

Report Title: **Proposed Finsbury Park CPZ (Zone A) – Report of Statutory Consultation**

Forward Plan reference number (if applicable):

Report of: **Niall Bolger – Director of Urban Environment**

Wards(s) affected: **Stroud Green**

Report for: **Key Decision**

1. Purpose

- 1.1 The purpose of this report is to inform members of the results of the Statutory Consultation process undertaken for the proposed Finsbury Park CPZ (Zone A), which was carried out in January / February 2007.
- 1.2 This report sets out officers' responses to the results of Statutory Consultation made by interested parties for members to consider before making a decision on the scheme.

2. Introduction by Executive Member

- 2.1 This report is brought to the Executive to outline feedback from Statutory Consultation and to seek approval to carryout the proposed proceedings in order to continue to create a cleaner and greener environment. The measures will assist local residents and businesses by eradicating all day commuter parking.

3. Recommendations

- 3.1 That the Council's Executive, after duly considering the objections as set out in this report, decide whether or not to proceed with the implementation of the Finsbury Park CPZ (Zone A), as shown in Appendix III of this report.
- 3.2 As part of the statutory process, there was support for the consideration of customer parking facilities and loading bays to be provided outside the commercial premises along Ferme Park Road. Should members decide to proceed with the implementation of the Finsbury Park CPZ (Zone A), members are asked to

consider including this as part of the overall implementation.	
3.3	If it is agreed to proceed with the implementation of the scheme, that the Executive further agree to conduct a review of the Finsbury Park CPZ 12 months after implementation.
3.4	That the charges for parking places be those set out in the consultation material at least until the Borough Review of Parking Charges in May 2008
Report Authorised by: Niall Bolger – Director of Urban Environment	
Contact Officer: Alex Constantinides, Head of Highways	
4.	Director of Finance Comments
4.1	The Urban Environment capital budget for 2007/08 contains a provision of £289k for the review and implementation of the CPZ programme. If the proposals in this report are approved the works required to introduce Finsbury Park – Zone A, estimated cost £25k, will be undertaken in 2007/08 against the aforementioned budget provision. A balance of £264k will be available for other schemes.
4.2	Any net income generated from this scheme will contribute towards achieving the parking budget income target for 2007/08.
5.	Head of Legal Services Comments
5.1	The legal implications are set out in section 9 below
6.	Local Government (Access to Information) Act 1985
6.1	Representations received during the statutory consultation period conducted in January / February 2007.
6.2	The Council's Draft Local Implementation Plan and Parking Enforcement Plan.
6.3	Delegated Authority - Report of Consultation, Harringay Station

7. Strategic Implications

7.1 The proposals considered in this report are in accordance with the objectives of the Mayor's Transport Strategy, which are reflected within the Council's Draft Local Implementation Plan. This plan contains the policy framework for both parking and road safety and is summarised below.

7.2 Local Implementation Plan (LIP)

Parking: Section 7.0 of the Parking and Enforcement Plan (the 'PEP'), which forms part of the LIP reiterates the Council's intentions to improve parking conditions in the borough. The overall aim of the PEP is to support a better and safer environment in the borough.

Key PEP policies include:

- The Council will assess the need for parking controls at junctions.
- The Council will allocate on-street kerb space in accordance with the Council's defined hierarchy of parking need.
- The Council will monitor, manage and review on-street pay and display parking to help manage long-stay commuter parking and promote short stay and visitor parking.
- The Council will undertake a review of new CPZs one year after their implementation.
- The Council will maximise road safety throughout the Borough through the fair and consistent enforcement of parking regulations.
- The Council recognises the need for a robust, systematic framework for future CPZ implementation in the Borough.

Road Safety: Section 6.0 of the LIP contains the Council's Road Safety Strategy which details initiatives to make borough roads safer for all road users. The Council's UDP also contains strategic transport policies for the benefit of road safety. The key policies include:

- To tackle congestion by reducing the level and impact of traffic in town centres and residential areas.
- To make the borough's streets safer and more secure, particularly for pedestrians and other vulnerable road users through traffic management measures
- To manage better use of street spaces for people, goods and services, ensuring that priority is allocated to meet the objectives of the strategy.
- To improve the attractiveness and amenity of the borough's streets, particularly in town centres and residential areas.
- To encourage the use of more sustainable modes of transport.

8. Financial Implications

- 8.1 The Environmental Services capital budget for 2007/08 contains the provision of £289k for its Parking Programme. If approved, the scheme will be financed through this budget. It is estimated that the introduction of the Finsbury Park (Zone A) will be £25k.

