

Report Title: **Fortis Green CPZ – Report of Statutory Consultation**

Forward Plan reference number (if applicable):

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

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

Report for: **Key Decision**

### **1.0 Purpose**

- 1.1 The purpose of this report is to inform members of the results of the Statutory Consultation undertaken for the proposed Fortis Green CPZ scheme, which was carried out in January / February 2007.
- 1.2 The report sets out officer's responses to the results of Statutory Consultation made by interested parties for members to consider before making a decision on the scheme.

### **2.0 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.

### **3.0 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 implementation of the proposed Fortis Green CPZ subject to:
- (i) Formal withdrawal of the objection from the London Borough of Barnet, or
  - (ii) Consent to the TMO proposal from the Greater London Authority under section 121B (d) of the Road Traffic Regulation Act 1984.

3.2 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**

#### **4.0 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 £269k 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.

#### **5.0 Head of Legal Services Comments**

The legal implications are set out in section 9 below.

#### **6.0 Local Government (Access to Information) Act 1985**

6.1 Representations received from statutory consultation 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, Fortis Green CPZ

#### **7.0 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 implementation.
- The Council will maximise road safety throughout the Borough through the fair and consistent enforcement of parking restrictions.
- 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.
- Encourage the use of more sustainable modes of transport.

## **8.0 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 Fortis Green CPZ will be £25k.

## **9.0 Legal Implications**

- 9.1 If the Executive resolves to implement the Fortis Green CPZ scheme, then the Council must make or amend 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 paragraph 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.

## **10.0 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 party the opportunity to make a representation regarding the scheme.

10.3 Statutory consultation is open to any interested party to make comment on the Council's proposals.

## **11.0 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:** Springcroft Avenue, Shakespeare Gardens, Bancroft Avenue, Southern Road, Twyford Avenue, Western Road.
- **Opposed:** Eastern Road and Fortis Green Road

11.4 All roads that had expressed support were recommended to proceed to Statutory Consultation. 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 appendices. For a full version of the report, with all appendices, please contact the Traffic and Road Safety Group).

- **Eastern Road** be excluded due to the response opposing the scheme and its location on the boundary of the proposed zone.
- **Fortis Green** be included in Statutory Consultation. The majority of properties along Fortis Green are flats with their own off-street parking facilities. Other properties without off-street parking do however experience parking difficulties. Due to the narrow width of this section of Fortis Green (too narrow to accommodate parking), residents of these properties would experience difficulties if excluded from the proposed zone.

## 11.5 Statutory Consultation

11.6 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.

11.7 Responses to the Statutory Consultation is divided into three sections, consisting of:

- a) Analysis of representations received from the Statutory Consultation.
- b) Highlighting responses from Statutory Bodies and an objection received from LB Barnet, 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

11.3 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

11.4 A total of 49 representations were received during the statutory consultation period consisting of:

- 16 representations either in support of a CPZ or giving additional comments.
- A petition in favour of a CPZ in Church Vale with signatures received from 26 out of 42 households.

- 5 representations from residents of Church Vale wishing to be included in the CPZ
- 4 representations from residents of Eastern Road wishing to be included in the CPZ
- 1 representation from LB Barnet objecting to the proposal.
- 22 representations objecting on various grounds.

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

## **VIEWS FROM STATUTORY BODIES AND OBJECTION RECEIVED FROM LB BARNET.**

- 11.5 **Statutory Bodies** - As part of both the statutory consultation, 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, Haringey Accord and LB Barnet. None of the parties listed, with the exception of LB Barnet (see paragraph 11.6) made any representations.
- 11.6 **London Borough of Barnet** has objected on the following grounds:
- Barnet wishes to have a detailed explanation as to why Haringey feel it is appropriate to introduce a CPZ.
  - Barnet wishes to have further information such as a study of the potential impact on neighbouring roads in Barnet.

**Council's response:** Officers have made contact with LB Barnet to arrange a meeting to discuss their issues. As LB Barnet already have a CPZ on their side of the Borough Boundary around East Finchley Station it is unlikely that their objection will progress further and delay any possible implementation. A copy of the letter received from LB Barnet can be found in Appendix II.

