

Report for: Head of Highways and Parking in consultation with the Cabinet Member for Tackling Inequality and Resident Services

Title: Hornsey Controlled Parking Zone (CPZ) - Statutory Consultation

Report authorised by: Ann Cunningham, Head of Highways and Parking

Report Author/s: Daniel Bingham – Project Engineer (Parking Projects)
Andy Bourke - Parking Policy and Projects Manager

Ward(s) affected: Hornsey

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

1 Describe the issue under consideration

- 1.1 To report the outcome of the statutory consultation carried out between 19th October and 9th November 2022, on the introduction of new controlled parking measures in the Hornsey North area, as set out in Appendix 1. Residents in the following roads were consulted: Beechwood Road, Boyton Close, Boyton Road, Brook Road, Campsbourne Road, Campsfield Road, Chadwell Lane, Cross Lane, Eastfield Road, Great Amwell Lane, High Street (Between Nightingale Lane and The Campsbourne), Miles Road, Moselle Close, Myddelton Road, New River Avenue, Newland Road, Nightingale Lane, Pembroke Road, Priory Road and The Campsbourne.
- 1.2 To seek approval to proceed to implementation of parking controls, having considered the feedback, in particular objections to the proposals.

2 Cabinet Member Introduction

- 2.1 N/A

3 Recommendations

That the Head of Highways and Parking, in consultation with the Cabinet Member for Tackling Inequality and Resident Services:

- 3.1 Considers the feedback and objections received during the statutory consultation alongside officer responses set out in Section 6.11 of this report in the context of the resident engagement decision report approved 28 June 2022: and
- 3.2 Approves the introduction of a new controlled parking zone on the following public highway roads, these being: Beechwood Road, Boyton Close, Boyton Road, Brook Road, Campsbourne Road, Campsfield Road, Cross Lane, Eastfield Road, High Street, Myddleton Road, Newland Road, Nightingale Lane, Pembroke Road N8, Priory Road and The Campsbourne.
- 3.3 Agrees that all properties within the new controlled parking zone referred to in recommendation 3.3 and as defined in **Appendix 1**, including properties on public highway, local private and housing estate roads (Chadwell Lane, Miles Road, Great Amwell Lane, Moselle Close New River Avenue) shall have access to parking permits, unless exempt under planning restrictions.

- 3.4 Agrees the new CPZ area shall be known as Hornsey North East (HNE), given that the proposed operational times differ to the existing, adjacent Hornsey North (HN) CPZ area.
- 3.5 Approves the operational times for the new controlled parking zone to be Monday to Friday, 10am to 2pm.
- 3.6 Notes the South View Road resident petition set out in section 6.13 of this report received during the statutory consultation, supporting the proposed new controlled parking zone and agrees to further engagement - as part of next financial year's programme of works - with residents of South View Road for the road's possible future inclusion within the new Hornsey North East CPZ.

4 Reasons for decisions

- 4.1 Statutory consultation forms part of the legal process set out in the Road Traffic Regulation Act 1984 (RTRA 1984) for controlling vehicular movements by introducing measures such as parking places and waiting and loading restrictions. It is not a referendum on proposed parking measures, or a repeat of the public engagement exercise, but provides the opportunity for any interested party to formally object to proposals. The Council is required under legislation to consider all objections to proposals before deciding whether or not to proceed to implement measures.

5 Alternative options considered.

- 5.1 The public engagement proposed a suite of operational hours for consideration. The single highest response favoured the operation of controls operating Monday to Friday, between 8am and 6.30pm. The implementation of a CPZ operating over those hours was initially considered and proposed as part of the statutory consultation.
- 5.2 This was reconsidered following adoption of the Parking Schemes - Resident Engagement Policy April 2023, as the majority of respondents demonstrated a preference for shorter operational hours.

6 Background Information

- 6.1 A public engagement exercise commenced on 24 February 2021 for 21 days, closing on 17 March 2021, on the proposal to introduce a Controlled Parking Zone (CPZ) in the Hornsey North area. Of the 4319 properties that were consulted, the Council received 1000 responses, a response rate of 23.2%. Of those who responded, 529 (52.9%) did not support and 389 (38.9%) supported the introduction of a full-time CPZ. The remaining 82 (8.2%) indicated support but only if a PPA were to be introduced into their road.
- 6.2 Analysis of the responses on a road-by-road basis indicated support for parking controls from roads to the east of the Hornsey North area being consulted at that time. When analysing responses from this sub-area, of those who responded, the majority 173 (56.6%) supported the introduction of a CPZ. Of the remaining 138 responses, 3 (1%) supported a CPZ only if a PPA were to be introduced and 135 (43.4%) did not support a CPZ being introduced.
- 6.3 Based on that public engagement exercise, approval was granted under delegated authority on 28 June 2022 to proceed with the introduction of parking controls, subject to the outcome of a statutory consultation in the following roads: Beechwood Road, Boyton Close, Boyton Road, Brook Road, Campsbourne Road, Campsfield Road, Cross Lane, Eastfield Road, High Street, Myddleton Road, Newland Road, Nightingale Lane, Pembroke Road, Priory Road and The Campsbourne.
- 6.4 Statutory consultation is not a referendum on proposed parking measures, or a repeat of the public engagement exercise, but provides the opportunity for any interested party to formally object to proposals.

- 6.5 Statutory consultation commenced on 19th October 2022 for a period of 21 days. The process legally required the publication of a notice of proposal in the London Gazette, Enfield, and Haringey Independents and the notice was erected on lamp columns in the affected streets. The closing date for objections and comments was 9th November 2022. Letters detailing the results of the public engagement along with information specific to the statutory consultation, including costs of permits, which roads would be controlled and how to respond, were hand-delivered to every property within the proposed area. A copy of the letter was loaded to the Council's web site to ensure access by all interested parties. Copies of the statutory notification letter and plan detailing the extent of the proposed area is available in **Appendix 2**.
- 6.6 In line with approved procedures, the proposal was also loaded into the Council's traffic management order (TMO) GIS system. This enables residents to inspect the proposals from any digital device. Submissions and objections could be made directly through the system. In accordance with legislation, residents or stakeholders were also able to inspect TMO plans at the Council's reception and provide objections via email or writing to the Council.
- 6.7 As part of the statutory process, the following statutory bodies were also notified:
- AA
 - London Transport
 - Police (local)
 - Fire Brigade
 - London Ambulance Service
 - Freight Transport Association
 - Road Haulage Association
 - RAC
 - Metropolitan Police (traffic)
 - London Travel Watch
 - Haringey Cycling Campaign
- 6.8 A total of 369 initial submissions were received to the statutory consultation. Respondents are not legally required to provide an address or contact details. However, the Council is required under legislation to review and consider all submissions.
- 47 responses supported, partially supported or provided a general comment to the proposed measures,
 - 64 stakeholders provided responses in opposition to the proposed parking measures (no votes), but did not provide grounds for their responses to be considered as objections,
 - 13 responses were identified as 'duplicate responses' sent from the same responders
- 6.9 The introduction of CPZ measures would exclude non-residents from parking within the proposed CPZ area. This can lead to objections to proposals from those outside the area under consideration.
- 91 objections were received from those residing outside the proposed CPZ area. A further 46 objections provided no address or reference to living within the proposed controlled parking zone. It was therefore assumed that those individuals did not live within the area under consideration.
- 6.10 245 submissions were classed as objections but did not constitute a substantial objection - for example, challenging the statutory process or citing legal considerations. Legal advice was sought in response to claims of flawed public engagement, decision-making or reporting, but no flaw could be determined. A summary of objections received (grouped according to theme) and officer responses are available in Table 1. All statutory consultation submissions are provided in **Appendix 3**.

6.11 Table 1 below summarises the 245 objections received; these have been grouped by theme of objection with the officer's responses to each theme.

Table 1

No. of objectors	Reason for objection.	Officer response
245	Flawed public engagement	The February/March 2021 public engagement with the Hornsey North area on the introduction of parking controls followed the robust and thorough process that all parking schemes undergo. The engagement document was hand-delivered by GPS-tracked operatives to all properties within the engagement area. Street posters were installed on every road within the engagement area to bring it to the attention of residents and other community stakeholders. The reporting process followed the approved process and was in line with the approved 2020 Controlled Parking Zone (CPZ) Policy, current at the time.
	Flawed decision making	The decisions taken during the reporting of the public engagement in February/March 2021 followed the decision criteria and process set out in the 2020 approved Controlled Parking Zone Policy. The decision reached was in line with Haringey's Constitution. The decision to implement is consistent with the new Parking Schemes and Resident Engagement Policy approved in 2023.
	Illegal public engagement	<p>The February/March 2021 public engagement with the Hornsey North area on the introduction of parking controls followed the robust and thorough process that all parking schemes undergo. The engagement document was hand-delivered by GPS-tracked operatives to all properties within the engagement area. Street posters were installed on every road within the engagement area to bring it to the attention of residents and other community stakeholders. The reporting process followed the approved process and in line with the 2020 approved CPZ Policy, current at the time.</p> <p>There is no legislation that governs public engagement; therefore, there are no grounds on which it can be considered illegal. There is guidance and good practice on how public engagement should be undertaken and good working processes. Haringey's parking public engagement process follows good practice principles and is seen as robust and inclusive. It has evolved over many years and seeks to understand resident views at the time it is undertaken.</p>
	Cost of living crisis	<p>Controlled parking zones help to prioritise residents access to parking which does require the maintenance and enforcement of measures which is provided through the costs of permits.</p> <p>The introduction of the proposed parking zone reflects the majority (56.6%) preference from those responding to the</p>

No. of objectors	Reason for objection.	Officer response
		<p>public engagement of February/March 2021. Whilst residents in the same area experience the same pressures, their views on parking measures may differ.</p> <p>Whilst the proposed parking zone reflects the majority preference expressed in February/March 2021, some residents will not want to purchase a permit. For these residents, they will need to find alternative parking in roads close by that are uncontrolled.</p>
	Residents needing care will be disbenefit/ cost of permits	<p>The Council has agreed the implementation of a new free Care at Home permit for residents being cared for in their homes. This will be implemented in Autumn 2023. Until then, residents may purchase a Carer's Permit or use visitors permits that are available at a concessionary charge for those registered disabled or aged 65years or over.</p> <p>Outside of the operational times of a Controlled Parking Zone, parking for visitors or carers will continue to be free.</p>
	Safety for women returning at night	<p>Having a controlled parking zone in operation helps to improve safety for all within the community. Firstly, it prioritises parking during operational times for those eligible for permits. By excluding access to parking to those within the community, it will ensure improved access to parking closer to residents' homes. Secondly, having civil enforcement officers regularly patrolling an area can act as a deterrent to opportunistic offending, thus improving general safety for those within the community.</p>
	The full extent of the proposed CPZ area should be treated as a whole	<p>Haringey Council engages with residents in an initial area that may be affected by parking pressures. This approach has been adopted to ensure the Council understands the views of all residents as a community and not just the road, which may be feeling parking pressures. While residents may experience the same parking pressures, their views and preferences may vary. Haringey Council's resident engagement policy takes residents' views into account and enables the amending of boundaries to support resident preference. This enables the Council to provide controls where they are wanted and equally not introduce controls where they are not wanted.</p>
	English a second language engagement not understood.	<p>The Council offers a translation service that is provided upon request. It is typical that most families or extend families do have members who are fluent in English who can provide initial translation. If residents do feel they need more information this can be requested. The engagement pack did provide contact details to enable</p>

No. of objectors	Reason for objection.	Officer response
		<p>residents to contact the Council during the consultation period.</p> <p>The Council, as part of its evolving engagement process, provides a brief description of the engagement documents in the main languages spoken in Haringey and provides details on how residents can request translation to provide further detailed information if required.</p>
	<p>Costs of CPZ permits were not provided in the public engagement exercise.</p>	<p>Full detailed information and costs of permits were not included in the resident engagement pack from February/March 2021. This approach was adopted as we were only seeking residents' views on parking pressures and to understand if they supported the idea of controlled parking. However, it should be noted the engagement packs provided residents with directions on how they could find the cost of permits. A hyperlink was provided that directed residents to the correct page on the Council's web site.</p> <p>Within the statutory consultation, full details of permit costs were included, with information provided to all registered properties within the engagement area. In addition, a hyperlink was provided to direct residents to the correct Council web page where further information on permits could be found.</p>

6.12 Having considered the responses to the statutory consultation, no valid objections were received to the statutory consultation that would stop the introduction of the CPZ. It is concluded that no alterations should be made to the proposed extent of the new parking controls for the sub-area referred to in paragraph 2.2 or to the operational days of Monday to Friday. However, reflecting the view of the majority of respondents to public engagement in light of the newly adopted Resident Engagement and Parking Schemes Policy, the operational times of 10am to 2pm will be implemented to support the residents' preference of reduced operational hours from those originally proposed.

6.13 A petition was received from South View Road residents during the statutory consultation. The petition contains 64 signatures out of the 126 registered properties representing (50.4%) in favour of being included in the proposed new controlled parking zone.

6.14 The inclusion of South View Road as part of the new Hornsey North East (HNE) CPZ was not part of the consultation, so this cannot be affected at this time. Instead, it is proposed that there is further engagement (as part of next financial year's programme of works) with residents of South View Road for such inclusion.

7 Contribution to strategic outcomes

7.1 Parking supports Corporate Delivery Plan Theme 2: Responding to the climate emergency. Those measures will prioritise parking for residents, improve road safety, and enable improved kerbside space management whilst promoting sustainable forms of transport.

7.2 Controlled parking zones align with the Council's agreed Transport Strategy and support its objectives which include:

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

8 Comments of the Chief Financial Officer

- 8.1 This report seeks Cabinet approval for the implementation of a new Hornsey North East Controlled Parking Zone.
- 8.2 The full cost of this scheme is estimated to be £75k, including community engagement; inventory of existing site conditions; design and implementation, which will require repair of footway surfacing where footway parking is to be removed. This will be funded from the Council's approved Capital Programme as approved within the 2023/2024 Parking Investment Plan.
- 8.3 Once implemented, the future operational costs will be funded from the existing service revenue budgets.

9 Comments of the Head of Legal Services and Governance

- 9.1 Before reaching a decision to make the necessary traffic management order to implement a CPZ scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act 1984 (as amended) ("RTRA") and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended) ("the Regulations"). All representations received must be properly considered in the light of administrative law principles, human rights law and the relevant statutory powers.
- 9.2 The Council's powers in relation to the making of traffic management orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 paragraphs 1-22 of the RTRA
- 9.3 The power of a local authority to make an order regulating or controlling vehicular and other traffic is contained within the ambit of section 6 of the RTRA.
- 9.4 When determining what paying parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.
- 9.5 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic, including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters: -
- The desirability of securing and maintaining reasonable access to premises.
 - The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenities.
 - The national air quality strategy.
 - Facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
 - Any other matters appearing to the Council to be relevant.
- 9.6 The legal position in relation to traffic management orders and the statutory requirements in respect of consultation are set out in sections 6.5 through 6.11 of this report. Public consultation has been undertaken, and due consideration given to representations by the public, the Council would be acting in accordance with the law were it to proceed with the proposals set out in this report.