9. Legal Implications

- 9.1 If the Executive resolves to implement the Finsbury Park CPZ (Zone A) then the Council must make several orders under the Road Traffic Regulation Act 1984. The Local Authorities' Traffic Orders (Procedure) Regulations 1996 (the regulations) lays down the procedure to be followed before making or amending an order. The regulations impose a legal obligation on the Council to conduct a process of consultation to inform the public and other statutory consultees of its intentions. The process carried out by the Council, in compliance with the regulations, is set out in section 11 and Appendix I of this report. The Council must then consider any objections made as a result of the consultation before making an order.
- 9.2 In deciding to designate parking places Members must consider both the interests of traffic and those of the owners and occupiers of adjoining property. In particular Members must have regard to:
- (i) the need for maintaining the free movement of traffic,
 - (ii) the need for maintaining reasonable access to premises, and
 - (iii) the extent to which off-street parking accommodation is available or likely to be available in the neighbourhood.
- 9.3 Members must also consider the factors set out in paragraph 13.1 below. While the views expressed by local residents must be considered, Members are not bound to decide in accordance with the majority view and must take the other legally relevant factors into account.

10. Equalities Implications

- 10.1 The statutory consultation documents were distributed to all households/businesses within the agreed consultation area.
- 10.2 The statutory consultation document included a section offering translation into minority languages and affords any interested parties the opportunity to make representations regarding the scheme.
- 10.3 Statutory Consultation is open to any interested party to make comment on the Council's proposals.
- 10.4 Control parking mechanisms reinforce the need to keep obtrusive parking clear of junctions. This will assist people with disabilities particularly wheelchair users to cross roads with greater sightlines and clear of obstructions at drop kerb locations. Blue badges are valid for use in resident parking bays.

11. Consultation

- 11.1 The Council has conducted an extensive consultation process, which included two formal phases of consultation carried out between 30 June and 30 October 2006 and Statutory Consultation carried out between the 11 January and 1 February 2007.
- 11.2 The first phase of formal consultation covered a large area to enable the wider community to provide their views on parking issues for the area and to assess what impact there could be in the event of their road not being included. When analysed on a road by road basis it was clear that there were areas of support that enabled the Council to enter into a second phase of formal consultation.
- 11.3 The second phase covered a smaller modified zone where a majority of responses from the phase one consultation area were in favour of parking controls. The feedback from phase two was again analysed road by road and broken down as follows:
- **In support:** Mount Pleasant Villas, Ossian Road, Quernmore Road, Oakfield Road
 - **No clear view either way:** Blythwood Road
 - **Opposed:** The Grove, Stapleton Hall Road, Darren Close, Ferme Park Road
- 11.4 All roads that were in support or had no clear majority either way, with the exception of Quernmore Road and Oakfield Road were recommended to proceed to Statutory Consultation.
- 11.5 Of those roads that had opposed parking controls it was recommended that the Executive Member agree, through delegated authority, the way forward as detailed below. (See appendix IV for a copy of the delegated report without the appendices. For a full version of the report, with all appendices, please contact the Traffic and Road Safety Group).
- **The Grove** be included for Statutory Consultation. As this road would be in the middle of the existing Finsbury Park CPZ and Finsbury Park Zone A if omitted.
 - **Stapleton Hall Road** the section from Ferme Park Road to Oakfield Road be included. On analysis of this section it was confirmed that there was support for inclusion.
 - **Darren Close** be included for Statutory Consultation. This road is in the middle of the proposed zone and would experience displacement.
 - **Ferme Park Road** be included for Statutory Consultation. The section of Ferme Park Road from the junction with Ossian Road to the junction with Stapleton Hall Road is required for inclusion as it runs down the middle of the proposed zone. We will be considering pay and display measures to facilitate the commercial properties located here.

11.6 Statutory Consultation

- 11.7 Statutory consultation is the legal part of the process required before parking controls can be implemented. In summary, before making an order to implement parking controls, the Council must notify the public of its intentions in the London Gazette, local press and on site where the measures are proposed. A more detailed outline of the consultation process is given in Appendix I of this report.
- 11.8 Responses to the Statutory Consultation is divided into three sections, consisting of:
- a) Analysis of representations received during Statutory Consultation.
 - b) Highlighting responses from Statutory Bodies and local resident associations with the Council's considered response.
 - c) Highlighting a summary of the key objections received together with the Council's considered response. Each objection with the appropriate response is considered in turn.
- 11.9 Before making the relevant Traffic Management Orders the Council must consider all duly made objections submitted in response to the consultation. A full list of all the objections received with responses is contained in Appendix II of this report.

