

Report Title: **Bounds Green CPZ – Results of Statutory Consultation**

Forward Plan reference number (if applicable):

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

Wards(s) affected: **Bounds 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 Bounds Green CPZ, 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 of 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 Bounds Green CPZ subject to:
- (i) formal withdrawal of the objection from the London Borough of Enfield, 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 If recommendation 3.1 is agreed, the Executive further agree to remove the pay and display element of the proposed bays along Durnsford Road.

- 3.3 If recommendation 3.1 is agreed, the Executive agree not to include Thorold Road and Manor Road.
- 3.4 If recommendation 3.1 is agreed the Executive approves additional Statutory Consultation for the possible inclusion of Richmond Road and Eleanor Road.
- 3.5 The charges for parking places being 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 Council has received an allocation of £75k for Bounds Green CPZ works as part of the overall LIP allocation for 2007/08, which is included in the Urban Environment capital budget for 2007/08. The cost of the works will be met from this budget provision.
- 4.2 The revenues generated from this scheme will contribute towards the parking income budget. If the scheme does not go ahead, equivalent compensatory savings will have to be identified within the parking budget or within Urban Environment Directorate as a whole to ensure a balanced revenue budget position for 2007/08.

5.0 Head of Legal Services Comments

- 5.1 The legal implications are set out in section 9 below

6.0 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, Bounds 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 Final Local Implementation Plan, submitted to TfL yet to be adopted. 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 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.
- Encourage the use of more sustainable modes of transport.

8.0 Financial Implications

- 8.1 If approved, the scheme will be financed by the £75,000 approved funding from Transport for London, as part of the Council's 2007/08 LIP allocation.

9.0 Legal Implications

- 9.1 If the Executive resolves to implement the Bounds 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 documents 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.
- 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.

11.0 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 to road and broken down as follows:
- **In Support:** Eastern Road, Durnsford Road Gordon Road Passmore Gardens and Northbrook Road.
 - **No clear view either way:** Imperial Road, Trinity Road, Maidstone Road, Herbert Road, Whittington Road, Ireland Place, Rhys Avenue and Corbett Grove.
 - **Opposed:** Bounds Green Road, Woodfield Way, Brownlow Road, Queens Road, Fletton Road, Myddleton Road, Manor Road and Thorold Road.
- 11.4 All roads that had expressed support or showed no clear view either way 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 the appendices. For a full version of the report, with all appendices, please contact the Traffic and Road Safety Group).
- **Woodfield Way** be excluded due to the high response opposing the scheme and its location on the boundary of the modified area.
 - **Myddleton Road** be excluded from the scheme due to the high response opposing the scheme (most responses from traders). It was however recommended that consideration for the introduction of a stop and shop scheme be investigated for Myddleton Road to design out the inherent parking and environmental issues. Consultation will be conducted in the first three months of 2007/8
 - **Bounds Green Road** be included in the Statutory Consultation process. There are existing parking controls along Bound Green Road that prohibit parking throughout the day. Therefore a number of residents of Bounds Green Road have historically parked in neighbouring roads and would invariably experience difficulties if omitted from the proposed zone.
 - **Brownlow Road** be included in the Statutory Consultation process. The response was low and predominately from traders or properties above the shops, all of whom have off-street parking facilities behind the parades of

shops on Brownlow Road. As Brownlow Road is the closest road to Bounds Green Station it was advised that it should be included in any proposed scheme.

- **Queens Road and Fletton Road** be included in the Statutory Consultation process. These roads are located between Bounds Green and Bowes Park Stations and will suffer from displacement parking should a scheme be implemented without them.

11.5 During the two phases of formal consultation for **Thorold Road and Manor Road** there was strong opposition to the scheme; Manor Road 1 in favour and 10 opposed and, Thorold Road 11 in favour and 21 opposed. It is envisaged that these roads will suffer from displacement parking should the scheme progress without them. In view of this they were sent a leaflet explaining that they had been included in the statutory consultation process and provided with a tear-off slip and pre-paid envelope to confirm that, in view of the other roads being included, they do/do not wish to be included. It was further stated that if they did not respond at this stage the Council will take the view that they do not wish to be included in the proposed Bounds Green CPZ.

11.6 Statutory Consultation

11.7 Statutory Consultation is the legal part of the process required before implementing parking controls. In summary, before making an order to implement parking controls, the Council must notify 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.

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 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 the Council's response is contained in Appendix II.