10 Equalities Comments

10.1 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advance equality of opportunity between people who share those protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not.

10.2 The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status apply to the first part of the duty.

10.3 Although there is a small impact on elderly residents as a result of the introduction of the controlled hours managed parking from 10am to 2pm, the benefits of being able to buy visitors permits at concessionary prices and utilising the permits on offer as well as expected easing in parking pressure will go a long way to address any negative impacts.

10.4 Carers in the community have access to two permit types that enable them to undertake visits to fulfil their required service. The first one is an essential service permit (ESP) which allows those people providing public personal services to residents to park in a residential or shared use bay within a controlled parking zone. The ESP scheme supports local authority services, NHS health professionals, charities and not-for-profit organisations who provide healthcare, counselling or social care to Haringey residents. The second permit type is a carer's permit which is provided to cater for the needs of those caring for residents in their own home. Residents who live in a controlled parking zone can apply for a carer's permit if their medical practitioner, nurse or social worker has completed and signed the declaration in the application form. Nannies and care providers for young children are also eligible for carers permits; the cost of this permit is dependent on the emission level of the vehicle being used in the application.

11 Use of Appendices

11.1 Appendix 1 – Plan showing proposed controlled parking zone in the Hornsey North area

11.2 Appendix 2 - Statutory notification letters delivered to affected frontages

11.3 Appendix 3 – Statutory consultation Submissions

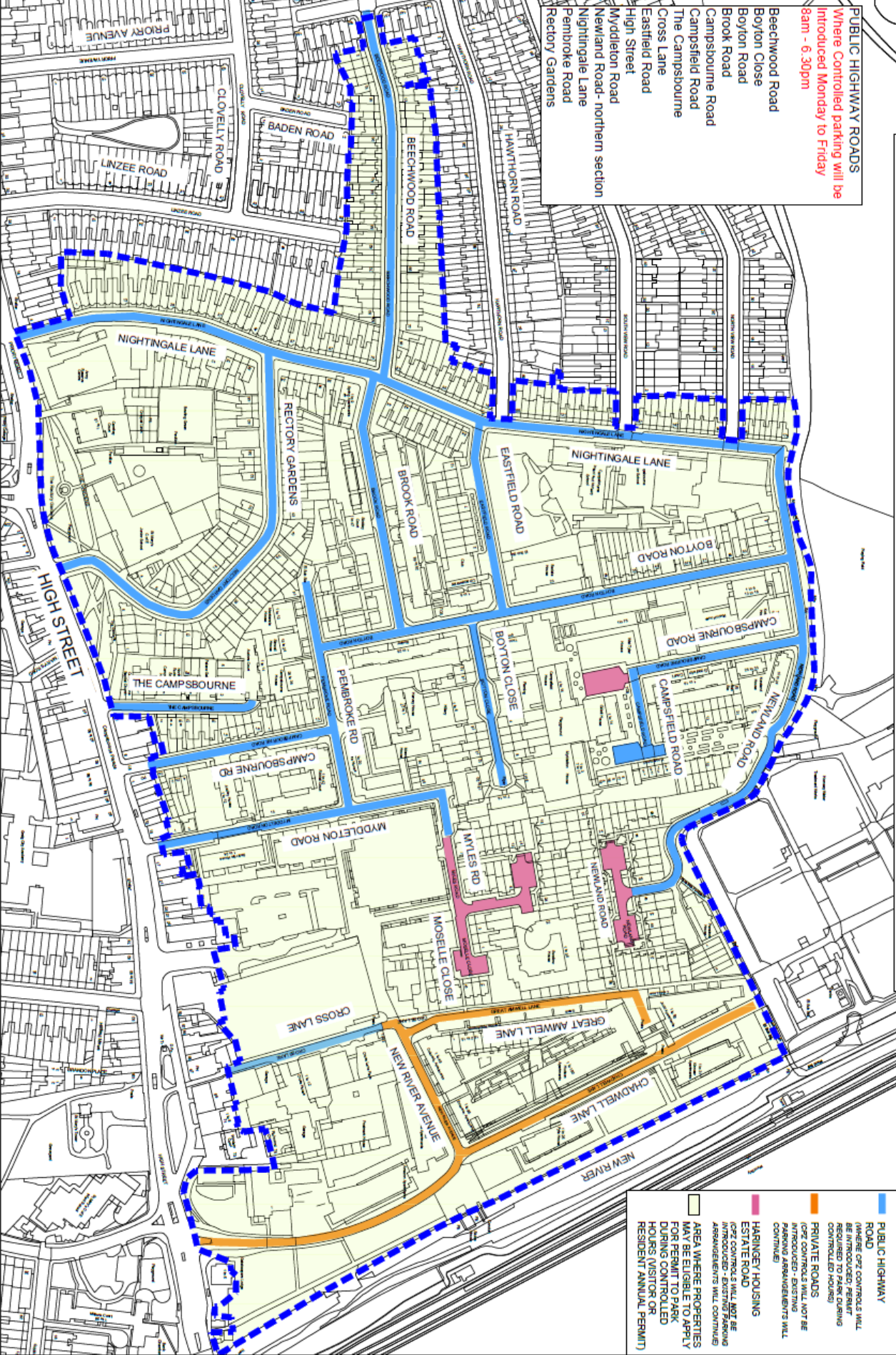
12 Local Government (Access to Information) Act 1985

- Delegated Authority Report - Proposed Hornsey North Controlled Parking Zone.
- Parking Schemes – Resident Engagement Policy April 2023.

PROPOSED HORNSEY NORTH CPZ AREA

PUBLIC HIGHWAY ROADS
 Where Controlled parking will be introduced Monday to Friday 8am - 6.30pm

- Beechwood Road
- Boyton Close
- Boyton Road
- Brook Road
- Campbourne Road
- Campfield Road
- The Campbourne
- Cross Lane
- Eastfield Road
- High Street
- Myddleton Road
- Newland Road - northern section
- Nightingale Lane
- Pembroke Road
- Rectory Gardens



LEGEND

- - - PROPOSED CPZ BOUNDARY
- PUBLIC HIGHWAY ROAD
- WHERE CPZ CONTROLS WILL BE INTRODUCED PERMIT BEING INTRODUCED PERMIT CONTROLLED HOUSING
- PRIVATE ROADS
- CPZ CONTROLS WILL NOT BE INTRODUCED PERMITTING ARRANGEMENTS WILL CONTINUE
- HORNSEY HOUSING ESTATE ROAD
- CPZ CONTROLS WILL NOT BE INTRODUCED - EXISTING PARKING ARRANGEMENTS WILL CONTINUE
- AREA WHERE PROPERTIES MAY BE ELIGIBLE TO APPLY FOR PERMIT TO PARK DURING CONTROLLED HOURS (VISITOR OR RESIDENT ANNUAL PERMIT)

Statutory Consultation

Proposed Hornsey North Controlled Parking Zone

Dear Resident or Business,

Following our update letter sent on 13 July 2022 detailing the results of the public engagement undertaken in February and March 2021 on the proposed controlled parking zone (CPZ), we are now contacting you to let you know when statutory consultation will commence and how you can participate.

Public Engagement Feedback

4319 properties were sent the information. We received 1000 responses. These responses were split as follows:

- 536 (53.6%) do not support the introduction of a full time CPZ
- 382 (38.2%) support the introduction of a full time CPZ
- 82 (8.2%) indicating support but only if a Permit Parking Area (PPA) were to be introduced.

We then analysed the responses on a road-by-road basis. This showed us that a subarea area to the east indicated an overall majority in favour of parking controls being introduced. This area has 20 roads within it, however not all individual roads responded in favour. The 20 roads concerned are as follows:

Beechwood Road, Boyton Close, Boyton Road, Brook Road, Campsbourne Road, Campsfield Road, The Campsbourne, Chadwell Lane, Cross Lane, Eastfield Road, Gt Amwell Lane, High Street, Miles Road, Moselle Close, Myddleton Road, New River Ave, Newland Road, Nightingale Lane, Pembroke Road and Rectory Gardens.

Since we wrote to you in July, we have identified a small change in the figures previously reported from the 20 roads. The new figures together with the previously reported figures are provided below.

- 165 (53.7%) support a CPZ being introduced (previously reported at 173 (56%))
- 142 (46.3%) do not support a CPZ being introduced (previously reported at 135 (44%))
- 50.3% selected Monday to Friday parking controls
- 48.2% chose the hours of operation to be 8am to 6.30pm

Hornsey North CPZ is proposed to operate Monday-Friday 8am-6.30pm. Full details of the outcome of the public engagement is available on the council's website at <https://www.haringey.gov.uk/parking-roads-and-travel/parking/parking-consultations/current-parking-consultations>

Next Steps

Following approval by delegated authority, Hornsey North CPZ is now being progressed to statutory consultation, which includes advertising the introduction of parking controls in the local newspaper, displaying public notices on street and letters sent to all registered properties within the proposed CPZ area.

The statutory consultation on these changes will begin on **Wednesday 19 October 2022** and provides a 21-day period for anyone wishing to object or provide a submission to the proposals. You can send us your objection or submission via the online portal <https://consultation.appyway.com/haringey> or email traffic.orders@haringey.gov.uk. Alternatively, you can write to us at the postal address shown on this letter. Please ensure that **Hornsey North CPZ** is included within the subject title of your email or letter.

The closing date for objections and submissions to be received by the Council via email or post is **Wednesday 9 November 2022**.

If you have any questions regarding the scheme, please contact us:
frontline.consultation@haringey.gov.uk.

Will all roads have CPZ Controls and will I have to buy a new permit to park

The proposed Hornsey North CPZ boundary will cover three types of roads, in total 20 roads:

- Private roads like New River Ave, Chadwell Lane, and Gt Amwell Lane
- Roads within the Campsbourne housing estate which include Miles Road, Moselle Close, and the southerly most section of Newland Road
- The public highway roads such as Beechwood Road, Boyton Close, Boyton Road, Brook Road, Campsbourne Road, Campsfield Road, The Campsbourne, Cross Lane, Eastfield Road, High Street, Myddleton Road, northerly section of Newland Road, Nightingale Lane, Pembroke Road and Rectory Gardens.

In terms of who can park where and what permits they require to park is explained below:

- Private roads like New River Avenue, Chadwell Lane Compass Court, and Gt Amwell Lane – will continue to be available to park for residents on these roads as under current rule.
- Roads within Campsbourne housing estate – will continue to run under its existing permit system. Further information on estate parking can be found here; <https://www.haringey.gov.uk/housing/council-tenants/parking-council-tenants/parking-housing-estates>
- Public highway roads outlined above -will have new parking controls and anyone living in these roads will require a CPZ permit to park in these roads between Monday-Friday 8am-6.30pm.

In Haringey, where a council housing estate falls within a CPZ, residents can also purchase CPZ permits to park in the public highway roads.

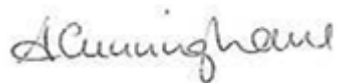
Residents in car free developments will be aware that they will not be eligible to apply for annual permits to parking within Controlled Parking Zones. This a London wide Mayoral planning policy to encourage the uptake of sustainable modes of travel such as walking, cycling and the use of local transport.

Information on the cost of the permits to be applied to the public highway roads which will form part of the new CPZ should it be implemented is provided with this letter.

What Happens Next?

At the end of the statutory consultation period, all objections and submissions will be considered by the council before a decision is made on whether to introduce parking controls within the public highway roads noted in this letter. I will write to you again to inform you of this decision and timescales for implementing the CPZ should it be approved.

Yours faithfully,



Highways and Parking

Highways and Parking
Alexandra House
Level 4
10 Station Road
Wood Green
London N22 7TR

020 8489 1000

www.haringey.gov.uk

Cost of Permits for the new CPZ which only applies to the public highway roads

The following tables detail the cost of main permits available to residents and businesses. However further information on all permit types and their costs can be found here

<http://www.haringey.gov.uk/parking-roads-and-travel/parking/parking-permits>

1. Residential Parking Permits

CO2 Emission Band (CO2 g/km)	Charge Annual	Charge 6 Monthly	Surcharge
Up to 100	£31	N/A	£50 annual surcharge for 2 nd and subsequent permit per household £80 annual diesel surcharge on top of permit charge
101 - 110	£41	£21	
111 - 120	£51	£26	
121 - 130	£72	£36	
131 - 140	£93	£46	
141 - 150	£113	£57	
151 - 165	£155	£77	
166 - 175	£175	£88	
176 - 185	£196	£98	
186 - 200	£217	£108	
201 - 225	£237	£119	
226 - 255	£279	£139	
over 255	£299	£150	

Vehicles registered before 1 March 2001

Engine Size	Charge Annual	Charge 6 Monthly	Surcharge
Not over 1540 cc	£82	£41	£50 annual surcharge for 2 nd and subsequent permit per household
1550 cc to 3000cc	£196	£98	
3001cc and above	£299	£150	£80 annual diesel surcharge on top of permit charge

2. Carers Parking Permits

CO2 Emission Band (CO2 g/km)	Charge Annual	Charge 6 Monthly	Surcharge
Up to 100	£31	N/A	£80 annual diesel surcharge on top of permit charge
(101 - 110	£41	£21	
111 - 120	£51	£26	
121 - 130	£72	£36	
131 - 140	£93	£46	
141 - 150	£113	£57	
151 - 165	£155	£77	
166 - 175	£175	£88	
176 - 185	£196	£98	
186 - 200	£217	£108	
201 - 225	£237	£119	
226 - 255	£279	£139	
over 255	£299	£150	

Vehicles registered before 1 March 2001 (or where the CO2 emission is not documented)

Engine Size	Charge Annual	Charge 6 Monthly	Surcharge
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Not over 1540 cc	£82	£41	£80 annual diesel surcharge on top of permit charge
1550 cc to 3000cc	£196	£98	
3001cc and above	£299	£150	

3. Business Permits

CO2 Emission Band (CO2 g/km)	Charge Annual	Surcharge
Up to 100	£113	£80 diesel surcharge on top of permit charge
101 -110	£155	
111 – 120	£196	
121 – 130	£217	
131 -140	£237	
141 -150	£258	
151 -165	£320	
166 -175	£341	
176 – 185	£361	
186- 200	£423	
201-225	£444	
226-255	£465	
over 255	£485	

Vehicles registered before 1 March 2001 (or where CO2 emissions are not documented)

Engine size	Charge	Surcharge
Not over 1540 cc	£258	£80 diesel surcharge on top of permit charge
1550 cc to 3000cc	£361	
3001cc and above	£485	

4. Borough Wide and Utility Permits

CO2 Emission Band (CO2 g/km)	Charge	Surcharge
Up to 100	£217	£80 diesel surcharge on top of permit charge
101 -110	£320	
111 – 120	£361	
121 – 130	£403	
131 -140	£444	
141 -150	£485	
151 -165	£630	
166 -175	£671	
176 – 185	£712	
186- 200	£836	
201-225	£878	
226-255	£919	
over 255	£960	

Vehicles registered before 1 March 2001 (or where CO2 emissions are not documented)

Engine size	New Charge	Surcharge
Not over 1540 cc	£485	£80 diesel surcharge on top of permit charge
1550 cc to 3000cc	£712	
3001cc and above	£960	

5. Visitor Vouchers

Type of Permit	All Day Charge
CPZ Visitor Voucher	*£4
Event Day CPZ Visitor Voucher	*£4

* Concessionary rate of 50% discount applied to the visitor voucher charge for those aged 65 or over, or registered disabled.