SUMMARY OF REPRESENTATIONS RECEIVED

- 11.10 A total of 95 representations were received during the statutory consultation period consisting of:
- 4 individual representations in favour of the proposals.
 - 24 representations were a product of a standard template, predominately from residents of Mount Pleasant Villas, objecting to the proposals on various grounds.
 - 32 representations were also based on another standard template requesting the proposed hours be extended to 8.30am - 6.30pm, to mirror the existing Finsbury Park CPZ.
 - 16 individual representations also requested the operating hours be extended for more than the proposed 2 hours a day.
 - 11 individual representations objected to the proposed CPZ on various grounds.
 - 7 representations expressed a wide range of views from wanting parking spaces provided for allotment holders at The Grove to wanting an overnight ban on large vehicles along Quernmore Road.
 - A representation was received from a local residents' association requesting a review of the existing Finsbury Park CPZ before any further measures are introduced.

A full list of all the representations received is contained in Appendix II of this report.

VIEWS FROM STATUTORY BODIES AND OBJECTIONS RECEIVED FROM RESIDENT ASSOCIATIONS

- 11.11 **Statutory Bodies** – As part of the Statutory Consultation period the views of the following bodies were sought: AA, London Transport, Police (local), Fire Brigade,

London Ambulance Service, Freight Transport Association, Road Haulage Association, RAC, Metropolitan Police (traffic), Haringey Cycling Campaign, LB Islington and Haringey Accord. None of the parties listed made any representations during the Statutory Consultation period.

11.12 **The Stroud Green Residents' Association (SGRA)** would like a review of the existing Finsbury Park CPZ to be conducted before any further restrictions are implemented in the new proposed CPZ. Their particular concerns are centred around a request for the non residential area of Oakfield Road to be removed from the CPZ to ease pressures on surrounding roads from the presence of commercial vehicles and, a possible increase in tariffs based on CO₂ emissions. A copy of the letter received from the Association can be found in Appendix II.

11.13 **Council's response:** Given only six roads are under consideration for parking controls following the Harringay Station CPZ consultation, it has been decided that if the proposals are to be taken forward they should be included as a sub-zone of the Finsbury Park CPZ. Should the scheme progress it is recommended that a review of the Finsbury Park CPZ, including the Finsbury Park (Zone A), is conducted 12 months after any implementation.

The Executive has recently approved a report regarding a review of parking fees and parking charges policy to reflect the Council's commitment to reduce greenhouse gases. The revised charges involve a small increase in the current charge for those smaller or alternative fuel vehicles with lower CO₂ emissions. The revised charges are still lower than neighbouring boroughs.

OBJECTIONS RECEIVED WITH COUNCIL RESPONSE

11.14 Full details of all objections and officers responses are given in Appendix II. There were 9 key areas of objection and these are summarised in the following paragraphs.

11.15 **Objection:** CPZs encourage people to concrete over their front gardens.

Council's response: Whilst the council cannot prevent residents turning their front gardens into hardstanding areas (except areas designated under Article 4 which gives the council special powers under the 1995 General Development Order to restrict permitted development rights for households), the council does impose controls over the design and construction of crossovers. Residents must seek approval from the council and each application is assessed individually to ensure it meets all the council's preconditions before consent is given. These preconditions have recently been revised to encourage the retention of green frontages and, in addition, the new technical guidance for vehicle crossovers will also consider the impact of loss of kerb side road space for parking within CPZs.

11.16 **Objection:** The proposals will discourage people from using the local shops.

11.17 **Council's response:** As part of the statutory process, there was support for the consideration of customer parking facilities to be provide outside the commercial

premises along Ferme Park Road. The Council will consider the introduction of Pay and Display bays and a loading bay along the parade of shops on Ferme Park Road between its junctions with Stapleton Hall Road and Ossian Road for the benefit of local traders. This will be subject to statutory consultation.

11.18 Objection: The cost of permits will rise as other zones have much higher charges.

Council's response: The charges for permits are the same throughout the borough and are some of the lowest in London. A review of parking fees and parking charges policy, based on the CO₂ emission of vehicles, is currently being considered by the Executive. The revised charges relate to CO₂ emissions of vehicles registered on or after the 23 March 2001 and the engine size of vehicles registered before 23 March 2001. The revised charges will depend on vehicle engines but will still be low compared to neighbouring boroughs.

11.19 Objection: It is only a money making exercise for the Council.

Council's response: The scheme was brought forward by the Council to consider measures to address parking conflicts including commuter parking issues, identified through parking beat surveys and extensive consultation, around Harringay Station. Through consultation with residents and businesses it was identified that the main area of concern was the roads on the periphery of the existing Haringey and Islington Finsbury Park CPZs. This area has subsequently been the subject of Statutory Consultation.

The measures are designed to prioritize on-street kerb side space for residents and patrons to the local amenities as opposed to all day commuter parking. They will also have an impact on road safety by eradicating indiscriminate parking at junctions.

All the borough's CPZs are designed to be self-financing. Any surplus generated will be reinvested in the public highway, with particular attention to road safety.

11.20 Objection: The scheme should be longer than the proposed two hours and should mirror the existing Finsbury Park CPZ to discourage displacement from the existing zone.