SUMMARY OF REPRESENTATIONS RECEIVED

11.10 A total of 31 representations and 1 petition were received during the Statutory Consultation period consisting of:

- 9 individual representations supporting the proposals
- 1 petition from residents of Richmond Road requesting inclusion in the zone.
- 11 individual representations requesting consideration of modifications to the proposals.

- 1 representation from a local resident association querying aspects of the proposal.
- 1 representation from the local allotment association requesting concessions for allotment leaseholder should the scheme progress.
- An objection from LB Enfield
- 7 individual representations objecting to the proposals on various grounds

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

VIEWS FROM STATUTORY BODIES AND OBJECTIONS RECEIVED FROM ASSOCIATIONS & LOCAL AUTHORITIES.

11.11 Statutory Bodies - As part of both the Statutory Consultation process, 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 Enfield and Haringey Accord. None of the parties listed, with the exception of LB Enfield (see paragraph 11.12), made any representations.

11.12 London Borough of Enfield has objected on the grounds of the impact the proposals may have on Enfield's residents in terms of displacement parking. They have requested that parking beat surveys are undertaken in roads within Enfield that could be affected by the CPZ proposals. This will enable an evaluation of any displacement onto Enfield's Roads should the scheme be implemented. A copy of Enfield's objection letter can be found in Appendix II.

Council response: In discussions with LB Enfield, it has been agreed that the Council will arrange for parking beat surveys to be carried out in roads within LB Enfield. The cost of the surveys estimated to be £8,000 will be met by Haringey. Please see Appendix III for a plan of the roads to be surveyed.

11.13 Passmore Edwards Neighbourhood Watch are in favour of a CPZ, but they:

- want to extend the hours to throughout the working day;
- want to extend the days to include Saturday;
- want to include Arsenal match days;
- are concerned about the extent of the shared use residents / pay & display parking in Durnsford Road between Woodfield Way and the railway bridge;
- want to include the section of Woodfield Way between Durnsford Road and Gordon Road in the CPZ, and
- are concerned about the misuse by commuters of Passmore Edwards House car park.

Council's Response:

- Based on an analysis of the returned phase two formal consultation documents 2 hours was the preferred option.
- Based on an analysis of the returned consultation documents Monday to Friday was the preferred option.

- If implemented, it is recommended that a review is conducted twelve months after implementation. If supported during the review, consideration could be given to include match days facilities.
- In light of the concerns raised during Statutory Consultation it will be recommended to remove the pay and display element of the proposals along Durnsford Road.
- The vast majority of respondents from Woodfield Way were opposed to a CPZ and therefore this road has been excluded.
- Passmore Edwards House access road and car park is classified as private highway and is not under the control of Haringey. This issue will therefore need to be addressed directly with the landlords for preventative measures to be considered.

11.14 **Richmond Road Residents** – There are 40 households along Richmond Road. A petition, signed by 27 households, was submitted to the Council requesting inclusion should a CPZ be implemented. During phase one consultation of the sixteen responses received, thirteen were opposed and therefore Richmond Road was omitted from phase two. They are however of the opinion that should a scheme progress they will suffer displacement and therefore should be included. See Appendix II for a copy of the petition.

Council's response: Richmond Road and Eleanor Road, which is beside Richmond Road, have not been included in the Statutory Consultation process in view of their original response during phase one consultation. In light of the petition, the Council will however consider them for inclusion. This will require further Statutory Consultation for these two roads when residents will have the opportunity to confirm if they do indeed wish to be included.

This should not however delay the roll out of the existing proposed CPZ area, if approved for implementation, as it has already been subject to Statutory Consultation.

OBJECTIONS RECEIVED WITH COUNCIL RESPONSE

11.15 Full details of all objections and officers responses are given in Appendix II. There were 6 key areas of objection and these are summarised in the following paragraphs.

11.16 **Objection:** The scheme is not required and is just an additional parking tax.

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. The feedback has indicated that there is support for the introduction of parking controls. If implemented, the scheme will prioritise parking for residents and short term visitors and eradicate long-term commuter parking.

11.17 **Objection:** The formal consultation process was flawed and the figures have been distorted to suggest there is support for a Bounds Green CPZ.

Council's response: There has not been an abuse of the process. Prior to entering into Statutory Consultation in January / February 2007, the Council conducted 2 phases of consultation within specified consultation areas. Phase 1 consultation was conducted between 30 June and 30 September over a wide area. Following the feedback received during phase 1 the area was modified and phase two consultation was conducted between 5 – 20 October 2006.