6. Disabled Blue Badge resident permit - Free

APPENDIX 3

RESPONDER TYPE	SUBMISSION TYPE	FULL COMMENTS OR OBJECTION
<p>Resident outside of statutory consultation area</p>	<p>Submission</p>	<p>Dear sirs</p> <p>the statutory consultation letter uploaded onto haringey council's website today gives residents information on ways they can object to the proposed homsey north cpz.</p> <p>However, this contradicts the haringey council's parking policy that states.</p> <p>“this is the formal statutory consultation stage where the proposals are advertised in the local press and notices are placed on lamp posts in the area. The consultation period is normally 21 days, during which people can comment on the designs. However, this period is sometimes extended to consider public and school holidays. This consultation does not give the option of whether or not a cpz should be implemented and considers measures that need to be taken on the highway to effect scheme implementation.</p> <p>Can you please confirm if there is any point in objecting, and if so, how many objections are considered enough for the proposal to be cancelled?</p> <p>I would appreciate a prompt reply as the statutory consultation period ends on the 9th november.</p> <p>Kind regards</p>

<p>Resident outside of statutory consultation area</p>	<p>Submission</p>	<p>i would be grateful if you could let me have the route through the council's website that a member of the public needs to follow in order to arrive at the gis map showing the cpz restrictions road by road in the link you have supplied.</p> <p>If i cannot find it, i am certain that the average member of the public will not be able to find it either.</p> <p>Since it appears to be buried deep within the 'dark web' section of the council's website i can only assume that the intention is to keep it hidden from public view lest it causes yet further negative reaction to the proposed amended north hornsey cpz proposal.</p> <p>There are three ways for members of the public to respond to the statutory consultation: via the online portal, via email and via post.</p> <p>The map is only visible to those who choose to respond via the online portal. Individuals who read the hard copy version of the statutory consultation proposed hornsey north controlled parking zone oct. 19th from ann cunningham and do not choose to go online or do not have online access will not be able to see the proposed map. Tellingly there is no map at all included in the above doc.</p> <p>Realistically it is highly unlikely that the average member of the public is going to trawl through the council website trying to find a detailed map of the cpz restrictions - one that they may not even be aware exists. And yet access to the map is vital in terms of appreciating the implications (time restrictions etc.) On a road-by-road basis.</p> <p>I would be grateful if you could confirm that you will put an obvious link to the map that can be found through the council's website search engine. By the time you receive this the statutory consultation will be 6 days old. So many may have responded without seeing the map. At least those who have not yet replied may have the chance to see it.</p>
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Resident	Objection	<p>Dear all,</p> <p>i truly hope that the council will consider what is happening, take a step back and call the consultation and scheme off.</p> <p>The process of "engagement" has had an embarrassing number of flaws (i won't send them here but i'm of course happy to list them again and as you probably know i have a case open with the ombudsman on part of these issues). Some of these were formal flaws while some less so: the convenient twisting of figures, the – willing or unwilling – misleading information provided to residents, the way the legitimate questions have been answered in the most infuriating manner.</p> <p>All this is leaving residents with the increasing feeling that they are being somewhat screwed.</p> <p>I would strongly recommend calling this whole scheme off and taking a reflection period.</p> <p>I also strongly suggest amending the cpz policy – i'm fully aware that the current cabinet is not the one that approved it, and that most of current members were far away from that cabinet, but it is an entirely undemocratic policy. This boils down to the fact that it allows "sub areas" to decide the outcome of the vote when there is no minimum definition of what a "sub area" should be. This allows the officers to cut and choose areas that meet their willingness to proceed. Of course they keep saying that the policy was approved and therefore their actions are legal – that does not mean that the policy doesn't make a mockery of the democratic process. I can't understand how anyone in their right mind could have approved such a text.</p> <p>Best regards,</p>
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Resident	Objection	<p>I am writing in connection with the current statutory consultation on the north hornsey cpz - or rather the eastern section of it. Prior to my completing the document i would be grateful if you could clarify a number of points.</p> <p>1. Will the responses received from local residents as part of the statutory consultation affect the council's decision whether to go ahead with the proposed cpz? If the vast majority, for example, are against the scheme will the council decide not to introduce it? I ask because there appears to be conflicting information coming from the council: on the one hand saying that the statutory consultation will not affect the decision to go ahead and on the other that the council will take on board the views of local residents. The council stated in its environment and community safety scrutiny panel – 3rd october 2019 "update on parking transformation programme": -</p> <p>"the approach adopted in recent years was to only progress the implementation of a controlled parking zone (cpz) when there is clear evidence of community support. (my italics) this also involves a requirement for petition signed by residents before it being added to the works programme."</p> <p>as i understand it there was no petition. Sowhy did the consultation go ahead without one?</p> <p>Also, if in the responses to the statutory consultation it is clear that there is not evidence of community support, will the council drop the idea of introducing a cpz in the designated roads?</p> <p>Obviously if the statutory consultation is no more than a box-ticking exercise then there is little point in local residents submitting their views objecting to the plan overall. Is the cpz a 'done deal' that it will go ahead no matter what or will the responses be merely the 'fine-tuning' of the proposed cpz: e.g. "i object to cpz parking in boyton close because..."?</p> <p>2. Does the policy of 'clear evidence of community support' still apply in the matter of the introduction of a cpz - or has this been dropped? If this is still the case, would you say, that the 163 responses of individuals in favour of the introduction of a cpz out of the 2669 residents that live in the 19 roads within designated cpz zone constitute 'clear evidence of community support'?</p> <p>3. Haringey council's climate change action plan (2021) states that its aim is: -</p> <p>"to roll out a resident led cpz programme and review existing cpzs to ensure that they continue to meet the demands of residents and businesses in order to maximise coverage across the borough, reduce car usage as far as possible and manage visitors to the borough by car."</p> <p>the north hornsey cpz consultation feb. 2021 states: -</p> <p>"residents and local groups have written to us stating that parking pressures are now more intense in the area. Concerns have been expressed about lack of available parking spaces, including short-term parking for those visiting community services."</p> <p>it subsequently transpired, following a freedom of information request, that a mere 6 (!) Letters regarding parking had been</p>
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submitted to the council over a three year period - none of which specifically requested a cpz (hardly an avalanche of correspondence) which was used as the pretext and justification for the consultation exercise. (please specify who the 'local groups' are. This is on official local government documentation so this must surely be verifiable.)

When challenged the council admitted it did not keep records of those who had stated they had problems with parking: supposedly there had been informal representation to local councillors. I think we can class such comments as 'hearsay' and, as you are no doubt aware, 'hearsay' has virtually no standing in any formal process. As such we can discount any reference to informal appeals to local councillors - if, indeed, they occurred..

That the council showed itself to be on very unsure ground on this matter is borne out by the fact that the ref. To 'residents and local groups' having contacted the council were dropped in the subsequent cpz consultations in the west of the borough.

So, my question is: why did the council ignore its own stated policy in mounting a costly and time-consuming consultation process that was not 'resident led' but rather council led?

4. The north hornsey cpz consultation feb. 2021 also states: -"the introduction of cpz controls in surrounding areas has reportedly displaced parking into roads that do not currently have parking controls." rather than adding yet another cpz in the borough, did the council ever consider consulting to remove existing cpzs? If these were the cause of the supposed increased parking pressures then their removal would surely have alleviated such pressure. If his option was not considered - why not?

5. The council's policy to introduce as many cpzs as possible across the borough is based on the belief that cpzs reduce traffic, encourage greater use of public transport and improve air quality. This argument is often cited as the justification for the introduction of cpzs - typically by councils who stand to benefit financially by their introduction. I have scoured the internet trying to find independent studies which show conclusively these same beneficial results of the introduction of cpzs. I could find none. I cannot imagine that Haringey council would have based its policy of extending the cpz programme without hard facts to back up its assertions.

Can you please supply links to those independent studies which the council used as a basis for its current cpz policy?

6. The north hornsey cpz consultation feb. 2021 made no mention of the fact that the council had changed the regulations / procedure (in 2020, I believe) permitting it to ignore the overall response to the consultation applying to the total area consulted but rather 'salami-slice' the zone and apply cpz restrictions to those roads which had voted in favour. I only discovered this change in procedure by chance long after the consultation had closed. Why was there no reference to this policy in the consultation document? This could materially have affected the result.

7. The area due to have a cpz introduced has a large proportion of individuals who do not have English as a first language. I believe that no translations of the initial consultation document

		<p>were made available to this community. Why was this?</p> <p>8. I undersand that a number the local shopkeepers and businesses on priory road / hornsey high street did not receive the statutory consultation document. Can a consultation be deemed valid if a number of local businesses who are likely to be affected by the introduction of a cpz in their area have not received the statutory consultation document?</p> <p>In order to give an informed response to the statutory consultation it will be essential to have responses to the above queries. I would be grateful if you could get back to me with clarification of the above points with all possible speed. With thanks,</p>
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Unconfirmed	Objection	<p>This letter is to file a stage 1 complaint about the process followed towards the establishment of a cpz in hornsey north. (a new complaint on a different procedural matter to that noted previously.)</p> <p>The grounds of this complaint are that the public engagement process is invalid due to a major procedural fault: while residents were told that only one vote per household would be counted, and that multiple returns per household would provide grounds for considering returned responses invalid, the council did in fact count multiple responses.</p> <p>On the website faq, the consultation faq suggested that only one response by household would be accepted. At https://www.haringey.gov.uk/parking-roads-and-travel/parking/controlled-parking-zones-cpzs/controlled-parking-zone-frequently-asked-questions, the faq reads: “examples of where returned forms may be considered invalid include multiple returns per household and questionnaires not linked to an address.”</p> <p>In reality, the council did count multiple responses. Foi request lbh/12902022 revealed the following: q. “in regard to the hornsey north cpz consultation. Can you please tell me how many of the 60 responses from nightingale lane were from the same household please?” Which saw this response a. “i can confirm that there were 3 properties that we received more than 1 response. In each of these cases we received 2 responses from each property.”</p> <p>This answer covers only one of the 20 roads which have been put forward for inclusion in the cpz, but establishes the principle.</p> <p>The faq deliberately discouraged multiple responses, which many households might have wished to submit, but those submitted were in fact counted. Thus the result is flawed and misinformed.</p> <p>As a consequence, i request that the process be reinitiated, after providing clear information.</p>
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Resident	Comments	<p>I am just emailing in response to the proposed hornsey north cpz.</p> <p>></p> <p>> i am very supportive of the proposals as parking in the area is an absolute nightmare. My car gets hit regularly and emergency vehicles struggle to get some the road because of the unregulated parking. I really welcome the introduction of the cpz.</p> <p>></p> <p>> i am confused by the proposed boundary though as it includes the new river development where the roads a private. Will residents of this development be able to get a permit to park on roads like boyton and campsbourne? If so i really do not think this is fair as they have basement parking and their development, as well as the development with sainburys. Please can you confirm if people living within these developments will not be able to get a permit?</p>
Unconfirmed	Objection	<p>I truly hope that the council will consider what is happening, take a step back and call the consultation and scheme off.</p> <p>The process of "engagement" has had an embarrassing number of flaws (i won't send them here but i'm of course happy to list them again and as you probably know i have a case open with the ombudsman on part of these issues). Some of these were formal flaws while some less so: the convenient twisting of figures, the – willing or unwilling – misleading information provided to residents, the way the legitimate questions have been answered in the most infuriating manner.</p> <p>All this is leaving residents with the increasing feeling that they are being somewhat screwed.</p> <p>I would strongly recommend calling this whole scheme off and taking a reflection period.</p> <p>I also strongly suggest amending the cpz policy – i'm fully aware that the current cabinet is not the one that approved it, and that most of current members were far away from that cabinet, but it is an entirely undemocratic policy. This boils down to the fact that it allows "sub areas" to decide the outcome of the vote when there is no minimum definition of what a "sub area" should be. This allows the officers to cut and choose areas that meet their willingness to proceed. Of course they keep saying that the policy was approved and therefore their actions are legal – that does not mean that the policy doesn't make a mockery of the democratic process. I can't understand how anyone in their right mind could have approved such a text.</p>

Unconfirmed	Comments	<p>I have noted the attached document in relation to controlled parking zones in hornsey. We are the property management firm for new river village, which is on new river avenue.</p> <p>I trust that this will be excluded from any cpz given that it is a private development with its own parking control strategy.</p> <p>Can you please confirm as i know that our residents are concerned about the situation that is proposed, given that the development we manage is within the blue boundaries set out in the attached document.</p>
Resident	Supportive comments (petition with many residents of south view road)	<p>To ann cunningham,</p> <p>i am writing in response to the statutory consultation on the cpz plans for hornsey north. I would like to submit a petition from the residents of south view road in which the majority said they want to be included in the cpz. The petition is attached and you will see from the results that:</p> <p>out of the people questioned: 85% voted yes to be included 15% voted no</p> <p>when i contacted andrew bourke in the summer, he stated that, "residents may also at this point [in the statutory consultation] ask for their boundary road to be included in the newly proposed cpz. If the council were to receive a large number of such responses, this would require consideration and recommendations on how to proceed set out in the resulting statutory consultation report."</p> <p>this petition unquestionably indicates clear majority support from residents in south view road to be included in the cpz. It should also be noted that more households responded to this petition than the council's original survey making this a far more accurate and representative picture of what the residents of south view road want. The majority of the people who responded expressed a preference for a short time limited slot.</p> <p>Given that it is costly, time consuming and disruptive to implement cpz schemes it makes both financial and common sense to include south view road within the cpz boundary when it is rolled out.</p>

Resident	Objection	<p>I live on hawthorn road and it's looking like the majority of the surrounding streets will all become a cpz it's difficult enough for me to find a parking space anytime after 7pm on hawthorn road. This is not a problem because at the moment i can park on the surrounding streets.</p> <p>Once the spillover happens from cpz please could you advise me where to park?</p> <p>Or will you give me and the other residents of hawthorn road the option of buying a permit for the surrounding streets.</p>
Resident	Supportive	<p>I live in boyton/newland rd. The cpz can't come soon enough for me, as it's becoming more and more difficult to find a parking space close to home when i arrive at various times from work, for which i am an essential car user. This will be further impacted by the proposed development on the car park adjacent to wat tyler house if it goes ahead. In fact i would be in favour of an all week cpz!</p> <p>I do have a couple of questions i would like answered. As i said i live in koblenz house, which has a car park, i always assumed was exclusively for the use of koblenz and rhein house residents. This is already used regularly by non residents. What will be done to ensure that it is not used by non residents even more than it is now?</p> <p>My second query is, we have a blue badge holding relative that visits, often, staying for 2/3 days at a time. Will her blue badge be valid or will we be expected to purchase visitor permits? This would be very expensive.</p>
Resident	Supportive	<p>i would like to express my desire to have north view road be included in the cpz scheme. With neighbouring roads included it means that parking will be pushed to our street, causing even more difficulty parking than we currently have.</p>