## **SUMMARY OF KEY OBJECTIONS RECEIVED WITH COUNCIL RESPONSE**

- 11.7 Full details of all objections and officers responses are given in Appendix II. There were 12 key areas of objection and these are summarised in the following paragraphs.
- 11.8 **Objection:** There are few parking problems in the area and therefore a CPZ is not necessary
- Council's response:** Haringey believes that the L B Barnet CPZ has impacted on parking in Haringey's roads and a CPZ in Fortis Green will alleviate additional parking pressure from the Barnet CPZ. Respondents have shown support for a CPZ in the area and in seeking to introduce a CPZ, the Council is reflecting this support.
- 11.9 **Objections:** A CPZ will reduce the number of parking spaces available  
A CPZ will not improve access for emergency vehicles

**Council's response:** In designing the 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 and for refuse vehicles and emergency service vehicles to gain access to the area.

- 11.10 **Objection:** It is not justified to include lengths of road where a majority of respondents was against a CPZ

**Council's response:** Analysis of consultation results has been carried out on a road by road basis and in designing the scheme it has been found necessary to include the entire road lengths to maintain the integrity of the scheme and for operational reasons

- 11.11 **Objection:** The published results of phase 1 consultation were inaccurate, affecting the balance in favour/against a CPZ

**Council's response:** The Council believes that the published results of the consultations are accurate. The published results are on the Haringey website and if required, a more detailed examination of the results can be made by arrangement in the offices at River Park House

- 11.12 **Objection:** Object to paying for parking in own road

**Council's response:** The scheme has been proposed following extensive consultation with residents. The results of the consultation showed that there was support from residents for the introduction of a CPZ. Any scheme that goes ahead must be self financing and allow for the cost of enforcement to be met from the fees charged.

- 11.13 **Objection:** Analysis of consultation results incorrect – households that did not respond cannot be ignored

**Council's response:** Every effort was made to ensure that residents and businesses were made aware of the Council's proposals. A consultation leaflet was distributed to every household / business in the consultation area. Other forums where the Council publicised the proposals include:

- local libraries where plans of the scheme were available for inspection;
- the Council's website;
- at exhibitions held locally;
- local press releases and articles, and
- on notices erected locally.

Analysis can only be carried out on those questionnaires that have been returned to the Council. It is not possible to analyse views of those that did not reply.

- 11.14 **Objection:** The main aim of a CPZ and the Green Tax is revenue generation

**Council's response:** The scheme has been proposed following extensive consultation with residents. The results of the consultation showed that there was support from residents for the introduction of a CPZ. Any scheme that goes ahead must be self financing and allow for the cost of enforcement to be met from the fees charged.

- 11.15 **Objection:** CPZ will cause environmental damage by causing the paving over of front gardens

**Council's response:** There are statutory mechanisms the council can use to consider the paving over forecourts for vehicle use including areas in conservation and where there are listed buildings, if these are breached the council can take the appropriate enforcement action. 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.

- 11.16 **Objection:** Parking problems are caused by Barnet CPZ and instead of introducing a CPZ, Haringey should talk to Barnet about changing their CPZ.

**Council's response:** By introducing a CPZ in Fortis Green adjacent to the Barnet CPZ, we believe that additional parking pressure currently experienced by Haringey residents from the Barnet CPZ will be alleviated

- 11.17 **Objection:** CPZ is too harsh on commuters

**Council's response:** In line with the Mayor's Transport Strategy and the Council's own Local Implementation Plan, one of the main objectives of a CPZ is to prioritize parking for residents and businesses in the vicinity of stations and town centres, where pressure for parking space is exacerbated by long term commuter parking. The Mayor's Strategy also encourages the use of public transport.

- 11.18 **Objection:** CPZ will cause loss of mobility and increase inconvenience for residents and visitors

**Council's response:** The proposed CPZ will only operate for two hours a day. Outside of the operating times when the CPZ will be uncontrolled, we believe that the CPZ will have a positive impact on removing all-day commuter parking, freeing up parking space for residents and visitors

- 11.19 **Objection:** Extra parking pressure will be caused in Eastern Road by implementing the proposed adjoining CPZ

**Council's response:** The Council conducted 2 previous consultations in July, September and October 2006 to determine if the residents within the consultation area were experiencing any parking difficulty. The feedback from the consultations in Eastern Road has indicated an increase in opposition to a CPZ from 67% to 81%



in the 2 phases of consultation. Based on this, the road has been excluded from further consultation.