The responses received are available on the Council's web site for public inspection and interested parties can also make arrangements with the Traffic and Road Safety Group to view the returned responses. A number of roads that were opposed to the scheme have been included in the Statutory Consultation process due to displacement impact they would experience if omitted. See paragraph 11.5 for the recommended reasons for the inclusion of roads that were opposed.

- 11.18 **Objection:** The scheme will have a detrimental impact on local businesses. Staff will no longer be able to drive to work.

Council's response: The proposed CPZ initiative is in line with the Mayor's Transport Strategy and the Council's Local Implementation Plan, which encourages the use of sustainable modes of transport, such as public transport, to and from work. There are good transport links in the area with Bounds Green Tube Station and Bowes Park Train Station within walking distance.

Business bays and stop and shop bays are contained within the proposals that would provide parking availability for businesses during the operational hours of the proposed CPZ.

- 11.19 **Objection:** Parking in the Enfield roads close to Bounds Green Tube Station is already difficult; the scheme will further increase parking pressures in these roads.

Council's response: Following discussions with LB Enfield it has been agreed that Haringey will arrange for parking beat surveys to be conducted in specified roads in Enfield to measure any displacement impact to Enfield residents resulting from the scheme.

- 11.20 **Objection:** The proposed two hour scheme is insufficient and controls should be throughout the day.

Council's response: Based on an analysis of the returned consultation documents 2 hours was the preferred option. If 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 feedback received from the additional consultation conducted with Thorold Road and Manor Road is as follows:

Road Name	No. of properties	Yes	No	No Reply
Thorold Road	55	14	7	34
Manor Road	29	2	5	22

11.22 **Council's response:** The feedback indicates that although a number of respondents from Thorold Road supported inclusion in the scheme, the majority either did not respond or voted no. The feedback from Manor Road suggests that residents do not wish to be included in the proposed zone. This consultation was undertaken on the basis residents needed to respond positively if they wished to be included in the proposed CPZ and that non-responses would be treated as indicating no wish to be included. (See paragraph 11.5). Based on this feedback both roads should not be considered for inclusion in the proposed CPZ.

12.1 **Background**

12.2 The Council carried out two phases of consultation for the possible introduction of a Bounds 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.

12.3 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.

12.4 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 business within the proposed CPZ area. A copy of the Executive report and minutes will also be available on the Council's web site.

12.5 If the decision is taken to proceed with this CPZ and subject to any resolution of the objection from Enfield, a 5 week implementation period will be needed to introduce the zone.

12.6 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;
- road safety;
- impact on local amenities;
- air quality; and
- the passage of public service vehicles

13.2 The proposals are in line with the 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 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 responses to Statutory Consultation 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 representations received with Council's response.

Appendix III – Plans

- Proposed Bounds Green CPZ detailing areas for further consideration.
- Plan of Parking Beat Survey area in Enfield.

Appendix IV – Delegated Report of formal Consultation Bounds 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 Bounds Green / Bowes Park area. The Statutory Consultation commenced in 11th 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 11th January 2007. The proposal was also published on the Council's website.

A total of 70 statutory consultation documents were posted on posts and lamp columns within the proposed Bounds Green / Bowes Park 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 2 requests to view the plans at River Park House.

Appendix II

Full list of representations received with Council's response

Support				
No	Name	Date Received	Address	Grounds for Support
1	Dorothy Rynhold	24-Jan-07	3 Rhys Avenue, London N11 2EG	I am delighted something is done at last, unfortunately its not only bad on weekdays
2	Mr & Mrs Davidson	17-Jan-07	20 Eastern Road, London N22 7DD	We welcome the proposed Bounds Green CPZ, and think the restrictions should apply to Saturday.
3	Catharine Perry	31-Jan-07	12 Manor Road, N22 8YJ	Yes, I would like Manor Road to be included in the proposed CPZ
4	Stanley & Judy Price	21-Jan-07	10 Eastern Road, N2 9LD	We have considered the extension to Eastern Road and we are in favour of it
5	Catherine Herman	20-Jan-07	Whittington Road	I support the proposal as part of the strategy to reduce the chaos and aggravation of traffic.
6	David & Penny Godman	12-Jan-07	58 Queens Road, London N11 2QU	We are fully in support of your proposal as the congestion in our street causes parking problems
7	V. Norton-Taylor	22-Jan-07	Whittington Road	The CPZ is essential to stop the constant commuter parking that blights our lives everyday.
8	Caroline Simpson	19-Jan-07	9 Whittington Road	I much welcome your proposal for CPZ in this area, especially in Whittington Road.