Resident	Supportive	<p>I am writing with regards to the proposed cpz. I live on cross lane. The parking situation on this road is horrendous. There are cars parked illegally / in considerately and blocking the road and access on a daily basis. I believe this road should only have bays for disabled parking / electric vehicle charging. The only residential buildings on this road are new build blocks of flats so the tenants would not be elegible to apply for a parking permit anyway. The current parking restrictions are not enforced. The road was supposed to be redeveloped as part of the smithfield yard development but the works have not been completed (2 years on). Please complete the works to the road and place double yellow lines along the whole length of the road. At present emergency vehicles would not be able to access the flats due to parked cars obstructing. The enforcement needs to be 24 hours as this is a very narrow road with a dead end. Please visit the site on a weekend evening to see how bad the situation has become.</p>
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Resident	Supportive	<p>The campsbourne, campsbourne road and myddleton road should have a 7-day cpz in place because they have a unique and much worse parking problem than generally in the hornsey north cpz area. The cpz should recognise this fact and have a 7-day cpz, at least for these three roads. A lot of resources and taxpayers' money will have gone into this process and implementing the cpz, so it would be appalling if the days of the cpz on these three roads was not correct first time and according to the majority of the responding residents of these roads in the consultation.</p> <p>The campsbourne, campsbourne road and myddleton road are three consecutive roads off hornsey high street and all with the same particular weekend parking problems due to their location next to a shopping and business street. The consultation results show the majority of all these three roads want a 7-day cpz. Therefore, even if the rest of the cpz is 5-day, the particular circumstances on these three roads demand that the weekend is included in the cpz. The problem includes these three roads in particular being used as a car park by shoppers of hornsey high street shops and businesses, which is obviously even busier and consequently has a worse effect on parking on Saturdays and Sundays. Shop owners and workers, and other businesses, also use these roads as a weekend car park, including weekday businesses having free parking over the weekend (e.g., estate agents, builders, contractors, etc.) And taxi cabs, etc.</p>
Resident	Supportive	<p>We would add that on beechwood road, in the Monday to Friday period, it is often not possible to park at all (as residents).</p>
Resident	Supportive	<p>I have submitted a comment in favour of this cpz on the online portal. We at Nightingale Lane strongly support a cpz but if given a choice would prefer a shorter period of 10am to 2pm rather than all day, and also a Monday to Friday enforcement period. Being so close to Priory Road we are particularly badly affected from people who park here all day.</p>

Resident	Supportive	<p>I live in north view road, which has voted not to have a cpz. However, i note that the cpz on nightingale lane and the roads nearby will be monday-friday 8am – 6.30pm. This will push all the traffic (traders, construction workers) down north view road – which may or may not have been your intention to force us into have cpz. It will be a nightmare during the school run. I object to this and the sensible solution would be a two-hour parking slot (10-12 or 2-4pm). The best slot would be 10-12pm. This would deter commuters, who part and cross the park to take the train – but allow residents freedom to park.</p>
Resident	Supportive	<p>Could i also add that with pressure on north view road, residents will be tempted to pave over their front gardens to ensure they can park. Those residents living in the nearby cpz roads may be tempted to do so too. This is environmentally damaging and just adding to the amount of impermeable surfaces in the borough and with climate change, storm drains may not be able to cope.</p>

Resident	Supportive	<p>I am writing in response to the statutory consultation for the hornsey north controlled parking zone, i would like south view road to be included in the cpz. The fact of the excessive hours and close proximity of roads within the cpz would likely cause a lot of displacement (as has happened with rectory gardens) making it virtually impossible to park anywhere near our homes. The residents of south view road submitted a petition once we realised what the boundary would be and noting the effect of likely displacement. There are 121 households in total on south view road, of which 67 voted to be included (55%), 12 voted no (10%) and there were no responses from 42 households. We are aware that north view road and hawthorn road have also conducted petitions with majority support to be included in the cpz. We have been told that if the council were to receive a large number of such responses, this would require consideration and recommendations on how to proceed set out in the resulting statutory consultation report.</p>
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Resident	Objection	<p>I am writing to object to the proposed cpz for hornsey north.</p> <p>I am a resident of north view road and submitted a response to the consultation in 2021 detailing that i was opposed to the cpz being introduced on my road, however we were not made aware that it was possible for the zone to be split in two. Given that the decision has now been made to implement a cpz in all the roads other than north view road & south view road, i am concerned that all of the overflow traffic from the other roads will move to nvw & svr.</p> <p>With the implementation of the school street, it's already becoming increasingly difficult to park on my road, and i feel that the proposed cpz will make the situation much worse.</p> <p>I would either like the new cpz to either be completely reversed, or for the residents of nvr and svr to re-vote given the misleading information we were previously given.</p> <p>Please confirm receipt of this email and let me know whether there is anyone else this should be sent to.</p>
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Resident	Objection	<p>Here are my objections.</p> <ol style="list-style-type: none"> 1. The consultation letter 24th february 2021 stated “residents and local groups have written to us stating that parking pressures are now more intense in the area.” A foi request revealed that only six (!) People had corresponded with the council regarding parking over the previous three years, arguably none requesting a cpz and none of the local groups referred to at all. Clearly, the consultation is not resident-led but council-led. Haringey council has misrepresented its residents. 2. I was unaware that multiple responses were accepted per household. This was not mentioned in the consultation letter dated 24 february 2021. This put my family at a disadvantage compared to people who did submit multiple responses. 3. The statutory consultation letter reports that 307 of the residents in the east of the hornsey north area responded to the consultation. It does not report that the response rate for the area with 2629 households and businesses was just 11.5%. Haringey council did not report this figure as it would have highlighted that there is very little support for a cpz. Furthermore, as many of the responses would likely have been multiple votes from the same household, the 10% required response rate would not have been reached. 4. The map used in the public engagement letter 15th july 2022 indicates all roads in favour of cpz but indicates only 1 of the eight roads against cpz. This gives residents a distorted impression. 5. The council has failed to consider the additional, unnecessary cost for householders, which will put an extra squeeze on households in the context of rising prices for energy and other essential goods. 6. The council has shown bias in its approach, and relevant information was omitted from the consultation letter. News that the area could be split, a map indicating which roads were under consultation, the permit cost and, crucially, who was eligible to participate. The map that was eventually produced was out of date by 13 years and did not consider the new developments in the area. 7. The consultation process has revealed numerous flaws in haringey’s parking policy and a catalogue of errors and discrepancies in the hornsey north consultation process. No haringey resident can be confident in any data used to justify the implementation of the cpz or, indeed, of the competence of the parking schemes department.
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Resident	Objection	<p>I'm a resident at brook road. Previously i had signed up agreeing for a permit for residents to park as we couldn't find car park spot for our cars on the road.</p> <p>Now that considering all the expenses difficult times we are facing i reject what i signed for. Therefore i give my objection for you to cancel this. Life is difficult already people are trying to get to work and provide food for their children families. I believe we shouldn't make it more difficult not all of us have the same opportunities some can pay who are wealthy but let's consider people who can hardly pay off bills shopping provide children's needs.</p>
Resident	Objection	<p>I hereby object to the hours of 8am to 6:30 pm for the proposed cpz in hornsey north.</p> <p>The majority of my neighbours in nightingale lane wanted just 2 hours, in the middle of the day. 8 am -6pm is far too long, and will cost residents a fortune in visitors vouchers for carers, deliveries, and workmen.</p> <p>Please give us the 2 hour slot we asked for.</p>
Resident	Objection	<p>Regarding the current statutory consultation that is running in relation to the proposed hornsey north controlled parking zone - i would like to object to the proposal. Local residents in this area have been overly surveyed by the council regarding this matter. There is no need to change existing parking arrangements. Please withdraw the proposal.</p>

Resident	Objection	<p>I wholly reject the proposed cpz for the following reasons:</p> <p>cpz further isolates the elderly, the infirm, the poor and the vulnerable from their family and friends visiting. I'm shocked haringey would even consider this, having been through such a tough, emotionally and physically isolated couple of years.</p> <p>It financially penalises those who can least afford it (and in this time of astronomic impending financial hardship - this is a terrible idea) and it's is a stealth tax that will not only affect residents and their f&fs, but also local businesses and the community as a whole.</p> <p>In addition, you propose roads which are already subject to strict parking restrictions and therefore your proposal is factually incorrect (the private roads outlined). Cpz does not reduce traffic - it squeezes it into surrounding areas. It is anti-individual, making life for all more stressful than it already is, anti-community, devisive and anti-local business, discouraging people from using shops or services in the local area, forcing them, in fact, to drive to malls and out of the area retail parks etc... If there is one way haringey can support its residents during the coming time of hardship, it's by not making life even harder. It's by not alienating residents from their friends and family. It's by not imposing more restrictions and penalties. It's by not imposing cpz.</p> <p>Why don't you make the roads safer and more attractive for cyclists? They are fatal around here - why do cycling lanes suddenly stop? Why do pavements suddenly jut out into the road? Why don't you install bushes and trees at busy intersections to combat emissions - certain types have been shown to be extremely effective at improving air quality. Why don't you introduce school buses to reduce road use on the school runs? I'm sure you notice the significant decrease in traffic in school holidays. Fewer cars will mean less council spending on road repairs. And, while i'm at it, why is there so much road furniture going up at the moment? A sign saying 'stop' at a t junction i've been stopping at for years has just appeared. Why? Road furniture must cost us, public tax payers, a fortune. Many of the spending decisions haringey makes are completely non-sensical. We already have a government which makes no sense whatsoever - can haringey buck the trend and employ some common-sense inclusive, progressive initiatives and work on the behalf of its residents and their welfare and community?</p> <p>I hope you will give serious consideration to the arguments outlined here.</p> <p>I submitted this via the portal but there was no indication that it had been received. I would be grateful for a receipt for this email.</p>
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Resident	Objection	<p>I would like to object in the strongest possible terms to the imposition of a cpz. This whole process has had a pre-determined outcome from start to finish.</p> <p>There was never any case to carry out the initial public engagement exercise, with the council only able to point to a handful of requests.</p> <p>There has then been an extraordinary delay of over 18 months between that initial engagement and bringing forward the proposals.</p> <p>The numbers simply don't show support, with a majority against a cpz. However not happy with that the council decided to focus on a smaller number of roads and lo and behold a slim majority in favour was found (though further analysis shows it has become even slimmer!).</p> <p>If a cpz is to be imposed, it makes no sense at all to define an area that excludes hawthorn, north view and south view roads. These roads lead directly off the others and any problem will surely simply be concentrated on a smaller area.</p> <p>Finally, again if a cpz is to be imposed, it should be for the shortest amount of time that will solve the problem. The problem is people storing cars and vans here for long periods of time and/or parking cars here to use the station. Both of these can be solved by a two hour cpz.</p>
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Resident	Supportive	<p>I am writing in response to the statutory consultation on the cpz plans for hornsey north. I would like to submit a petition from the residents of south view road in which the majority said they want to be included in the cpz. The petition is attached and you will see from the results that:</p> <p>out of the people questioned: 85% voted yes to be included 15% voted no</p> <p>when i contacted andrew bourke in the summer, he stated that, "residents may also at this point [in the statutory consultation] ask for their boundary road to be included in the newly proposed cpz. If the council were to receive a large number of such responses, this would require consideration and recommendations on how to proceed set out in the resulting statutory consultation report."</p> <p>this petition unquestionably indicates clear majority support from residents in south view road to be included in the cpz. It should also be noted that more households responded to this petition than the council's original survey making this a far more accurate and representative picture of what the residents of south view road want. The majority of the people who responded expressed a preference for a short time limited slot.</p> <p>Given that it is costly, time consuming and disruptive to implement cpz schemes it makes both financial and common sense to include south view road within the cpz boundary when it is rolled out.</p>
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Resident	Supportive	<p>i live at boyton road and campsbourne road and it counts with an "off-street" parking bay.</p> <p>I would like to make 2 observations that i would appreciate for you to take into consideration as my vote was towards having a cpz but not in the way it is currently being proposed.</p> <p>1. The parking bay in front of rhein house (access from boyton road and under the building via campsbourne road) seems to not be subject to any cpz, according to the map provided in your letter, and it is mentioned that it would "continue to run under its existing permit system" which at the moment is absolutely none. Anyone can park in front of our building. Part of the reason i supported to introduce the cpz is due to the amount of abandoned cars and oversize vehicles in the parking spaces around rhein house, and with the proposed rules you are creating a free uncontrolled parking area that would rather concentrate the most polluting as well as abandoned vehicles in one area and potentially creating some conflict between neighbours competing to exploit the free zone. I would appreciate your consideration of regulating the parking bay in front and under the building of rhein house to be regulated too.</p> <p>2. The proposed restriction time-frame of 0800 to 1830 is rather long. It would affect those of us that use the parking at off-peak times for visitors and businesses across the neighbourhoods and the high street. The measure of cpz works great to clear the area of vehicles that intend to be left for more than a day, but this measure punishes very hard the times where the parking spaces are not so busy. Some surrounding areas have restrictions between 2-4pm or 10-noon and that would still seem to me fair as well as effective to reduce the amount of parked vehicles.</p> <p>Thanks a lot for you attention and i'll be looking forward to hearing back from you.</p>
Resident	Objection	<p>I am very stressed about the cpz, i was not even aware that we were being consulted as i do not speak english (my daughter is writing this for me). There are multiple non-english speakers who live in this area and they were clearly not consulted properly. Making a decision like this without taking the non-english speakers into consideration is discriminatory.</p> <p>I struggle with health issues and have family visit me regularly. I heavily depend on my family to help me at home and i cannot afford to buy visitor permits. We are in the middle of a cost of living crisis, i am sure the majority of my neighbours cannot afford permits either.</p> <p>I want the council to please rethink this decision as it will have a very negative direct impact.</p>

Resident	Objection	<p>I am writing to object to the implementation of any parking controls in the hornsey north area. The area currently houses many lower income households who are already struggling with the cost of living crisis. In my 5 years of living in the area i have not had an issue finding a parking space, and feel it is unfair for the council to implement the controls during a time of such turmoil, and without clear evidence these controls are required on these roads.</p> <p>It is unfair to penalise lower income families during this economic crisis, and i am not clear on the reasons for implementing the controls other than as a council money-making scheme.</p>
Resident	Objection	<p>I am writing to object to the greater restriction of controlled parking in hornsey. I am a resident of chadwell lane. I have a car but no parking space within the private development so often park on nearby roads. I believe this scheme to be foolish, unnecessary, and aimed at revenue creation rather than solving a problem.</p> <p>"the problem for us living here, is that we are not allowed to purchase the permits. The rule effectively means we are unable to keep cars once the permits have been introduced.</p> <p>For people who rely on their car for their livelihood and/or family circumstances, this action is as devastating as it is unnecessary (i have lived here for 6 years and never once struggled to find a space). There's no over-crowding on those roads and therefore no problem to solve; it's just a money-making scheme...but one which disproportionately impacts and penalises those of us living in private estates.</p> <p>Either there needs to be non-permitted parking that we can access, or we need to be allowed to buy permits. The current option where we cannot access either is unacceptable."</p> <p>this is a terrible proposal and should be progressed no further.</p>