Council's response: Based on an analysis of the returned consultation documents 2 hours was the preferred option. The single greatest response (41%) for both phases of consultation indicated that a 2 hour CPZ was preferred while 24% preferred an all day (8.30am – 6.30pm) scheme. If the scheme is introduced, the Council will conduct a review of the scheme 12 months post implementation, which could result in an extension of the hours, if supported by residents / traders.

11.21 Objection: The formal consultation process carried out prior to the Statutory Consultation process has not followed the guidelines, as drop-in sessions and consultation periods took place during holiday periods.

Council's response: Prior to entering into Statutory Consultation in January / February 2007 the Council conducted two phases of formal consultation. Phase one

consultation, conducted over a wide area, commenced on 30 June 2006 with the original closing date being extended from 8 August to the 30 September. A drop-in session was held on the 10 July 2006. Phase 2 consultation, on a revised area, was conducted between the 5 and 30 October 2006. During this consultation two drop-in sessions were held on the 20 and 21 October. .

It is the Council's view that this provided local residents with sufficient opportunity to provide their views. Contact details of the Traffic and Road Safety Group were also made available for residents to discuss any issues they may have or arrange a convenient time/date to view the proposals.

- 11.22 **Objection:** The current proposals for a 2 hour a day CPZ will do nothing to address the parking problems experienced on Arsenal match days.

Council's response: If implemented, it is recommended to conduct a review of the scheme 12 months after implementation. This will confirm if parking conflicts are actually occurring on Arsenal match days that need to be addressed.

- 11.23 **Objection:** A CPZ will reduce the number of available parking spaces.

Council's response: In designing the proposed scheme we have maximised all available spaces for residents' parking. However, for road safety reasons we have restricted parking at junctions where cars previously parked illegally thus making it easier for pedestrians and the disabled to cross the road safely.

- 11.24 **Objection:** The existing CPZ in the section of Oakfield Road by the railway bridge is never utilised and should be removed. There are no frontages that would be affected by this measure and it would relieve some parking pressures.

Council's response: The Council will consider amending the boundary of the existing CPZ to south of the railway bridge as part of a future review of the Finsbury Park CPZ.

12. Background

- 12.1 The Council carried out two phases of consultation for the possible introduction of a Harringay Station CPZ. The feedback indicated that although there was not support around Harringay Station there was support from the roads on the outskirts of the Finsbury Park CPZ.
- 12.2 A report based on the findings of these two phases was submitted to the Executive Member for Urban Environment and the Interim Director for Urban Environment. Approval was given to proceed to Statutory Consultation.
- 12.3 In line with good consultation practice the Council will provide residents / businesses with both feedback from the consultation process and on the Executive's decision. This will be done by distributing an information letter to all residents and businesses within the proposed CPZ area. A copy of the Executive report and minutes will also be available on the Council's web site.

- 12.4 If the decision is taken to proceed with this CPZ a 6 week implementation period will be needed to introduce the zone. This will allow for notification process and issuing of permits prior to enforcement.
- 12.5 The scheme will be introduced at the charges consulted upon. The charges will remain at least until the Borough Review of Parking Charges in May 2008.

13. Conclusion

- 13.1 When introducing parking controls the Council must, under its legal obligations give due regard to various factors including traffic issues and the interests of the owners and occupiers of properties on the affected roads.

The factors which need to be considered include:

- the need to maintain free movement of traffic
- the need to maintain reasonable access to premises
- the extent to which off-street parking is available in the neighbourhood
- road safety
- impact on local amenities
- air quality and
- the passage of public service vehicles

- 13.2 The proposals are in line with Haringey's Parking Enforcement Plan and Road Safety Strategy as contained within the Draft Local Implementation Plan. It is the officers' view that the proposed scheme will provide a net benefit for the local residents and businesses. The Executive is requested to decide whether or not to proceed to the implementation of the scheme after duly considering the comments and objections set out in this report.

14. Use of Appendices / Tables / Photographs

- 14.1 **Appendix I** - Copy of Statutory Consultation document and detailed consultation process.
- 14.2 **Appendix II** – Full list of representations received with Council's response.
- 14.3 **Appendix III** – Plan of proposed Finsbury Park CPZ (Zone A)
- 14.4 **Appendix IV** – Delegated Report – Haringay Station CPZ

Appendix I

Copy of Statutory Consultation document and detailed consultation process.

Statutory Consultation Procedure.

Statutory Consultation is the legal part of the process and takes the form of a Public Notice informing of the Council's intentions to introduce traffic management measures along the public highway. The notice provides for a 21-day statutory consultation period to enable any interested party the opportunity to make representation regarding the Council's intentions. As part of this procedure the Council must:

- Consult with the relevant statutory undertakers and service operators;
- Publish a notice in at least one local paper published in the area and in the London Gazette;
- Take any such other steps considered appropriate for ensuring that adequate publicity about the order is given to persons likely to be affected by its provisions.
- Making the proposed orders available for public inspection.