## 12.0 **Background**

- 12.1 The Council carried out two phases of consultation for the possible introduction of a Fortis Green CPZ. The feedback indicated that there was support for the introduction of parking measures to prioritise parking for residents and short term visitors to the area.
- 12.2 A report based on the findings of these two phases of consultation 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 Executives 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 website.
- 12.4 If the decision is taken to proceed with this CPZ and subject to any resolution of the objection from Barnet, a 5 week implementation period will be required to introduce the zone.
- 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.

## 13.0 **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;
- 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 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 outlined in this report.

## **14.0 Use of Appendices / Tables / Photographs**

**Appendix I** - Copy of Statutory Consultation document and detailed consultation process.

**Appendix II** –Full list of representation received with the Council's consider response.

**Appendix III** – Proposed Fortis Green CPZ

**Appendix IV** – Delegated Report of Formal Consultation Fortis Green 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 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.

The Council carried out statutory consultation for the Fortis Green area. The Statutory Consultation commenced in 11<sup>th</sup> January 2007 and a public notice was published in The London Gazette and Muswell Hill and Crouch End Journal, Hornsey Journal, Islington Gazette, Tottenham & Wood Green Gazette and the Camden Gazette on the 11<sup>th</sup> January 2007. The proposal was also published on the Council's website.

A total of 30 statutory consultation documents were posted on posts and lamp columns within the proposed Fortis Green area.

Interested parties also had the opportunity to view the plans and discuss the proposals in person by making an appointment with Council Officers. There were no requests to view the plans at River Park House.

## **Appendix II**

Full list of representation received with the Council's consider response.

## Support

No	Name	Date Received	Address	Grounds for Support
1	Robin, Kay & Rebecca Dunn	17-Jan-07	29 Springcroft Avenue, Fortis Green, London N2 9JH	Sensible scheme which caused displacement of commuter (E. Finchley u/g) car parking into our streets. Alleviating resident parking problem and reducing traffic and thus improving road safety and pollution.
2	Dr S Prasad	18-Jan-07	42 Bancroft Avenue, East Finchley, London N2 0AS	Give a lot of relief to the residents because all the road side parking are blocked by commuters.
3	Shimon Cohen	18-Jan-07	25 Bancroft Avenue, London N2	Half of Bancroft Avenue is in Barnet and already controlled by CPZ, thus pushing all parking up towards the uncontrolled half of the street.
4	Egli & Richard Parker	22-Jan-07	31 Springcroft Avenue, London N2 9JH	The proposed two hour period will prevent daily commuters and the incidents when holiday travellers have left their cars outside our property for up to six weeks on end.
5	Margaret Pacey	22-Jan-07	Flat 5, 12 Western Road, East Finchley, London N2 9HX	A welcome deterrent to commuter parking all day on our patch
6	Brian Salinger	15-Jan-07	H Salinger & Co Ltd, 32 The Ridgeway, Friern Barnet, N11 3LJ	1 hour is long enough to deter the commuter parking and also to stop people hopping from one area to the other

## Objections

No	Name	Date Received	Address	Grounds of Objections	Response /comments
1	Ines Schlenker & Michael Schaich	02-Feb-07	19 Shakespeare Gardens, N2 9LJ	The main problem with our road is the narrowness of the street which prevents emergency vehicles and rubbish collection access. There is no need for a CPZ	The feedback from initial consultations indicated most respondents favour the CPZ. Parking beat surveys also carried out prior to the consultations have indicated increase in parking level.
2	Wendy & Harold Allis	29.1.07	16 Bancroft Avenue, N2 0AS	This proposal will make people change their front gardens to drives and thereby having a huge detrimental effect.	Previous experiences have proven that the introduction of CPZ free up parking spaces within the CPZ area.
3	M Laitner	29-Jan-07	17 Bancroft Av, London N2 0AR	Parking is not a problem in our road and implementation of the proposal will cause detrimental effect on the environment.	The feedback from previous consultation has indicated support for the CPZ. The introduction of a CPZ usually free up parking spaces.