Resident	Objection	<p>This email is to wholly object the proposed hornsey north cpz area.</p> <p>My reasons are the following:</p> <p>the council has failed to consider the additional, unnecessary cost for householders, which will put an extra squeeze on households in the context of rising prices for energy and other essential goods.</p> <p>I have no disposable income and cannot afford to pay for an annual permit.</p> <p>I live in a car-free development. I am a teacher. I will have nowhere to park my car and when signing a lease, i was informed that parking was free of charge. I was not informed of the plans to implement a cpz, nor was i told about the previous consultation in 2017, for which there was very little support.</p> <p>Below are more wider issues that have been brought to my attention:</p> <ol style="list-style-type: none"> 1. The statutory consultation letter reports that 307 of the residents in the east of the hornsey north area responded to the consultation. It does not report that the response rate for the area with 2629 households and businesses was just 11.5%. Haringey council did not report this figure as it would have demonstrated that there is very little support for a cpz. Furthermore, as many of the responses would likely have been multiple votes from the same household, the 10% required response rate would not have been reached. 2. The map used in the public engagement letter 13th july 2022 indicates all roads in favour of cpz but only 1 of the eight roads against cpz. This gives residents a distorted impression. There were many other roads not included in this map which had voted against a cpz 3. The council has shown bias in its approach, and relevant information was omitted from the consultation letter. News that the area could be split, a map indicating which roads were under consultation, the permit cost and, crucially, who was eligible to participate. The map that was eventually produced was out of date by 13 years and did not consider the new developments in the area. 4. The consultation process has revealed numerous flaws in haringey's parking policy and a catalogue of errors and discrepancies in the hornsey north consultation process. No haringey resident can be confident in any data used to justify the implementation of the cpz or, indeed, of the competence of the parking schemes department.
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Resident	Objection	<p>I wish to object to this proposal. There has been no democratic process in my opinion with each house being asked to cast a vote. This is simply to lever money from us at a time of financial crisis.</p> <p>What is the point? In beechwood rd the only time it's hard to park is after 8pm at night which won't be covered by the cpz anyway.</p> <p>Please log my disapproval. My car made in 2004 lists co emissions but not in the format required so i've no idea if this further penalises me. They are listed as .62 etc whereas the form just says under 100. It says co2 g/km. My log book says co g/km without using the 2! It calls them exhaust emissions. Who knows?! It is added stress we could all do without.</p> <p>I have written to counsellors about this and both assured me it wouldn't happen but it looks like they were wrong from letter sent on 19th october 2022.</p>
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Resident	Objection	<p>This email is a formal objection to the above proposed cpz, submitted as part of the statutory consultation and in response to the letter i have received from you dated 19 october 2022.</p> <p>I strongly oppose proposals to introduce this cpz for the following reasons:</p> <ol style="list-style-type: none"> 1. I purchased my flat 18 months ago, and was only made aware of the proposals on seeing a letter from haringey council when i moved into my flat in april 2021 i.e. After completion of my purchase. As part of my due diligence prior to purchasing the flat, i ascertained that there was unrestricted parking nearby should i need it either for myself or visitors. I was never at any point prior to my purchase made aware that this situation was subject to a council consultation and this was certainly not highlighted in the local search results despite my property being within 200 metres of the proposed zone. 2. I have been previously advised that you have only received 2 registered complaints about parking pressures, and i also understand from pressure groups that the number of households who voted in favour of the restrictions was barely above the minimum threshold and indeed that multiple votes may have been accepted from some households. I therefore object on the basis that the consultation has not been carried out in a procedurally correct manner. 3. It seems to me that many local shops and business are opposed to the proposed cpz. Homsey high street has a large number of independent and diverse businesses and puts many other high streets to shame – these businesses ought to be nurtured and encouraged, however introducing additional parking restrictions would likely have the opposite effect. 4. It is entirely unclear how residents of smithfield square (who form part of the consultation area) would be treated should the cpz be introduced, and indeed it is understood that not all residents of this sizeable development were even consulted. Indeed i have been advised by andrew bourke of haringey council "smithfield square is a private development and as such public highway parking during cpz operational times may not be accessible if a cpz is introduced." this is entirely unacceptable - surely you cannot proceed with a consultation without making it crystal clear to residents how they would be affected. I intentionally purchased a property in an area where i would have access to parking if needed, as i do not have access to the development's underground parking. If this is access is removed, it will restrict my freedom and ability to receive visitors/work people or to park a vehicle should i need to - this would leave me (and no doubt other residents) in an impossible situation and may well impact the value of my flat. I reiterate at this point, that none of this was highlighted in the local search or otherwise. 5. As an aside, there is a large area of restricted estate parking at the rear of smithfield square being part of the homes for haringey estate – there is always a lot of unused parking in that area which, if there are the pressures on parking that you allude to, should at least be taken into account by the council. <p>For the above reasons, i strongly object to the proposals to implement the homsey north cpz and will consider taking my</p>
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		<p>complaint to the ombudsman should the council proceed with its proposal.</p>
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Resident	Submission	<p>This letter is to file a stage 1 complaint regarding haringey council's flawed cpz consultation process and policy and the decision made by the parking schemes department to implement a cpz in homsey north. Haringey council's parking schemes department has published numerous and consistent discrepancies within the data. Whether unintentional or intentional, all are distorted to imply a greater level of support for a cpz than actually exists.</p> <p>1. The consultation letter dated 24 february 2021 does not specify who is eligible to respond: whether it is every resident that lives in the area or one response per household. This is defined on the faq page on haringey's website.</p> <p>Q: why do you only accept one response per household? A: the council seeks to analyse the views from properties along roads rather than individuals. It is felt that this will provide a better representation of the road as a whole rather than enabling those properties with more adults to have a more significant influence.</p> <p>Q: do you base the final analysis on the number of leaflets distributed or the number of leaflets received? A: response rates are calculated on the number of valid questionnaires received as a proportion of those distributed. Examples where returned forms may be considered invalid, include multiple responses per household and questionnaires not linked to an address. The council cannot believe the residents' views if they do not complete and return the document.</p> <p>Contrary to the information and guidelines on the faq page, the council's policy - in the analysis of the responses - was to allow multiple responses per household.</p> <p>This was discovered in a response to a freedom of information request. Andrew bourke (haringey's parking schemes manager) confirmed that, contrary to the information given on the website, multiple results were registered and reported. He justified the policy change by saying that: - "the current faqs on the council's website predates the current cpz policy and relate to operational procedures used at the time." And that "the majority of responses received to the public engagement were single responses from each registered property."</p> <p>So, it appears that the parking dept. Within the council chose to ignore its own official guidelines to achieve its preferred outcome: this makes a mockery of the democratic process.</p> <p>Given the above, those residents who believed they were following due process and who adhered to the guidelines were put at a distinct disadvantage.</p> <p>As there is no indication as to who was eligible to respond to consultations in the parking policy document, it would have been crucial either to amend the faqs or to make it clear in the original consultation letter who exactly was eligible to respond. (effectively, the parking dept. Has chosen to change and apply the rules retrospectively - again, a failure of the democratic process.)</p> <p>This is not a case of 'splitting hairs' as the response rate in our area, where the parking schemes department is recommending a cpz, was just 11.5%. 1.5%, over the required minimum10% threshold. So, multiple responses from those houses opposed to the cpz could easily have shifted the balance to a rejection of the proposed cpz.</p> <p>2. Justification for the consultation itself is also in question. The consultation letter dated 24 february 2021 states,</p>
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“residents and local groups have written to us stating that parking pressures are now more intense in the area.”
A foi request revealed that only six (!) People had corresponded with the council regarding parking issues over the previous three years, arguably none requesting a cpz and none of the local groups referred to at all. Regardless of where the parking department sourced its information to instigate the consultation, this is the line fed to residents —yet another example of how haringey council’s parking schemes department distorted the facts.

3. No mention was made in the consultation document of the fact that, subsequent to the previous consultation, the council had moved the goalposts allowing itself on this occasion to implement a cpz in a sub-section of the consultation area (depending upon residents' responses.) Had this fact been made clear in the consultation document, a greater proportion of residents would likely have responded. The default response, quite naturally, is to assume that if the majority of those consulted were against the cpz, as was clearly the case, then the cpz would not be introduced in any part of the consultation area. The council was remiss in not making this clear to residents in the consultation document.

4. The council supplied no figures in the consultation document of even average charges to residents. Typically it is standard practice when providing goods or services to indicate a fee or range of fees. Perhaps the council felt that to do so would prove too much of a deterrent and left this element out.

5. The results of the public engagement letter 13 July 2022 states:
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“i am pleased to say over 23% of you responded to provide us with your view. This far exceeded the council's parking policy minimum requirement of 10% response rate to inform a decision.”

23% is the response rate of the whole consultation area. However, 17 of the roads, 16 of which voted against a cpz, will not be included in the cpz. Of the remaining 19 streets (subsequently amended to 20 in the statutory consultation notice letter) where a cpz will be implemented, just 11.5% responded; as stated above, this includes multiple responses per household. So to quote a 23% response rate with regard to the roads due to have a cpz implemented is misleading.

6. In response to an email enquiry, andrew bourke acknowledged the following errors had been made in the public engagement letter.

Nineteen roads became 20 because the parking schemes department forgot to include rectory gardens.

The figures for new river avenue were incorrect.

The figures for boynton close were incorrect.

The council reported 56% in favour of a cpz and 44% against cpz. In reality, the amended percentages - taking into account the revised, i.e. Correct figures - are 53.7% for implementing cpz and 46.2% against cpz.

Yet again, all errors are in favour of implementing a cpz. With such a catalogue of errors, no haringey resident can be confident in any of the data used to justify the implementation of the cpz or, indeed, of the competence of this department.

7. The results of the public engagement letter 13 July 2022 states. “all objections and other representations to the proposed order(s) must be made in writing and specify the grounds on which they

are made. The council must consider these before deciding on whether to progress with implementing the changes on the street and make the order operational.”

This is confirmed in an email from a. Bourke on 14 October 2022. “a final decision will be made once the statutory consultation has been completed. Any interested party can object to or provide a submission to the statutory consultation. Objections and requests must be provided during the specified time frame of the statutory consultation to be considered as part of the final decision-making process.”

However, this contradicts the Haringey Council's controlled parking zone policy which states: -

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

So, on the one hand, residents have been advised by the council that their comments in the statutory consultation can have an influence on the ultimate decision as to whether to implement a CPZ and on the other that, nothing residents say will have any effect on the implementation of the CPZ.

8. The map provided, along with the original consultation letter, predates the developments that have been built in recent years. This would have no doubt confused residents and discouraged them from responding. This is reflected in the low response rate of 11.4% (less if one response per household was recorded) in the 19 or 20 roads where a CPZ is planned to be implemented.

The Traffic Management Act (TMA) 2004 is a crucial piece of legislation for parking management. The TMA requires that arrangements be based on the principles of "fairness, consistency and transparency." As the errors and failings in the process identified above demonstrate, the consultation, the analysis and the proposed implementation of the CPZ have been anything but 'fair, consistent and transparent.'

to insist on implementing a CPZ in the eastern sector of the zone consulted would be a travesty of due process - a fact that would be obvious to any independent arbitrator. As such, this consultation should be declared null and void, and the proposal for a North Hornsey CPZ should be entirely abandoned. Please advise on the formal procedure within the council to put this into

		<p>effect. I look forward to confirmation of the above.</p>
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Resident	Objection	<p>I am a resident of new river village. As such, apparently, i am not able to purchase an annual parking permit for the surrounding roads - despite me having parked there for 6 years without once having trouble finding a space, and despite my paying the same council tax for the area as other residents (we don't get a reduction for living on a private estate).</p> <p>If the roads become permitted and i am not allowed to purchase a permit (which i'd be perfectly happy to do) then you are introducing a system which effectively prevents me from having a car.</p> <p>I depend on my car for my family circumstances. Other people depend on theirs for their livelihoods. This pair of rules puts people like me in dire/impossible circumstances.</p> <p>Either, we have to maintain non-permitted roads that people can access, or people living in my estate and others have to have equal opportunity access to the permits as other residents. The alternative is non-sensical, indiscriminately penalising and wholly unfair.</p> <p>Please advise me on the next steps for my objection and this ruling - and crucially on how i can access parking for my home moving forward.</p>
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Resident	Objection	<p>I am writing as part of the consultation re hornsey north cpz extension, happening now.</p> <p>I want to clearly say no to cpz in hornsey north.</p> <p>My main comment is that cranley gardens needs to be only 2 hours, 12-2pm for example, during the mon-friday. There is absolutely no need for it to be as it is right now. Which has made the parking, during the day, mon-fri worse at the bottom part of nightingale and beechwood.</p> <p>However, if there is going to be cpz in the proposed roads in this consultation, then this only needs to be for 2 hours maximum, 12-2pm for example, to stop commuters/ non-residents parking here during the day and evenings, mon-fri.</p> <p>Then, local people can still park here to access the local businesses/ shops/ garages/ cafes/ exercise classes/ alexandra palace park.</p> <p>The proposed 8:00 -18:30 is ludicrous/ totally unnecessary, because, parking during the day is only difficult in cranley gardens, beechwood and the bottom half of nightingale (made much worse by the unnecessary 8:00-18:30 cpz in cranley gardens)</p> <p>i have lived in hornsey north area for the last 26 years, the main difficulty parking is after 18:00 until 08:00, every evening/night, 7 days a week. No cpz is going to solve that.</p> <p>What is the point of cpz beyond cranley gardens, reaching, maximum, bottom part of nightingale and bottom part of beechwood???</p> <p>Cpz is only required in roads near shops/ businesses and public transport for maximum 2 hours, mon-fri.</p> <p>The schools streets restrictions on nightingale controls non-resident parking, twice a day; cpz is only required on the bottom half of nightingale, for max 2 hours, mon -fri.</p> <p>Ps, it was completely underhand doing the most recent cpz survey during lockdowns, when more people were at home/ could not go anywhere. Since lockdown restrictions have been lifted, parking is much easier/ available during the daytimes....</p> <p>Thank you for your attention and serious consideration of how unnecessary the cpz is, as proposed....</p>
Resident	Supportive	<p>As a resident of nightingale lane, i feel very strongly that an all-day restriction is totally unnecessary and will cause real issues for trades people, family and visitors.</p> <p>I realise that some restrictions would be beneficial to stop commuters using nightingale lane to park their cars before travelling by bus to finsbury park, and would suggest two hours from 10 until 12.</p> <p>As i understand it, the previous consultations rejected an all day cpz in nightingale lane and beechwood road</p> <p>i strongly object to whole day restrictions in hornsey north cpz</p>

Resident	Objection	I am writing in regards of the discussions of the plan of putting in place cpz on my street which is beechwood road n8 7ng. I absolutely object to this proposal and would appreciate if you could contact me regarding this matter, as in the past no one got back to me. As this was something we didn't request the people who asked for this now have bays outside there homes, we are all going through hardship and now you want us to pay outside our own homes,like i stated i object
Resident	Objection	We are not agree with the parking hornseynorthvpz it has not been agreed from the people why its still takening to be done !
Resident	Objection	We not agree with the new parking steam do not want to new parking rules.
Resident	Supportive	Regarding the proposed 8:00-18:30, mon- fri cpz on nightingale, beechwood and all roads near/behind campsbourne school is just overkill and unnecessary. Such long hours also going to create extra chaos on the near by road who are still able to park. As a result yet more people will have to concrete their front garden to be able to park .