Statutory Consultation for the Finsbury Park (Zone A) CPZ commenced on 11 January 2007 and a public notice was published in The London Gazette, The Muswell Hill Journal, The Crouch End and Hornsey Journal, Tottenham, Wood Green and Edmonton Journal, Islington Gazette and Camden Gazette.

The proposals were also published on the Council's website.

A total of 500 Statutory Consultation documents were hand delivered to all addresses within the proposed zone.

Interested parties also had the opportunity to view the plans and discuss the proposals in person by making an appointment with Council Officers. There was 1 request to view the plans at River Park House

Appendix II

Full list of representations received with Council's response

- Support
- Objections
- Additional issues
- Resident Association letter

SUPPORT			
Name	Address	Comment	
Mr Murrell	8a, The Grove, N4	I am 100% behind the scheme	
Ms Clayton	Flat 3, Stapleton Hall Road, N4	I believe a CPZ operating Monday to Friday 10 -12 is the best solution	
Ms Lloyd-Davies	Ossian Road	We are pleased to note the proposed plan for controlled parking on our road	
Nigel & Alice Kadel	Mount Pleasant Villas	I confirm our interest in the setting up of a CPZ in our street with the proposed operating hours	
QUALIFIED SUPPORT			
Name	Address	Comment	Council's response
Pam Radford	46 Blythwood Road	We support the scheme but would prefer same operational hours as existing Finsbury Park CPZ	We do monitor all our schemes to assess their impact and changes might be made in the future if highlighted in a review
Susan Lumb	81 Stapleton Hall Road	I have always supported the CPZ ... I would prefer a CPZ for a whole day	We do monitor all our schemes to assess their impact and changes might be made in the future if highlighted in a review
Stephen Bull	80 Stapleton Hall Road	I am happy with the proposed 2 hr limit but would like it to include Saturday	We do monitor all our schemes to assess their impact and changes might be made in the future if highlighted in a review
Colin Leys	5a Mount Pleasant Villas	Is it possible to see how the scheme works and then extend the hours? If not, I would strongly urge that the hours be extended from the beginning	We do monitor all our schemes to assess their impact and changes might be made in the future if highlighted in a review
Kamila Zahno	94 Stapleton Hall Road	I am very much in favour of a CPZ in this area ...Is there a height restriction within a CPZ as large vans block my light	The council will seek to introduce a ban that prevents lorries over 5 tonnes parking overnight
Jackie Cook	4 Mount Pleasant Villas	I am strongly in favour of parking controls however there need to be match day controls	Please refer to paragraph 11.14
Janet High	76 Stapleton Hall Road	I am pleased you have listened to the problems we have explained. We still suffer significantly on match days	Please refer to paragraph 11.14
Susie Barson	29 Mount Pleasant Villas	We believe the CPZ in this area should operate all day.	We do monitor all our schemes to assess their impact and changes might be made in the future if highlighted in a review
Brownwen Roberts	106d Stapleton Hall Road	In addition to the proposed 2 hours I suggest there is an additional period during the day (say between 4 and 6.30pm	We do monitor all our schemes to assess their impact and changes might be made in the future if highlighted in a review

Cathy Drysdale	22 Ossian Road	We are delighted the council have agreed that this should now go ahead but propose operational hours of 8.30 - 12.30 and 16.30 - 18.30 Monday to Saturday and on match days	We do monitor all our schemes to assess their impact and changes might be made in the future if highlighted in a review
Karen Lutomierski	2 The Grove	We should have operational hours of 8.30 - 6.30 in line with the existing CPZ	We do monitor all our schemes to assess their impact and changes might be made in the future if highlighted in a review
Sandy Plummer	7 Ossian Road	I urge you to introduce a CPZ in my street to operate from 8.30 - 6.30	We do monitor all our schemes to assess their impact and changes might be made in the future if highlighted in a review
Tessa Wolfe	12b Ferme Park Road	I propose the hours of operation are 8.30am - 6.30pm	We do monitor all our schemes to assess their impact and changes might be made in the future if highlighted in a review
Valerie Given	11 Ossian Road	I propose the hours of operation are 8.30am - 6.30pm	We do monitor all our schemes to assess their impact and changes might be made in the future if highlighted in a review
Mrs F Dornelly	27 Ossian Road	I propose the hours of operation are 8.30am - 6.30pm Monday to Sunday	We do monitor all our schemes to assess their impact and changes might be made in the future if highlighted in a review
Harvey Griffiths	10 Mount Pleasant Villas	We are in favour of a CPZ but think its hours should mirror Finsbury Park CPZ	We do monitor all our schemes to assess their impact and changes might be made in the future if highlighted in a review
Catherine Dolphin	74 Stapleton Hall Road	We want a CPZ scheme from 8.30am - 6.30pm	We do monitor all our schemes to assess their impact and changes might be made in the future if highlighted in a review
REPRESENTATIONS (GENERAL)			
Name	Address	Comment	Council's response
M Lycett	3 Darren Close	The residents of Darren Close will be inconvenienced by the CPZ	The residents of Darren Close live on private property. The CPZ will only apply on the adopted part of the road which has no frontages.
Ms M Tunbridge	Mount Pleasant Villas	I object to the CPZ being called Finsbury Park CPZ as all the roads are in Stroud Green	It was felt the CPZ was too small to be classified as independent CPZ and should therefore be an extension to the existing CPZ
Ms L McKeand	81 Mount View Road	There should be a space reserved for allotment holders	Logged and included in the report
Mr K Beck	2 Siddons Court, Tavistock Street, WC2	Allotment holders should be provided with freedom pass parking permits or visitors vouchers	Logged and included in the report
Mr D Evans	85 Stapleton Hall Road	Please remove the CPZ from Oakfield Road bridge	Please refer to paragraph 11.16 for council's response.
Ms T McGonagle	4 Elyne Road	The council should review the original Finsbury Park CPZ.	Please refer to paragraph 11.6 for council's response.