4	Ana Garanito	12-Jan-07	Western Road	The introduction of a CPZ will reduce parking spaces within the street.	The implementation of a CPZ will prevent illegal and obstructive parking and in this respect will reduce parking space.
5	Alan & Julie Murphy	18-Jan-07	Tivoli, southern road, London N2 9LN	We don't see any practical consideration to justify the need for a CPZ on our street. Most of the residents who favour the CPZ are to the west of the Southern Road and not the whole street.	The Council carried out parking beat surveys which indicated an increase in parking levels; also the decision to include the whole length of Southern Road is due to displacement of vehicles on the other half.
6	Anotonia Dietmann	16-Jan-07	Flat 9 Beverly Court, 12 Western Road	There are already increasing cost for running a car, I think paying for the privilege to park my car is too much.	The CPZ is aimed to be self financing and therefore there are cost implications involved.
7	R. J White	26-Jan	1 Beverly Ct, 12 Western Way N2 9HX	Except for Shakespear gardens and Springcroft Avenue, there is no case for CPZ	The feedback from initial consultations indicated most respondents favour the CPZ. Parking beat surveys also carried out prior to the consultations have indicated increase in parking level.
8	Susan & Bill Richardson	22-Jan	23 Western Road, N2 9JB	The green environment will suffer if the CPZ was imposed	Previous experiences have proven that the introduction of CPZ free up parking spaces within the CPZ area.
9	Mr M J Benjamin	29-Jan	6 Bancroft Av, N2 0AS	The operational hours should be just for 1hour if it is just to hinder commuter parking	The result from initial consultations have indicated support for 2hrs operational zone.
10	Jeffrey & Carmen Gould	12-Jan	40 Bancroft Avenue	Over parking in Bancroft Av is due to Barnet enforcement of CPZ not that there is any problem	Prior to the initial consultation, we received several representations from the area requesting for a controlled parking. Also because the other half of the road is in CPZ controlled by Barnet causes displacement onto the Haringey part.
11	Alison Ritchie	22-Jan	16 Chessing Ct, N2 9ER	I do not want to inconvenience my friends when they come over.	The Council have several parking permits that can be bought for friends and family. Also the CPZ operation for 2Hrs will not hinder friends and family visiting.
12	A. Robinson	18-Jan	9 Southern Rd, N2 9LH	It is just another way of raising money.	The CPZ is aimed to be self financing and therefore there are cost implications involved.
13	John Mcknight	29-Jan	Albion Lodge, London, N2 9EP	The introduction of a CPZ reduces space.	Previous experiences have proven that the introduction of CPZ free up parking spaces within the CPZ area.
14	Petra Herzig	14-Jan-07	15a Southern Road N2 9LH	We do not think CPZ will solve our problem; All we want is to be able to park outside our property	I will investigate further
15	John Del' Nero	18-Jan-07	16 Chessing Ct, N2 9ER	Why should my friends and family worry about trades people parking problem	The CPZ is only operational for 2hrs, this will not prevent friends and family visiting
16	M.B Vaze	23-Jan	13 Beechwood Close	This is a revenue raising scheme.	The CPZ is aimed to be self financing and therefore the is cost implications involved.
17	Lucy Zanetti	30-Jan	64 Fortis Green N2 9EN	This will be seen as a money making initiative.	The CPZ is aimed to be self financing and therefore the is cost implications involved.

18	Helen Davidson	30 Jan 07	9 Shakespeare Gardens N2 9LJ	The CPZ and green tax are seen as a cynical way of getting more money out of residents	The CPZ is aimed to be self financing and therefore the is cost implications involved.
19	Mr Adeleb	31-Jan	12 Southern Road, N2 9LE	We have carried out our survey and it is different from the survey to produced. The eastern end of Southern Road does not require a CPZ	The Council carried out parking beat surveys prior to the start of the consultations and it indicated an increase in parking level. The feedback from the consultations also indicated support for the scheme
20	Carol & Rober Andrews	02-Feb		The CPZ will reduce parking & money making scheme	The implementation of a CPZ will prevent illegal and obstructive parking and in this respect will reduce parking space.
21	C.G Lazou	31-Jan-07	10 Western Road, N2 9HX	This will reduce parking space and it is an extra money making scheme.	The implementation of a CPZ will prevent illegal and obstructive parking and in this respect will reduce parking space.
22	Gavin Allen	01-Feb-07	Barnet Council	<b>It is not clear from your notice the proposal extent and why the CPZ is necessary.</b>	