Resident	Supportive	<p>I am writing in response to the statutory consultation on the cpz plans for hornsey north. I would like to submit a petition from the residents of south view road in which the majority said they want to be included in the cpz. The petition is attached and you will see from the results that:</p> <p>out of the people questioned: 85% voted yes to be included 15% voted no</p> <p>when i contacted andrew bourke in the summer, he stated that, "residents may also at this point [in the statutory consultation] ask for their boundary road to be included in the newly proposed cpz. If the council were to receive a large number of such responses, this would require consideration and recommendations on how to proceed set out in the resulting statutory consultation report."</p> <p>this petition unquestionably indicates clear majority support from residents in south view road to be included in the cpz. It should also be noted that more households responded to this petition than the council's original survey making this a far more accurate and representative picture of what the residents of south view road want. The majority of the people who responded expressed a preference for a short time limited slot.</p> <p>Given that it is costly, time consuming and disruptive to implement cpz schemes it makes both financial and common sense to include south view road within the cpz boundary when it is rolled out.</p>
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Resident	Supportive	<p>I am writing in response to the statutory consultation on the cpz plans for hornsey north. I understand that a petition has been submitted from the residents of south view road in which the majority said they want to be included in the cpz. Out of the people questioned: 85% voted yes to be included 15% voted no</p> <p>when andrew bourke was contacted in the summer, he stated that, "residents may also at this point (in the statutory consultation) ask for their boundary road to be included in the newly proposed cpz. If the council were to receive a large number of such responses, this would require consideration and recommendations on how to proceed set out in the resulting statutory consultation report."</p> <p>this petition unquestionably indicates clear majority support from residents in south view road to be included in the cpz. It should also be noted that more households responded to this petition than the council's original survey making this a far more accurate and representative picture of what the residents of south view road want. The majority of the people who responded expressed a preference for a short time limited slot.</p> <p>Given that it is costly, time consuming and disruptive to implement cpz schemes it makes both financial and common sense to include south view road within the cpz boundary when it is rolled out.</p>
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Resident	Objection	<p>I am writing in response to the public consultation on the hornsey north cpz that was initiated on 19th october 2022. On behalf the residents of park avenue north i would like to resubmit a petition where the residents voted in favour of being included in the council's plans for the proposed hornsey north cpz. We have been advised that as part of the consultation process we should resubmit any petitions that were complied in 2021 in response to the initial consultation that was suspended.</p> <p>The breakdown of the petition is as follows which asked the following question: in light of the council's proposed cpz plans, i (resident of park avenue north) would like park avenue north to be included in the proposed hornsey north cpz for a 2 hour slot.</p> <p>Total houses on street - 85 total voting yes to be included in consultation - 52 (61%) total voting no - 12 (14%) no response - 21 (25%)</p> <p>of the respondents who voted yes or no (64 residents) a total of 52 voted yes equating to 81% in favour of being included as cpz area if the council is looking to increase the area into streets such as nightingale lane and beechwood road,</p> <p>therefore please take this email and petition as a formal objection to the proposal being submitted in the current consultation on the hornsey north cpz. By including nightingale lane and beechwood road as cpz , this will result in a significant overspill of cars into park avenue north and significant issues for the residents. Park avenue north already is used for overspill parking by garages, car dealers, visitors to central london and/or london airports. As you know park avenue north appears on a number of websites that highlight free parking in london.</p> <p>With respect to the petition, a hard copy was submitted to dana carlin in october 2021. I am not clear if this was submitted to you at the time. @dana, please could you confirm whether you forwarded the hard copy to the relevant authorities?</p> <p>Please could you confirm that this email has been received and processed as part of the consultation process. . I will be communicating to the residents of park avenue north that the objection has been lodged.</p> <p>Ccing pippa and adam as our local council representatives.</p>
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Resident	Objection	<p>I live on an estate road (miles road) which lies within the cpz boundary. Thus i am personally affected by the decision to introduce a cpz in my area. Moreover, the estate owner (haringey council) could choose to authorise the introduction of the cpz by removing estate parking, which would not require a consultation. Thus my objections should be recognized as equally valid to those from residents of roads that will be affected from the start. First of all, i object tout court to the introduction of a cpz in hornsey north because 1) the cost of parking and visitor permits is unaffordable for a large number of local residents and is an unacceptable additional burden at a time when many are struggling to pay for rent, food, heating, and children's needs, as well as other costs. 2) the quite extensive reduction in the number of parking bays means that the parking pressures will actually increase rather than lessen, and threatens a situation where essential support people like care workers and tradespeople are unable to find places to park and cannot provide their urgently required services to local residents. The statement on the consultation page 'introduction of cpz controls into public highway roads will prioritise parking and ease local parking pressures for residents and businesses' is thus completely misleading. 3) the impact on isolated and struggling residents who rely on support from parents or friends will be particularly hard if they cannot afford to pay for visitor permits, and visitors are unable to find a parking space even where a permit is available. 4) the large number of people in the local area who are not fluent in english and/or do not have access to internet services, and the lack of support services for such people, means that many will struggle to access the permit system and may then be subject involuntarily to unaffordable fines. 5) the system is discriminatory and will affect the poorest, most marginalized, and least able disproportionately. 6) the reduced number of parking bays means i might not even find a parking space, and neither will my visitors. 7) there are numerous posts on local social media groups complaining about the virtual permit system, and it is concerning that a cpz scheme should go ahead before these have been fully considered. 8) i was unaware that multiple responses were accepted per household. This was not mentioned in the consultation letter dated 24 february 2021. This put my family at a disadvantage compared to people who did submit multiple responses.</p> <p>Secondly, should you decide to proceed with a cpz regardless of my objection above, i object to the introduction of all-day (8:00 to 18:30, m-f) operating hours for the cpz because it removes the option for those for whom visitor permits are unaffordable to arrange for visits from carers, tradespeople, friends, and relatives outside of cpz hours. It is discriminatory, because it facilitates visitor parking for those who have sufficient funds to pay, while making it extremely challenging for those who need services and support most. In order to maintain the present options for visitors for as wide a group of residents as possible, in the event of the cpz being introduced, the operational hours should be restricted to a 2-hour window.</p> <p>Only 29% of respondents in the 20 roads within the proposed area opted for all day operating hours, 58% wanted either no hours or 2 hours even when the 'no hours' responses are discounted, less than half of respondents opted for all-day controls. Thus introduction of all day controls is both undemocratic and against the spirit, if not the letter of interpretation, of the initial consultation.</p> <p>Thirdly, should you still proceed with the introduction of a cpz, regardless of my two objections above, the operating hours should be 12:00 to 14:00. This provides the maximum</p>
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		<p>opportunity for residents to organise visits from service providers and tradespeople, as well as for those collecting children to take them to, and bring them home from school, or to take care of them during school holidays.</p>
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Resident	Objection	<p>I live at newland rd, and i object to the cpz that you wish to introduce in hornsey north.</p> <p>Although i live on the newland rd estate where i shouldn't be affected, the parking is very limited here and sometimes we need to park further up newland rd where you want to introduce cpz.</p> <p>I would be keen that you have a system in place to not allow more than 1 car permit per residence on the estate put into play. In addition, there is room for at least 3 more car spaces on the estate and i see that you wish to remove the 4 spaces that are at the approach of the estate which are currently part of our permit area.</p> <p>Please reinstate these - see the circled area on the attached map.</p> <p>I think the cpz will have a negative impact on several people especially those struggling enough at the moment, carers and visiting health workers, but also people wanting to walk their dogs in the park, pick up kids from school, not to mention shoppers which will see the high rd lose revenue too.</p> <p>If cpz goes ahead it should only be for a couple of hours in the day such as it is elsewhere in the area, from 12-2pm.</p> <p>Kindly take notice of my objection to introducing cpz parking in the hornsey north area.</p>
Resident	Objection	<p>I live on an estate that at present has controlled estate parking. This estate road lies within the proposed hornsey north cpz. The decision to introduce the cpz will have an impact on me personally as haringey council, who own the estate, could choose to remove the controlled estate parking and authorise the introduction to cpz, which would not require a consultation. Therefore i feel that my objections should be just as equally valid and recognised to those from residents that live on surrounding roads that will be affected from the start.</p> <p>Firstly, i object to the introduction of the cpz, as, with the rise of the cost of living, having to find the extra money for parking permits, visitor permits</p>

Resident	Objection	<p>I write to you regarding the proposed cpz in homsey north. I object to the introductions of the cpz for a number of reasons which i will go in to detail below. However, most importantly i think that the introduction of the cpz will be unjust and undemocratic, especially during the current cost of living crisis. Please take in to account that this area includes hundreds of social housing, which i believe hasn't been taken in to account at all. How will we afford it? I am a childrens nurse and just managing to get by as it is. I am a professional who went to university. And unfortunately for me, even though i studied hard, i am in social housing with a low income.</p> <p>Firstly i oppose to the cpz in hornsey north because the consultation process has revealed numerous flaws in haringey's parking policy and a number of errors and discrepancies in the hornsey north consultation process. No haringey resident can be confident in any data used to justify the implementation of the cpz or, indeed, of the competence of the parking schemes department. The council has shown bias in its approach, and relevant information was omitted from the consultation letter. News that the area could be split, a map indicating which roads were under consultation, the permit cost and, crucially, who was eligible to participate. The map that was eventually produced was out of date by 13 years and did not consider the new developments in the area. Also, haringey council was asked by the parking schemes department to confirm what the present total length of public highway kerbside where parking is permitted, and what will be the length of public highway kerbside marked for parking permitted to resident permit holders and permit holders following the introduction of the hornsey north cpz? Their answer- they don't know. So how can they tell us parking will be improved when they don't know how many spaces will be lost? Furthermore, the map used in the public engagement letter on the 13th july 2022 indicates that all roads were in favour of cpz but only 1 of the eight roads were against cpz. This gives residents a distorted impression. There were many other roads not included in this map which had voted against a cpz. In addition, the statutory consultation letter reports that 307 of the residents in the east of the homsey north area responded to the consultation. It does not report that the response rate for the area with 2629 households and businesses was just 11.5%. Haringey council did not report this figure as it would have demonstrated that there is very little support for a cpz. Furthermore, as many of the responses would likely have been multiple votes from the same household, the 10% required response rate would not have been reached. I was also unaware that multiple responses were accepted per household. This was not mentioned in the consultation letter dated 24 february 2021. This put my family at a disadvantage compared to people who did submit multiple responses.</p> <p>The consultation letter 24th february 2021 stated, "residents and local groups have written to us stating that parking pressures are now more intense in the area." A foi request revealed that only six (!) People had corresponded with the council regarding parking over the previous three years, arguably none requesting a cpz and none of the local groups referred to at all. Clearly, the consultation is not resident-led but council-led. Haringey council has misrepresented its residents.</p> <p>There are also numerous posts on local social media groups complaining about the virtual permit system. People are being issued penalty notices when they have paid for visitor permits. I can barely afford a permit, but paying a fine will be devastating for me. Appealing a parking fine will be far too stressful for me. Personally for me, my elderly parents visit me to help with my</p>
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		<p>children whilst i work from home. They nor i will be able to afford the visitor permits. Because of the cost of living crisis, i do not have enough income to pay for a permit or visitor's permit. I feel that the council has failed to consider the additional, unnecessary cost for householders, which will put an extra squeeze on households in the context of rising prices for energy and other essential goods. I have no disposable income and cannot afford to pay for an annual permit.</p> <p>Secondly, should you decide to proceed with a cpz regardless of my objections above, i object to the introduction of an all-day (8:00 to 18:30, m-f) operating hours for the cpz because it means i can't even arrange for my visitors/family and friends to come outside of cpz hours. I won't be able to have visitors even though i depend on them. If the cpz is introduced, it should only be for 2 hours a day so that i can have visitors at other times.</p> <p>Less than one third of respondents in the 20 roads within the proposed area wanted all day operating hours so the introduction of all day controls is undemocratic.</p> <p>Thirdly, should you still proceed with the introduction of a cpz, regardless of my two objections above, the operating hours should be 12:00 to 14:00. This gives me the best opportunity to organise the visits i need from helpers, relatives, and friends.</p> <p>Finally, as a result of the facts stated above which cannot be ignored, the proposal for the cpz in hornsey north should be declared null and void.</p>
Resident	Objection	<p>The consultation process has revealed numerous flaws in haringey's parking policy and a catalogue of errors and discrepancies in the hornsey north consultation process. No haringey resident can be confident in any data used to justify the implementation of the cpz or, indeed, of the competence of the parking schemes department.</p> <p>This cpz in bounds green has caused traffic chaos and has pitted neighbours against each other. It's also dangerous in many aspects. I wasn't able to drop my friend off (a lone female) outside her house late at night so i had to drop her off a mile away, risking her safety.</p>

Resident	Objection	<p>I am sending this email to register my absolute rejection of the proposed cpz in the hornsey north area.</p> <p>This proposal is completely unacceptable to tenants such as myself, living in the smithfield square developments and who do not have access to private parking space. As i will not be eligible for a cpz parking permit it will become impossible to park our car within reasonable distance of our home.</p> <p>Below are more wider issues that have been brought to my attention:</p> <ol style="list-style-type: none"> 1. The statutory consultation letter reports that 307 of the residents in the east of the hornsey north area responded to the consultation. It does not report that the response rate for the area with 2629 households and businesses was just 11.5%. Haringey council did not report this figure as it would have demonstrated that there is very little support for a cpz. Furthermore, as many of the responses would likely have been multiple votes from the same household, the 10% required response rate would not have been reached. 2. The map used in the public engagement letter 13th july 2022 indicates all roads in favour of cpz but only 1 of the eight roads against cpz. This gives residents a distorted impression. There were many other roads not included in this map which had voted against a cpz 3. The council has shown bias in its approach, and relevant information was omitted from the consultation letter. News that the area could be split, a map indicating which roads were under consultation, the permit cost and, crucially, who was eligible to participate. The map that was eventually produced was out of date by 13 years and did not consider the new developments in the area. 4. The consultation process has revealed numerous flaws in haringey's parking policy and a catalogue of errors and discrepancies in the hornsey north consultation process. No haringey resident can be confident in any data used to justify the implementation of the cpz or, indeed, of the competence of the parking schemes department. <p>Please accept this email as notification of my unqualified opposition to the proposed cpz and that i will be participating in any community organisation which aims to counter the implementation.</p>
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Resident	Support	<p>I am a strong supporter of the extension.</p> <p>The fact there are cpzs in virtually every adjoining road has driven people to park onto tetherdown.</p> <p>I researched the number of residences on tetherdown (many of the houses are sub-divided into 3,4,5 flats) and assessed there are some 170 residences in a shortish road. Some flats have families and more than one car.</p> <p>The amount of road parking space available is reduced by:</p> <ul style="list-style-type: none"> - fortismere school – no parking 8 - 4pm outside (removes some 6 bays), - driveways – the increase in number of private driveways (probably as a result of the parking problems) reduces parking, the 6th form centre and synagogue, - disabled bays (at least 3 on tetherdown). <p>The consequence of the above is that we regularly have to drive around to find a parking space and have had to park our car some distance away (for example on creighton). Some facility providers (such as boiler repairers) have threatened to refuse to attend due to the time they have spent finding parking spaces.</p>
Resident	Support	<p>I am just emailing in response to the proposed hornsey north cpz.</p> <p>I am very supportive of the proposals as parking in the area is an absolute nightmare. My car gets hit regularly and emergency vehicles struggle to get some the road because of the unregulated parking. I really welcome the introduction of the cpz.</p> <p>I am confused by the proposed boundary though as it includes the new river development where the roads a private. Will residents of this development be able to get a permit to park on roads like boyton and campsbourne? If so i really do not think this is fair as they have basement parking and their development, as well as the development with sainburys. Please can you confirm if people living within these developments will not be able to get a permit?</p>