Ms S Webb	Quernmore Road	Introduce an overnight ban on commercial vehicles and remove parking restriction on Oakfield Road	The council will erect signs that prevent vehicles over 5 tonnes parking overnight in certain streets. Please refer to paragraph 11.16 for council's response.
STANDARD TEMPLATE			
A standard template was sent in by the following residents in support of the scheme but proposing the operational hours of the scheme mirror Finsbury Park CPZ. The other main points are provided in the 'Comment' column			
Name	Address	Comment	Council's response
Mrs M Rattigan	87 Stapleton Hall Road	Anyone will be able to park from 12 noon on our roads	The single greatest number of responses received indicated they preferred a 2 hour CPZ. However, we do monitor all our schemes to assess their impact and changes might be made in the future if highlighted in a review.
Jan Fage	12 Mount Pleasant Villas	There will be no spaces available when we get home	See response above
Nicola Wilson	130 Stapleton Hall Road	Arsenal supporters will still be able to park - matches start at 3pm	Please refer to paragraph 11.14 of the main report
F Scibetta	7 Mount Pleasant Villas		
M de L Coutinho	7 Darren Close		
Gary Owen	122 Stapleton Hall Road		
John Plummer	7 Ossian Road		
S Monnington	30f Ossian Road		
Neil Barton	29 Mount Pleasant Villas		
Mr A Ainapore	101 Stapleton Hall Road		
Catherine Dolphin	74 Stapleton Hall Road		
Simon Butt	Flat 2, Blythwood Road		
Deborah Eddlestone	33 Mount Pleasant Villas		
Derek Eddlestone	33 Mount Pleasant Villas		
A Kuhrt	16 Ossian Road		
Matthew Leys	43 Mount Pleasant		

	Villas		
Rowena Kime	30b Ossian Road		
B Martin	49 Ossian Road		
Aileen Coull	25 Mount Pleasant Villas		
David Courtley	25 Mount Pleasant Villas		
Colin Leys	5a Mount Pleasant Villas		
Kelsang Wangmo	2 Astra House, Mount Pleasant Villas		
Mr A Calder	128b Stapleton hall Road		
Mrs S Calder	128b Stapleton hall Road		
M Ryan	80 Stapleton Hall Road		
David Hedges	5 The Grove		
Jenny Gray	4 The Grove		
Sandra Craine	43 Ossian Road		
Nigel & Alice Kadel	8 Mount Pleasant Villas		
Diana Coole	24 Ossian Road		
Ms K.M. Kun	23 Ossian Road		
Gillian Stone	5 The Grove		
OBJECTIONS			
Name	Address	Comment	Council's response
V. Ware	3 The Grove	The residents of the Grove park diagonally	The design of the scheme has taken this fact into account
Ms M Barton	151 Mount View Road	It has been proposed that permit charges be increased since the end of the consultation process	Please refer to paragraph 11.10 for council's response
Ms H Riley	64 Mount View Road	Finsbury Park CPZ should be reviewed first.	Please refer to paragraph 11.6 for council's response.
Mr J Pennington	110 Mount View Road	Finsbury Park CPZ should be reviewed first.	Please refer to paragraph 11.6 for council's response.
Mr T Alexander		I would be hostile to a CPZ even if it was entirely free	Logged and included in analysis
D Napal/N Napal	13 Ossian Road	I say NO to the proposed CPZ	Logged and included in analysis
Mr P Aggett	3 Ossian Road	I object to the proposal to introduce a CPZ to Ossian Road	Logged and included in analysis