Additional Comments					
No	Name	Date Received	Address	Additional Comments	Response /comments
1	Shirish Sheth	15-Jan-07	121-131 Bounds Green Road, N11 2PP	We have carried out our own survey and it shows its not commuter problems we have here, it's the residents from opposite street that park here, so the CPZ is not the answer.	Council offers have met with representatives from the parade of shops and have come up with an agreed parking layout which will benefit the traders, residents.
2	James Dean	30-Jan-07	Lewisham Homes, 1a Eddystone Tower, London Se8 3QU	Firstly, the 2hrs CPZ is not adequate because we are affected by all day shoppers, secondly it makes no sense to exclude the small section of Woodfield Way junction of Gordon and Durnford Road	The feedback from initial consultations have indicated majority of the residents and traders prefer a CPZ operational Mon -Fri, for 2hrs. The stretch of road was excluded as it is part of Woodfield Way that had a majority of opposition to the scheme.
3	Rod MacArthur & Lara Ford	31-Jan-07	48 Durnsford Road, N11 2EJ	We believe the parking controls should run through the day, should also operate on Saturdays and importantly on Arsenal match days	The feedback from initial consultations have indicated a majority of the residents and traders prefer a CPZ operational Mon -Fri, for 2hrs. It is important to note however, that the CPZ will be reviewed after 12 months post implementation.

4	Jessica Mckoen	11-Jan-07		The plan for CPZ to only cover Durnsford, Gordon and Passmore Gardens will push traffic to my road in Woodfield Way. Are there plans to reconsider?	The CPZ will be reviewed after 12 months post implementation to determine how the CPZ as assisted the residents and traders and if necessary improve the operational hours and days.
5	Ian Cooper	25-Jan-07	51 Eleanor Road, N11 2QS	I understand that during the initial consultation in Eleanor and Richmond Road, have opposed to the CPZ. If these roads had realised the feedback was on street by street basis they would have voted for the scheme. Please reconsider the inclusion of these roads in the CPZ	These two roads have been recommended for inclusion in this report to the Executive. If these roads are excluded they will suffer from parking displacement from neighbouring roads.
6	Marcus Stephan	19-Jan-07	10 Gordon Road, N11 2PN	The proposed hours for the CPZ are inadequate and will make no difference to the commuter parking. I would propose to extend the operational hours to Saturday.	The feedback from initial consultations have indicated a majority of the residents and traders prefer a CPZ operational Mon -Fri, for 2hrs. The CPZ will be reviewed after 12 months post implementation to ascertain the views of the residents and traders on how effective the CPZ has worked
7	Anna Phoebe Davidson	31-Jan-07	26 Gordon Road, London N11 2PZ	The 2hrs operational time is inadequate and would suggest it runs for longer hours. The selection of the little stretch of road between junction with Gordon Road and Durnsford Road should be included in the CPZ.	The feedback from initial consultations have indicated a majority of the residents and traders prefer a CPZ operational Mon -Fri, for 2hrs. The stretch of road was excluded as it is part of Woodfield Way that had a majority of opposition to the scheme.
8	John Wood	11-Jan-07	Parkdale Estate	Please be aware that Parkdale Estate is not shown on the map and am concerned it may be left out during the implementation of the CPZ which will cause push commuter parking onto our road	The Council will consider all roads within the proposed CPZ area and introduce parking measures as appropriate.
9	Jane & Frank	25-Jan-07	Gordon Road	I live in Gordon Road which is included in the CPZ but my garage entrance is on Woodfield Way which is now excluded from the CPZ. Please reconsider including Woodfield way between junction of Gordon Road and Durnford Road to ease commuter parking	
10	Mr Andreas Vaccans	31-Jan-07	9 Gordon Road, London N22	The stretch of road between junction of Gordon Road and Durnford Road have now been excluded. This junction is dangerous and have seen accidents occur here, because the vehicles park on junctions thereby causing existing vehicles not able to see approaching ones.	The stretch of road was excluded as it is part of Woodfield Way that had a majority of opposition to the scheme. During implementation of the CPZ, yellow lines will be introduced around junctions to prevent illegal parking and also prevent obstruction at junctions.