Resident	Support	<p>Im writing to confirm my 100% support for the cpz im a home owner at nightingale lane, n8 i have been wanting this ever since you introduced the cpz on rectory gardens parking was hard before then and not its pretty impossible some days sooner the better please</p>
Resident	Support	<p>We would like to lodge our support in favour of parking controls in beechwood road.</p> <p>In recent years it has become more congested in this area and harder to find reliable parking spaces. It is less convenient when carrying heavy shopping or other heavy items when the car has to be parked on another road.</p> <p>There are more households with cars and people seeking spaces but we are competing with others. Large vans and trucks park here regularly, sometimes overnight and at the weekend. At one point we had one lorry/van remain outside our house for a number of weeks.</p> <p>It is unfair that local residents are subsidising free parking for those who do not live here or contribute to the borough and it is becoming too convenient for people to park their car and then travel onward into central london or use it as a free parking space for their business vehicles.</p>

Resident	Objection	<p>1. The council have already solicited our views and redston road voted against – this is going behind the back of that democratic voting system.</p> <p>2. In times of economic pressure and rising household costs the additional, this represents an additional unnecessary cost when i am facing on households rising prices for energy and other essential goods.</p> <p>3. I’m retired on a limited budget have no disposable income for an annual permit.</p> <p>4. When i purchased my property, i made an enquiry to haringey council regarding on-street parking. I was informed that parking was free of charge. I was not informed of the plans to implement a cpz, nor was i told about the previous consultation in 2017, for which there was very little support.</p> <p>5. There are numerous posts on local social media groups complaining about the virtual permit system. People are being issued penalty notices when they have paid for visitor permits. I can barely afford a permit, but paying a fine will be devastating for me. Appealing a parking fine will be far too stressful for me.</p> <p>6. I did not receive the consultation letter in february 2021 and was unaware of the consultation.</p> <p>7. The statutory consultation letter reports that 307 of the residents in the east of the hornsey north area responded to the consultation. It does not report that the response rate for the area with 2629 households and businesses was just 11.5%. Haringey council did not report this figure as it would have demonstrated that there is very little support for a cpz. Furthermore, as many of the responses would likely have been multiple votes from the same household, the 10% required response rate would not have been reached.</p> <p>8. This is a shameless money making exercise for haringey – blasé attitude to its residents</p> <p>9. The consultation process has revealed numerous flaws in haringey’s parking policy and a catalogue of errors and discrepancies in the hornsey north consultation process. No haringey resident can be confident in any data used to justify the implementation of the cpz or, indeed, of the competence of the parking schemes department.</p> <p>10. The map used in the public engagement letter 13th july 2022 indicates all roads in favour of cpz but only 1 of the eight roads against cpz. This gives residents a distorted impression. There were many other roads not included in this map which had voted against a cpz</p> <p>11. The council has shown bias in its approach, and relevant information was omitted from the consultation letter. News that the area could be split, a map indicating which roads were under consultation, the permit cost and, crucially, who was eligible to participate. The map that was eventually produced was out of date by 13 years and did not consider the new developments in the area</p> <p>12. The consultation letter 24th february 2021 stated, “residents and local groups have written to us stating that parking pressures are now more intense in the area.” A foi request revealed that only six (!) People had corresponded with the council regarding parking over the previous three years, arguably none requesting a cpz and none of the local groups referred to at all. Clearly, the consultation is not resident-led but council-led. Haringey council has misrepresented its residents.</p> <p>13. I was unaware that multiple responses were accepted per household. This was not mentioned in the consultation letter dated 24 february 2021. This put my family at a disadvantage compared to people who did submit multiple responses.</p> <p>14. We asked haringey council’s parking schemes department to</p>
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		<p>confirm what the present total length of public highway kerbside where parking is permitted, and what will be the length of public highway kerbside marked for parking permitted to resident permit holders and permit holders following the introduction of the hornsey north cpz? Their answer- they don't know. So how can they tell us parking will be improved when they don't know how many spaces will be lost?</p>
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Resident	Objection	<p>I am writing to give my objections to the possible introduction of a cpz in homsey north.</p> <p>I live in moselle close, which is currently designated as estate parking, so is not part of the proposed cpz. However, i am aware that this could change, and thus affect me too.</p> <p>* i understand that there were 2529 households contacted in the earlier consultation, which received 305 responses. Of these, 163 responses were in favour - so hardly a resounding vote for. Plus, we do not know whether there was more than one response per household</p> <p>* cpzs are usually to prevent commuters from parking. This cannot be an issue for most of the roads in the proposed zone, since most are too far from bus stops and the station to make it viable for commuters. There are a few roads where this could be the case - campsbourne, myddelton and pembroke roads, but they are used as much for parking over the weekends, suggesting that it is local residents parking rather than commuters.</p> <p>*. Local shop keepers are not at all keen for a cpz, seeing it as a threat to their already, in some cases, uncertain livelihood</p> <p>*. I realise that the council has been severely affected by government austerity measures over the past 12 years, but now is not the time to try and mitigate these losses by penalising local residents who are facing higher mortgages, higher food prices, higher council tax, higher energy costs and higher fuel costs! Not only would they have to pay for their own permit, but also for visitors, be they family, friends, tradespeople or carers.</p> <p>*. It is grossly unfair, as non-car owners will still have to buy parking permits for visitors - whoever they are</p> <p>*. The estate parking system seems to be working mainly effectively; all reports i have read of the virtual system for obtaining parking permits suggest that it has still got many issues to be sorted.</p> <p style="text-align: right;">-----</p> <p>--ooooooooooooooooooooo-----</p> <p>if despite all the above and any objections you get from other local residents, you decide to go ahead with the cpz, i would object to it covering all day (8.00 - 18.30). It discriminates in favour of those who could possibly afford the costs. I would suggest a two hour slot, to give some flexibility to residents to allow for 'visitors' in the widest sense of the word.</p> <p>* i suggest the two-hour slot be 12.00 to 14.00.</p>
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Resident	Comment	<p>We live in beechwood road and are in favour of the cpz being extended to include beechwood road.</p> <p>However, on thursday, 3rd november, we saw a formal notice posted on a nearby lamp-post. This informed that beechwood road would not be included in the extended cpz, but, instead, would have double yellow lines painted on both sides of the road and that permit holders - residential, carers, business, etc. - would be able to park on only one side i.e. The south side.</p> <p>This notice has since been removed and so we would be pleased to know if it had been posted in error, or, if it is genuine, what benefits are expected from these proposed arrangements for beechwood road?</p>
Business	Objection	<p>1. I own a business in the hornsey north area and did not receive the original consultation letter dated 24 february 2021. I was unaware that the consultation was taking place until well after the consultation period. I did not receive any of the subsequent public engagement letters.</p> <p>The proposal should be declared null and void.</p>

Resdient out	Comments	<p>I am writing in response to the statutory consultation on the cpz plans for hornsey north. I would like to submit a petition from the residents of hawthorn road in which the majority said they want to be included in the cpz. The petition is attached, and you will see from the results that:</p> <p>out of the people questioned: 52% voted yes to be included 33% voted no 15% were neutral on the proposal as they did not own a car</p> <p>total number of households number of responses total voting yes in support of being included in the cpz % total voting no % total of non drivers - neutral response % 100 58 30 52 19 33 9 15</p> <p>when we contacted andrew bourke in the summer, he stated that, "residents may also at this point [in the statutory consultation] ask for their boundary road to be included in the newly proposed cpz. If the council were to receive a large number of such responses, this would require consideration and recommendations on how to proceed set out in the resulting statutory consultation report."</p> <p>this petition clearly indicates clear majority support from residents to be included in the cpz. It should also be noted that more households responded to this petition than the council's original survey making this a far more accurate and representative picture of what the residents of hawthorn want.</p> <p>Given that it is costly, time consuming and disruptive to implement cpz schemes it makes both financial and common sense to include hawthorn road within the cpz boundary when it is rolled out.</p>
Resdient	Comments	<p>With regard to the hornsey north statutory consultation on cpz, i wanted to point out that on the map residents saw, south view road was, bizarrely, not included in the map of roads which was to be included in the cpz. Yet the majority who were initially questioned were in favour - 85%, according to your figures.</p> <p>I'm aware that there is a petition from south view road asking to be included, as per the vote. And like my neighbours, i totally agree that a 2-hour period is appropriate, same as all residential haringey roads with cpz (with the exception - peculiarly - rectory gardens).</p>

Resdient	Comments	<p>I would like to submit my concerns in relation to the impact to a boundary road; namely, north view road, as a result of the proposed cpz.</p> <p>I believe that the proposed cpz will significantly worsen the already high parking pressures in the area, on the non-cpz roads. The roads which are not included will become impossible to park on due to the parking issue being condensed into fewer roads. I expect anything other than all cpz or no cpz will result in significant strain.</p> <p>My request/suggestion would be for north view road, n8 to be included in the proposed cpz.</p>
Resident	Objection	<p>I would like my comments to go forward and be taken into account.</p> <p>I don't support the imposition of a cpz on the area as a general principle. In particular i think your proposal to charge the elderly without cars for parking permits is outrageous. Over 65s in my area often have low incomes and are isolated. The permits they would be required to buy would be used for workmen to come to carry out necessary repairs etc on their homes and by visitors who they badly need to relieve their isolation. You might not think that the price is great but speaking as a pensioner on a tight budget i need to watch every penny in this cost of living crisis. I don't think that older people or indeed anybody needs their outgoings increased at this very difficult time.</p> <p>If you maintain that some of the justification for imposing the cpz is to protect the environment i can assure you that those of us who have forgone our cars have already done our bit and should not have to endure any extra expense because of your proposal.</p> <p>Thank you for passing this on.</p>

Resident	Objection	<p>We, as residents of boyton road, n8 strongly object and oppose the development of parking restrictions and a cpz in the hornsey north area.</p> <p>We object for several reasons;</p> <ul style="list-style-type: none"> • there is no necessity or need for a cpz. There is ample parking for all residents, there is space all day and evening for residents and visitors. The council have failed to include a rationale or explanation for such a development. We believe the rationale is financial gain and exploitation of residents • the council have failed to consider the additional cost for householders, for business and for visitors. Considering that the nation is currently in the midst of a cost of living crisis, rising mortgage rates, rising business rates and rising costs of basic survival necessities such as food and heating, bringing in extra costs for residents, their friends and families, for local businesses and trades seems preposterous • similarly, the council have not considered that the majority of residents in homsey north, particularly around campsbourne, boyton road and close, brook road, myddleton road, newland road etc are lower socio economic residents, living in social housing who are already struggling to make ends meet • we have no disposable income to pay for an annual parking permit • we have no disposable income to pay for visitor permits • there are numerous posts on social media stating enormous issues with haringey website, the parking payment system and delays in receiving permits, fines being given. People have been given pcn's when they paid for permits, being told by the council that they must pay or go to court in order to challenge the fine. Many of the posts have involved haringey councillors who have publicly responded, yet no changes have been made. Specialist it consultants who live in the borough have commented that the system is not fit-for-purpose yet no changes have been made. This further indicates that current systems are failing, residents are being unfairly targeted and exploited, blamed for council incompetence. Introducing further parking restrictions when the current system does not work is wholly unethical and abominable • the map used in the public engagement letter 13th july 2022 indicates all roads in favour of cpz but only 1 of the eight roads against cpz. This gives residents a distorted impression. There were many other roads not included in this map which had voted against a cpz • when asked haringey council's parking schemes department to confirm what the present total length of public highway kerbside where parking is permitted, and what will be the length of public highway kerbside marked for parking permitted to resident permit holders and permit holders following the introduction of the hornsey north cpz? Their answer- they don't know. So if the council have no idea how this cpz will even be planned or the finer details, how can residents support it? This is like asking for a loan without a business plan - absolutely incompetent • the council has shown bias in its approach, and relevant information was omitted from the consultation letter. News that the area could be split, a map indicating which roads were under consultation, the permit cost and, crucially, who was eligible to participate has not been clearly communicated at any stage. The map that was eventually produced was out of date by 13 years and did not consider the new developments in the area • the consultation process has revealed numerous flaws in haringey's parking policy and a catalogue of errors and discrepancies in the hornsey north consultation process. No haringey resident can be confident in any data used to justify the
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		implementation of the cpz or, indeed, of the competence of the parking schemes department or haringey council.
Business	Objection	I run a local business. Implementing a cpz in this area will have a permanent impact on my business, particularly at a time of economic hardship. I employ 5 local people in a firm that has been established in hornsey 65 years, this would be the final straw for my business & i would close down because you are making the people of haringey's lives a misery, you are supposed to be helping us ? Not killing off local business.
Business	Objection	Totally un necessary , just a money grabbing campaign not a service not required unless near a busy shopping area .