S E Pecha	7 The Grove	No Harringay Station CPZ	Logged and included in analysis
Ms M Nicholls	Stapleton Hall Road	Oakfield Road is empty and pushes traffic into non CPZ areas	Please refer to paragraph 11.16 for council's response.
Mr T Horne	Flat 2 Stapleton Hall Road	The only time parking is a problem is on Arsenal match days	Please refer to paragraph 11.14 for council's response.
Mr C Gutch	Ferme Park Road	There was never a problem in the original Finsbury Park CPZ	Logged and included in analysis
The following residents sent in a standard template with a variety of reasons objecting to the scheme. The main disadvantages as listed on the template are summarised in the 'Comments' column			
Name	Address	Comment	Council's response
Mrs S L E Monnington	30F Ossian Road	Traffic wardens will patrol our street	The council does not this as a disadvantage
Dennis Bransky	53 Mount Pleasant Villas	Fewer overall parking spaces	Please refer to paragraph 11.15
Alison Gardiner	49C Mount Pleasant Villas	The worst parking time is after 6.30	The responses to the 2 formal phases of consultation have indicated there is a commuter parking problem. However, we do monitor all our schemes to assess their impact and changes might be made in the future if highlighted in a review.
T P Coles	39 Mount Pleasant Villas	CPZs encourage people to concrete over their front gardens	Please refer to paragraph 11.8
Linda Coles	39 Mount Pleasant Villas	CPZs discourage people from shopping locally	Please refer to paragraph 11.9
Caroline Chatwin	6 Astra House, Mount Pleasant Villas	The price will rise .. Other zones have much higher charges	Please refer to paragraph 11.10
Tamsin Louse	35B Mount Pleasant Villas	It's a money making exercise	Please refer to paragraph 11.11
Alice Timms	41 Mount Pleasant Villas		
Liam Norris	41A Mount Pleasant Villas		
A Dawson	47 Mount Pleasant Villas		
Ben Taylor	41C Mount Pleasant Villas		
Nadia Dawson	47 Mount Pleasant Villas		
Ed Packer	14 Mount View Road		
Leo Barnard	14 Mount View Road		
Des Fox	35 Mount		

	Pleasant Villas		
Valerie Fox	35A Mount Pleasant Villas		
Jason Skelton	51 Mount Pleasant Villas		
Chris Clarke	4 Astra House, Mount Pleasant Villas		
G J MacKenzie	51 Mount Pleasant Villas		
Mrs A C Timms	41A Mount Pleasant Villas		
Jessica Taylor	41C Mount Pleasant Villas		
Mr D Napal	13 Ossian Road		
Stefano Ferrari	41b Mount Pleasant Villas		
Dominic Madden	Flat 5, 14 Mount View Road		
Tessa Bull	49 Mount Pleasant Villas		

**STROUD GREEN RESIDENTS' ASSOCIATION
(SGRA)**

as from: 190A+B Stapleton Hall Road
London N4 4QL
Tel: 020 8340 0557

Brian Haley
Executive Member for the Environment
Haringey Council

31st January 2007

Dear Brian,

Re: **STATUTORY CONSULTATION
PROPOSED CONTROLLED PARKING ZONE (CPZ) - HARRINGAY STATION**

Thank you for giving up your time to come and listen further to CPZ comments from members of the above residents' association as you promised at our meeting in October.

As tomorrow is the last day in the final stage of "consulting" with Haringey residents regarding the impending CPZ in this area, I thought I should immediately put down the general opinion of the meeting and would ask this to be considered as SGRA's response to the current statutory consultation.

Although you pointed out that Stapleton Hall Road is being considered in two parts as a direct result of residents' responses to the last consultation and that the position of St. Aidan's out-of-area teachers has been given consideration, I think it is fair to say that, as before, SGRA members were unanimous in their condemnation of the inability of the Council Executive to understand or acknowledge that residents, regardless of whether they have answered for or against the implementation of a CPZ, **would first require a review** of the existing Finsbury Park CPZ. This is particularly in the streets bordering the proposed CPZ extension and in Oakfield Road where the current restrictions include a section of highway spanning a bridge where there are no residences and, as such, is nearly always deserted! You agreed in October that this is very stupid and should most definitely be reviewed (my letter to you dated 25th November 2006). We would urge you to reconsider your schedule and make this a top priority before authorising any further restrictions.

It was again felt that removing the CPZ restrictions from this part of Oakfield Road would greatly improve any problems experienced by residents in the surrounding streets from commercial vehicles whose owners are by and large not resident in the area, which are often unroadworthy and parked up for many weeks at a time without being removed. Since our last meeting, this situation has seen no improvement whatsoever.