## Additional Comments

N o	Name	Date Received	Address	Additional Comments	Response /comments
1	Andrew Ciopp	22-Jan-07	21 Lynmouth Road, N2 9LR	Will I be able to purchase a parking permit as I live in Francis Road.	The parking permit is only for roads within the CPZ as they are the affected by the CPZ
2	Helen Lewis	30-Jan-07	48 Eastern Road, N2 9LA	Eastern Road will be the nearest road which commuters can park once the CPZ becomes operational. Can you reconsider.	The feedback from the initial consultations have indicated great opposition to the proposed CPZ which resulted to the exclusion of the road from further consultation.
3	Ann wax	30-Jan-07	2 Eastern Road N2 9LD	Our house is outside the CPZ but the entrance to our garage is within the CPZ; will I be able to buy a permit?	Consideration has been given to the resident and parking department will be informed accordingly
4	Mrs Beenn	24-Jan-07	7 Church Vale N2 9PB	We would like our road to be part of the CPZ	The feedback from the initial consultations have indicated great opposition to the proposed CPZ which resulted to the exclusion of the road from further consultation. However a petition received from Church Vale has been included in a report to the Executive, to decide on the way forward.
5	Father Christopher Hardy	30-Jan-07	All Saints Church	I ask we are reconsidered for the CPZ	The feedback from the initial consultations have indicated great opposition to the proposed CPZ which resulted to the exclusion of the road from further consultation. However a petition received from Church Vale has been included in a report to the Executive, to decide on the way forward.