11	Passmore Edwards Neighbourhood Watch	24-Jan-07	suefreeman@blueyonder.co.uk	They would like to extend the hours of operation to throughout the working day, and also extend the days to include Saturday. We are also concerned about the extent of the shared use bays and want Woodfield Way between Durnford Road and Gordon Road in the CPZ.	The consultation feedback has indicated that the majority of respondents favour a 2-hour, Monday – Friday scheme. If implemented, the Council would monitor its operation and review the scheme 12 months after it has been operational. The proposed provision of shared use bays will be reviewed in view of the comments received. The vast majority of respondents from Woodfield Way were opposed to a CPZ and therefore this road has been excluded.
12	Lydia Navarro: Myddleton Road Allotment Association.	25-Jan-07	24 marlborough Road, London N22 8NB	The allotment has been in existence for over 100 years and have parked on neighbouring roads for parking by members when visiting the allotment. If the CPZ is implemented we will require 35 free parking permits for our members because members will still need to park along Marlborough Road and Thorold Road.	The operational hours of Mon - Fri between 10.00am and 12 noon will not hinder the use of the allotment. Members can still park their vehicles on Marlborough Road which is excluded from the CPZ and on Thorold road (outside the operational hours of the CPZ)

Petition					
No	Name	Date Received	Address	Additional Comments	Response /comments
	Mrs Croxall	26-Jan-07	17 Richmond Road, N11 2QR	We are resubmitting the petition previously sent to the Council during the phase 2 consultation requesting for Richmond Road inclusion to the proposed CPZ	
Objections					
No	Name	Date Received	Address	Grounds of Objections	Response /comments
1	Rachel Cpley & Mark Barlow	29-Jan-07	5 Fletton road, bounds Green N11 2QL	The scheme is not required and is just an additional parking tax.	The measures have been proposed following extensive consultation with local residents and businesses of the area. The feedback has indicated that there is support for the introduction of parking controls. Parking beat surveys have also indicated that there is a level of commuter vehicles in the area that reduces parking availability for local residents and short term visitors to the area.
2	Sean	31.1.07	30 Queens Road, Bounds Green, N11	The formal consultation process was flawed and the figures have been distorted to suggest there is support for a Bounds Green CPZ.	There has not been an abuse of the process. The Council conducted 2 phases of formal consultation prior to proceeding to Statutory Consultation.

3	Kristine Johnson : Forrester Ketley & Co	31-Jan-07	52 Bounds Green road, London N11 2EY	The scheme will have a detrimental impact on local businesses. Staff will no longer be able to drive to work.	The proposed CPZ initiative is in line with the Mayor's Transport Strategy which encourages the use of sustainable modes of transport, such as public transport, to and from work. The proposed operating hours of the scheme is between 10.00am and 12noon only. Outside of these hours the CPZ will not exist.
4	Medhurst, Mike	31-Jan-07	84 Brownlow Road	Parking in the Enfield roads close to Bounds Green Station is already difficult; the scheme will further increase parking pressures in this road.	Following discussions with LB Enfield it has been agreed that Haringey will arrange for parking beat surveys to be conducted in specified roads in Enfield to gauge any knock-on impact to Enfield residents resulting from the scheme.
5	Mrs G Osman	31-Jan-07	14 The Drive, London N11 2DX	There are no parking problems in The Drive and a CPZ is not required	The responses received from The Drive during phase 1 consultation indicated residents were opposed to the scheme. The Drive was therefore omitted from further consideration apart from the short section outside Warwick Court as residents of the court indicated support.
6	Roger Lovegrove	22-Jan-07	11 Marlborough Road, N22 8NB	Feels unfairly treated and this road was not included in to the scheme. Also that the results were flawed.	The Feedback from previous consultations indicated opposition to the proposed CPZ in Marlborough Road. The Council has not received any petition to suggest the residents and traders have a change in opinion.
7	Marvin Severin	31-Jan	13 Russle Road N13	I am against the CPZ in Whittington Road and surrounding streets due to parking displacement on our road once the Haringey CPZ becomes operational.	LB Enfield it has been agreed that Haringey will arrange for parking beat surveys to be conducted in specified roads in Enfield to gauge any knock-on impact to Enfield residents resulting from the scheme.
8	LB Enfield	27-Jan-07	Traffic & Transport Services, P. O. Box 52 Civic Centre	Enfield objected on the grounds of the impact the proposals may have onto Enfield's residents in terms of displacement parking. The have requested that parking beat surveys are undertaken in roads within Enfield that could be affected by the CPZ proposals	In discussions with LB Enfield, officers have agreed roads within Enfield for the parking beat surveys. The cost of the surveys will be met by the Council. In view of this it is anticipated that LB Enfield will provisionally withdraw their objection. We are awaiting official confirmation.

Appendix III

Plans

- Proposed Bounds Green CPZ detailing areas for further consideration.
- Plan of Parking Beat Survey area in Enfield.

Appendix IV

Delegated Report of formal Consultation Bounds Green CPZ