There was some concern over the possible increase in the CPZ tariff based on CO2 emissions. Residents had previously been assured that the at present reasonable

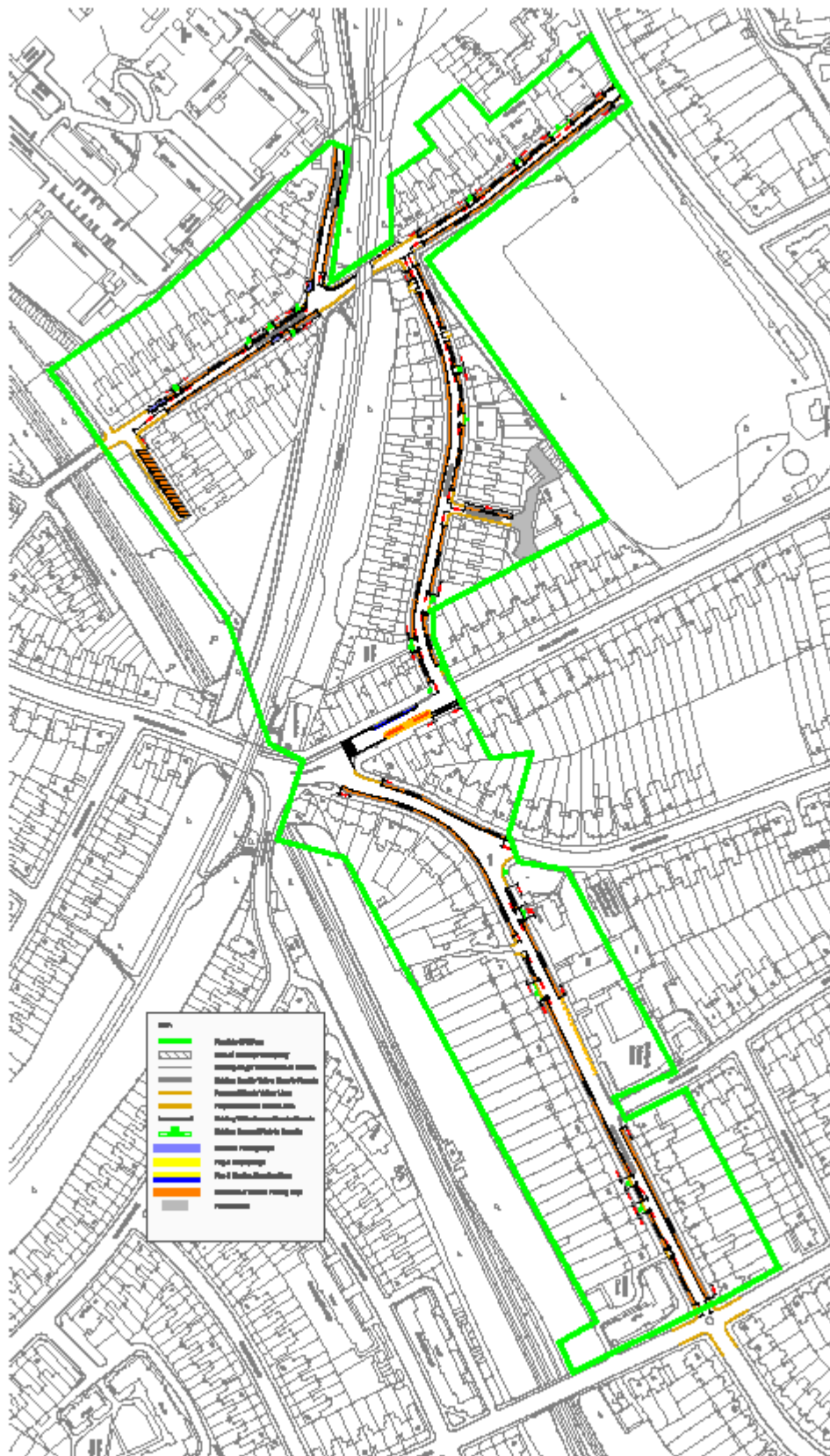
annual tariff (in comparison with other local councils) would in no way be increased and yet this assurance is already seeming an empty promise. Small wonder that residents feel a degree of cynicism and a total lack of confidence in the decision-making arm of the council and that the general opinion is that CPZ implementation has little to do with traffic management but is an excellent way of increasing funds for (as someone commented) the council's coffers! It would surely make far more economic sense to review the existing parking measures before implementing any further restrictions, as the result of this might save the council a huge amount of money and effort, should the outcome prove that extending the CPZ is unnecessary.

Yours sincerely,

Kit Greveson (Acting Chair)

Appendix III

Plan of proposed Finsbury Park CPZ (Zone A)



Appendix IV

Delegated Report – Harringay Station CPZ