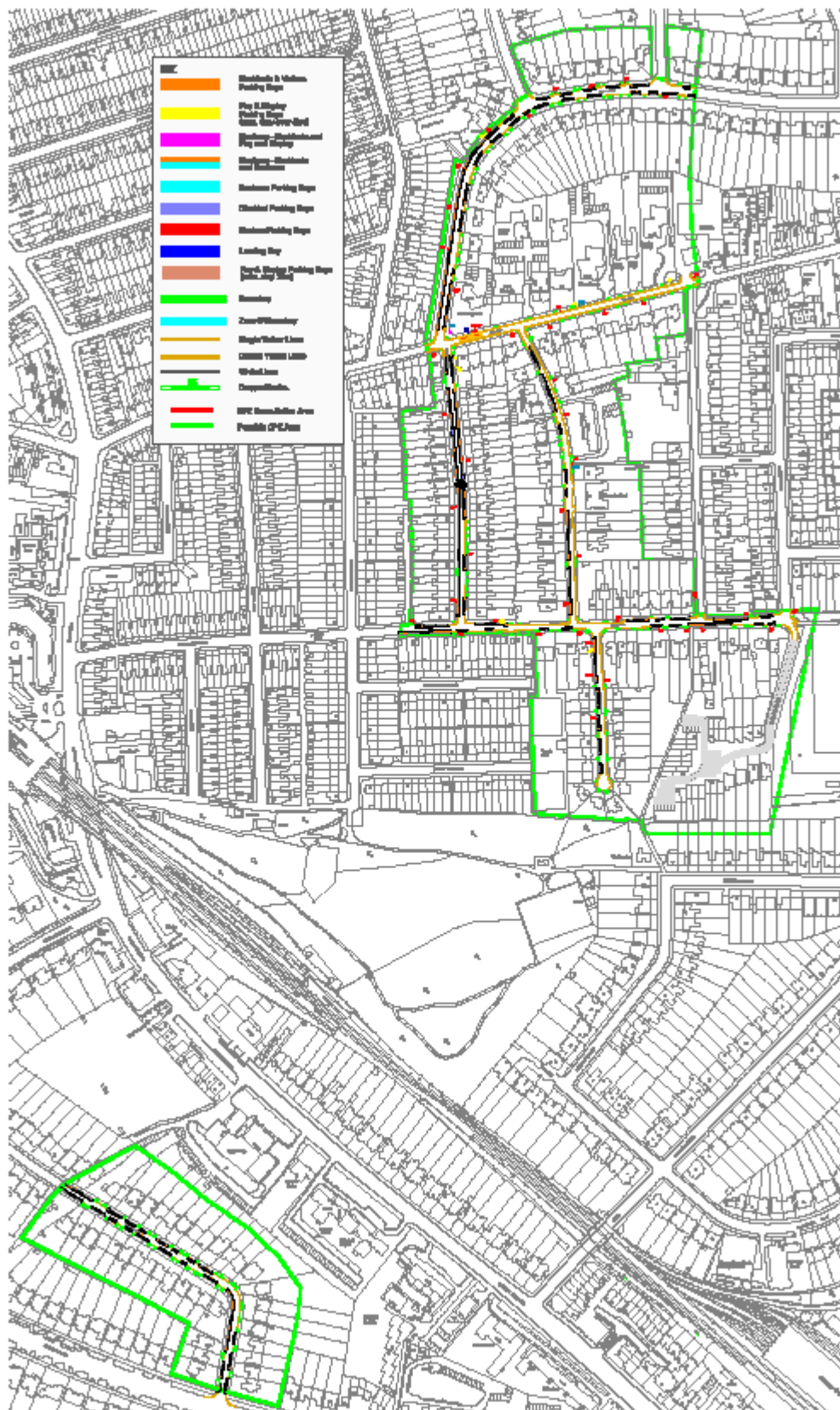
6	Penny & Barry Cross	22-Jan-07	Church Vale	please reconsider this road. Church Vale	The feedback from the initial consultations have indicated great opposition to the proposed CPZ which resulted to the exclusion of the road from further consultation. However a petition received from Church Vale has been included in a report to the Executive, to decide on the way forward.
7	Brian Salinger	24-Jan-07	32 The Ridgeway Friern Barnet N11 3LJ	I suggest 1hr per day should be sufficient in the CPZ	The feedback received have indicated support for 2hr operational zone.
8	Kyra Marks	24-Jan-07	24 Church Vale N2 9PA	Church Vale is a very short road and commuters will park here if the CPZ becomes operational	The feedback from the initial consultations have indicated great opposition to the proposed CPZ which resulted to the exclusion of the road from further consultation. However a petition received from Church Vale has been included in a report to the Executive, to decide on the way forward.
9	N Vosper	17-Jan-07	85 Fortis Green, N2 9Hu	Will there be a double line along Fortis Green between the junctions with Eastern Road and Springfield Avenue	Once the CPZ is implemented double yellow lines will be marked along junctions to prevent illegal and obstructive parking.
10	D J Santry	22-Jan-07	40 Eastern Road	Support Eastern Road to be included in the Fortis Green CPZ because of combined loss of space in the Road, allied to some parking by commuters to East Finchley	The feedback from the initial consultations have indicated great opposition to the proposed CPZ which resulted to the exclusion of the road from further consultation
11	Judy Price	31-Jan-07	10 Eastern Road, N2 9LD	We are in favour of the CPZ for Eastern Road	The feedback from the initial consultations have indicated great opposition to the proposed CPZ which resulted to the exclusion of the road from further consultation
12	Debra Shelemy	31-Jan-07	9 Church Vale, London N2 9PB	The CPZ be extended to Church Vale.	A petition received from Church Vale has been included into a report to Executive to decide.
13	Dr Siobhan Leary & Mr Gary Inwards	31-Jan-07	33 Church Vale, London N2 9PB	To introduce an effective CPZ for all residents of East Finchley, Church Vale should be included	A petition received from Church Vale has been included into a report to Executive to decide.
14	Steve	21-Jan-07		Support for CPZ in Church Vale	A petition received from Church Vale has been included into a report to Executive to decide.
16	S Hutton	31-Jan-07	34 Church Vale N2 9PA	The East Finchley end of Fortis Green on Barnet Boundary, where people can park- Twyford Avenue not to be included in the CPZ because if this section is included, then the cars parked there will move to Church Vale, causing inconvenience to residents.	

17	Mary Smith	24-Jan-07	54 Eastern Road , N2 9LA	Unfair that commuters will be given priority to park their cars in Eastern Road as against residents who wont be allowed to park in either Western Road or Southern Road without a permit	The feedback from the initial consultations have indicated great opposition to the proposed CPZ which resulted to the exclusion of the road from further consultation
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Petition					
No	Name	Date Received	Address	Additional Comments	Response /comments
1	Sally Barrett	30-Jan-07	26 Church Vale, N2 9PA	There are 42 houses in the premises awith 26 signatories.	

## Appendix III

### Plan of Proposed Fortis Green CPZ



## **Appendix IV**

Delegated Report of Formal Consultation Fortis Green CPZ