make it much more difficult for me as a single mum to deal with school drop off / pick-up and do visit my elderly father in Burghley Rd. It would also add 1 hour to my working day as I would no longer be able to park near Turnpike Lane station which is currently accessible to residents. It would help to have a permit option that enables travel / park within the zone - even if there is a slight increase in cost</p> |
| WG Outer | No | <p>Your proposals would not reduce the commuter problem as people would still drive in to use the Tube. Your changes would make life impossible for me. I've lived here for 50 years and have never been more worried. I have cooked food delivered daily and have carer and family visits daily and evenings. I rely on family companionship and your proposals would create isolation and imprisonment.I have no choice but to write and complain to ward councillors and my MP, as I'm very worried and concerned. It's impossible to keep supplying VPs and this would be even worse with the changes</p> |
| WG Outer | No | <p>Your proposed changes cannot be justified because of the extra charges involved. % new zones would add to complexity and increase costs for visitors especially if it was also extended to Sunday / evenings. It would affect elders and poorer people disproportionately</p> |