Resident outside	Objection	<p>I object to the introduction of this cpz, there is no requirement from the residents in this area and it is viewed merely as a money making scheme by the council. I did not receive the consultation letter in feb 2021 and was unaware of the consultation. I have since viewed the consultation letter and found the following: the letter states "residents and local groups have written to us stating that parking pressures are now more intense in the area."</p> <p>A foi request revealed that only six people had corresponded with the council regarding parking over the previous three years, arguably none had requested a cpz and none of the local groups referred to at all.</p> <p>It is clear that the consultation is not resident led but council led. Haringey has misrepresented its residents.</p> <p>The residents are very sensitive around the decisions the council are making here and are ready to vote out this labour council which is showing itself to be greedy, deceitful and not fit for purpose.</p>
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Resident	Objection	<p>I would like object to the proposed controlled parking zone (cpz) on the following grounds:</p> <ol style="list-style-type: none">1. The response to the consultation shows that the majority of residents are not in support of the cpz.2. I am not clear on the problem that the cpz is trying to solve. The consultation sought to understand if there were parking pressures in the area. As a resident, i am of the view that there are not parking pressures in the area - we are always able to find a space to park our car within a short proximity of our flat. That there was not majority support for the cpz further demonstrates that this is not an issue for the majority of residents.3. Even if there were parking pressures in the area, i am unclear as to how the introduction of the cpz would solve these pressures. The majority of cars parked in the area belong to residents and the introduction of a cpz is not going to change the number of cars owned by residents. The cpz will instead introduce an administrative burden on residents and incur additional costs for residents (during a cost of living crisis).4. The implementation of a cpz in some roads and not others may introduce problems on the neighbouring roads where a cpz is not implemented.5. The councils decision to proceed with further consultation in spite of the majority of respondents being opposed to the cpz is not a good use of tax payers money, and could instead be better spent improving services for residents.
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Resident	Objection	<p>I am writing to object to the introduction of a cpz in hornsey north area, this is nothing more than a money and a power grab by the council and must be stopped.</p> <p>It is clear that the council are doing everything they can to get their way with this even if the majority of people do not want it. My reasons are as follows;</p> <ol style="list-style-type: none"> 1. According to a recent foi request only 6 people has requested a cpz be introduced, this does not represent the mood or needs or residents in the area. 2. The statutory consultation letter reports that 307 of the residents in the east of the hornsey north area responded to the consultation, it does not reports that the response rate for the area with 2629 households and businesses was just 11.5% which highlights the complete lack of interest for a cpz. Not to mention a percentage of this will be responses from the same household making the true percentage of residents in favour for this even lower. 3. The map used the in the public engagement letter dated 15/07/22 does not fairly represent the correct amount of roads against the cpz, this is data manipulation and paramount to propaganda to suit the councils narrative. 4. When speaking to local business owners they have not been consulted on the introduction of the cpz - this is a direct contradiction to the councils statement that residents and business owners alike would be consulted. Of those i spoke, the vast majority of them voiced strong objections to the introduction of the cpz. 5. As previously mentioned this is nothing more than a money grab by the council, the pricing for a permit (which does not guarantee a parking spot!) Is outrageous , you are expecting some residents to pay up to nearly £400 a year to have the privilege of maybe getting a parking spot, regardless of the economic landscape , this is unacceptable and paramount to robbery by a council , who as previously in recent years ran a £7million surplus from traffic enforcement. Councils should not be making a surplus. They are a service not a business. 6. This is a power grab by the council under the direction of the london mayor. His war on private car ownership and by extension freedom from reliance on an overpriced and poorly run public transport network that he as nearly bankrupted is not something that residents of hornsey north should be victim to. In fact if the mayor was truly concerned about minimising private car journeys he would not be getting chauffer driven to work everyday in a large gas-guzzling range rover and not local hard working residents who use their cars to commute to areas that public transport cannot reach. <p>In conclusion, the introduction of a cpz should not go ahead, is it not the will of the people , and nor should they now have to pay large amounts of money the the privilege of maybe getting a parking space. The council needs to drop its agenda and accept that they are not entitled to even more money from residents. Council tax and business rates are enough.</p>
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Resident outside	Objection	<p>I wish to object to the current proposals for a cpz in hornsey north.</p> <p>I live in north view road and have great concerns about the plans for an all-day cpz in beechwood road. The knock-on effect will make it very difficult to park in my street - and i believe that the layout of the roads in this area makes it of particular concern: we are in effect in a cul-de-sac so that in the event of someone not being able to park, some distance must be travelled to find anywhere else. I really am worried that it will make it very difficult for plumbers, builders, electricians etc and that they simply may choose not to come.</p> <p>Ultimately, i think that because of the particular geography of these streets (beechwood, hawthorn, south view and north view), they should have been treated as one area. Either we all have a cpz or none of us.</p> <p>In addition, the proposal to have a cpz with hours 8.30 - 6 pm is an extraordinary suggestion given that so many areas, closer to shops and with more parking issues, have a sensible 2-hour restriction. I cannot understand this at all.</p> <p>I'd like to suggest that as a possible compromise you could at least consider limiting the hours of the planned cpz to two hours, either am or pm. That would seem reasonable and at least give some hope of avoiding the nightmare of not being able to get tradespeople anymore.</p> <p>I hope you will give these points your consideration,</p>
Resident	Objection	<p>I object to parking restrictions in hornsey north cpz. People cannot afford these charges on top of everything else.it is bad enough in the crouch end area.it is just a money making scheme by you.the way things are going even the well off will be exiting these london areas, it is already beginning to happen.the working class already cannot afford extra charges.I strongly object .</p>

Resident	Objection	<p>I live on an estate road which lies within the cpz boundary. Thus i am personally affected by the decision to introduce a cpz in my area. Moreover, the estate owner (haringey council) could choose to authorise the introduction of the cpz by removing estate parking, which would not require a consultation. Thus my objections should be recognized as equally valid to those from residents of roads that will be affected from the start.</p> <p>First of all, i object tout court to the introduction of a cpz in hornsey north because 1) the cost of parking and visitor permits is unaffordable for a large number of local residents and is an unacceptable additional burden at a time when many are struggling to pay for rent, food, heating, and children's needs, as well as other costs. 2) the quite extensive reduction in the number of parking bays means that the parking pressures will actually increase rather than lessen, and threatens a situation where essential support people like care workers and tradespeople are unable to find places to park and cannot provide their urgently required services to local residents. The statement on the consultation page 'introduction of cpz controls into public highway roads will prioritise parking and ease local parking pressures for residents and businesses' is thus completely misleading. 3) the impact on isolated and struggling residents who rely on support from parents or friends will be particularly hard if they cannot afford to pay for visitor permits, and visitors are unable to find a parking space even where a permit is available. 4) the large number of people in the local area who are not fluent in english and/or do not have access to internet services, and the lack of support services for such people, means that many will struggle to access the permit system and may then be subject involuntarily to unaffordable fines. 5) the system is discriminatory and will affect the poorest, most marginalized, and least able disproportionately.</p> <p>Secondly, should you decide to proceed with a cpz regardless of my objection above, i object to the introduction of all-day (8:00 to 18:30, m-f) operating hours for the cpz because it removes the option for those for whom visitor permits are unaffordable to arrange for visits from carers, tradespeople, friends, and relatives outside of cpz hours. It is discriminatory, because it facilitates visitor parking for those who have sufficient funds to pay, while making it extremely challenging for those who need services and support most. In order to maintain the present options for visitors for as wide a group of residents as possible, in the event of the cpz being introduced, the operational hours should be restricted to a 2-hour window.</p> <p>Only 29% of respondents in the 20 roads within the proposed area opted for all day operating hours, 58% wanted either no hours or 2 hours even when the 'no hours' responses are discounted, less than half of respondents opted for all-day controls. Thus introduction of all day controls is both undemocratic and against the spirit, if not the letter of interpretation, of the initial consultation.</p> <p>Thirdly, should you still proceed with the introduction of a cpz, regardless of my two objections above, the operating hours should be 12:00 to 14:00. This provides the maximum opportunity for residents to organise visits from service providers and tradespeople, as well as for those collecting children to take them to, and bring them home from school, or to take care of them during school holidays.</p>
Resident	Objection	I'd like to say no to the new changes your are planning to enforce.

Resident	Objection	<p>First of all, i object tout court to the introduction of a cpz in hornsey north because 1) the cost of parking and visitor permits is unaffordable for a large number of local residents and is an unacceptable additional burden at a time when many are struggling to pay for rent, food, heating, and children's needs, as well as other costs. 2) the quite extensive reduction in the number of parking bays means that the parking pressures will actually increase rather than lessen, and threatens a situation where essential support people like care workers and tradespeople are unable to find places to park and cannot provide their urgently required services to local residents. The statement on the consultation page 'introduction of cpz controls into public highway roads will prioritise parking and ease local parking pressures for residents and businesses' is thus completely misleading. 3) the impact on isolated and struggling residents who rely on support from parents or friends will be particularly hard if they cannot afford to pay for visitor permits, and visitors are unable to find a parking space even where a permit is available. 4) the large number of people in the local area who are not fluent in english and/or do not have access to internet services, and the lack of support services for such people, means that many will struggle to access the permit system and may then be subject involuntarily to unaffordable fines. 5) the system is discriminatory and will affect the poorest, most marginalized, and least able disproportionately.</p> <p>Secondly, should you decide to proceed with a cpz regardless of my objection above, i object to the introduction of all-day (8:00 to 18:30, m-f) operating hours for the cpz because it removes the option for those for whom visitor permits are unaffordable to arrange for visits from carers, tradespeople, friends, and relatives outside of cpz hours. It is discriminatory, because it facilitates visitor parking for those who have sufficient funds to pay, while making it extremely challenging for those who need services and support most. In order to maintain the present options for visitors for as wide a group of residents as possible, in the event of the cpz being introduced, the operational hours should be restricted to a 2-hour window.</p> <p>Only 29% of respondents in the 20 roads within the proposed area opted for all day operating hours, 58% wanted either no hours or 2 hours even when the 'no hours' responses are discounted, less than half of respondents opted for all-day controls. Thus introduction of all day controls is both undemocratic and against the spirit, if not the letter of interpretation, of the initial consultation.</p> <p>Thirdly, should you still proceed with the introduction of a cpz, regardless of my two objections above, the operating hours should be 12:00 to 14:00. This provides the maximum opportunity for residents to organise visits from service providers and tradespeople, as well as for those collecting children to take them to, and bring them home from school, or to take care of them during school holidays.</p>
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Resident	Objection	<p>Newland road n8</p> <p>i live on an estate road which lies within the cpz boundary. Thus i am personally affected by the decision to introduce a cpz in my area. Moreover, the estate owner (haringey council) could choose to authorise the introduction of the cpz by removing estate parking, which would not require a consultation. Thus my objections should be recognized as equally valid to those from residents of roads that will be affected from the start.</p> <p>First of all, i object tout court to the introduction of a cpz in hornsey north because 1) the cost of parking and visitor permits is unaffordable for a large number of local residents and is an unacceptable additional burden at a time when many are struggling to pay for rent, food, heating, and children's needs, as well as other costs. 2) the quite extensive reduction in the number of parking bays means that the parking pressures will actually increase rather than lessen, and threatens a situation where essential support people like care workers and tradespeople are unable to find places to park and cannot provide their urgently required services to local residents. The statement on the consultation page 'introduction of cpz controls into public highway roads will prioritise parking and ease local parking pressures for residents and businesses' is thus completely misleading. 3) the impact on isolated and struggling residents who rely on support from parents or friends will be particularly hard if they cannot afford to pay for visitor permits, and visitors are unable to find a parking space even where a permit is available. 4) the large number of people in the local area who are not fluent in english and/or do not have access to internet services, and the lack of support services for such people, means that many will struggle to access the permit system and may then be subject involuntarily to unaffordable fines. 5) the system is discriminatory and will affect the poorest, most marginalized, and least able disproportionately.</p> <p>Secondly, should you decide to proceed with a cpz regardless of my objection above, i object to the introduction of all-day (8:00 to 18:30, m-f) operating hours for the cpz because it removes the option for those for whom visitor permits are unaffordable to arrange for visits from carers, tradespeople, friends, and relatives outside of cpz hours. It is discriminatory, because it facilitates visitor parking for those who have sufficient funds to pay, while making it extremely challenging for those who need services and support most. In order to maintain the present options for visitors for as wide a group of residents as possible, in the event of the cpz being introduced, the operational hours should be restricted to a 2-hour window.</p> <p>Only 29% of respondents in the 20 roads within the proposed area opted for all day operating hours, 58% wanted either no hours or 2 hours even when the 'no hours' responses are discounted, less than half of respondents opted for all-day controls. Thus introduction of all day controls is both undemocratic and against the spirit, if not the letter of interpretation, of the initial consultation.</p> <p>Thirdly, should you still proceed with the introduction of a cpz, regardless of my two objections above, the operating hours should be 12:00 to 14:00. This provides the maximum opportunity for residents to organise visits from service providers and tradespeople, as well as for those collecting children to take them to, and bring them home from school, or to take care of them during school holidays.</p> <p>Kind regards</p>
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Resident	Objection	<p>I have submitted an objection to the hornsey north parking scheme on the website, but i am concerned that the drop down will only classify the objection as to the whole scheme and my additional and separate objections to parts of the scheme will be ignored. Thus i am submitting the objection again here.</p> <p>I wish to make it clear that i object to the whole scheme for the reasons given below.</p> <p>But if the decision is taken to proceed with the scheme, i want my objection to the operating hours to be taken into account, with any reduction to a 2 hour period regardless of which hours. And if a change in operating hours is agreed, then my preference for the time of 12 to 2 should be taken into account. Reasons for all are provided below</p> <p>i live on an estate road which lies within the cpz boundary. Thus i am personally affected by the decision to introduce a cpz in my area. Moreover, the estate owner (haringey council) could choose to authorise the introduction of the cpz by removing estate parking, which would not require a consultation. Thus my objections should be recognized as equally valid to those from residents of roads that will be affected from the start.</p> <p>First of all, i object tout court to the introduction of a cpz in hornsey north because 1) the cost of parking and visitor permits is unaffordable for a large number of local residents and is an unacceptable additional burden at a time when many are struggling to pay for rent, food, heating, and children's needs, as well as other costs. In particular, the lack of a system of carer permits relevant to the needs of the majority (multiple carers on a changing rota, often for multiple visits a day) means that care at home for many will be jeopardized. 2) the quite extensive reduction in the number of parking bays means that the parking pressures will actually increase rather than lessen, and threatens a situation where essential support people like care workers and tradespeople are unable to find places to park and cannot provide their urgently required services to local residents. The statement on the consultation page 'introduction of cpz controls into public highway roads will prioritise parking and ease local parking pressures for residents and businesses' is thus completely misleading. 3) the impact on isolated and struggling residents who rely on support from parents or friends will be particularly hard if they cannot afford to pay for visitor permits, and visitors are unable to find a parking space even where a permit is available. 4) the large number of people in the local area who are not fluent in english and/or do not have access to internet services, and the lack of support services for such people, means that many will struggle to access the permit system and may then be subject involuntarily to unaffordable fines. 5) the system is discriminatory and will affect the poorest, most marginalized, and least able disproportionately.</p> <p>Secondly, should you decide to proceed with a cpz regardless of my objection above, i object to the introduction of all-day (8:00 to 18:30, m-f) operating hours for the cpz because it removes the option for those for whom visitor permits are unaffordable to arrange for visits from carers, tradespeople, friends, and relatives outside of cpz hours. It is discriminatory, because it facilitates visitor parking for those who have sufficient funds to pay, while making it extremely challenging for those who need services and support most. In order to maintain the present options for visitors for as wide a group of residents as possible, in the event of the cpz being introduced, the operational hours should be restricted to a 2-hour window.</p> <p>Only 29% of respondents in the 20 roads within the proposed area opted for all day operating hours, 58% wanted either no</p>
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		<p>hours or 2 hours even when the 'no hours' responses are discounted, less than half of respondents opted for all-day controls. Thus introduction of all day controls is both undemocratic and against the spirit, if not the letter of interpretation, of the initial consultation.</p> <p>Thirdly, should you still proceed with the introduction of a cpz, regardless of my two objections above, the operating hours should be 12:00 to 14:00. This provides the maximum opportunity for residents to organise visits from service providers and tradespeople, as well as for those collecting children to take them to, and bring them home from school, or to take care of them during school holidays.</p>
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Resident	Objection	
		<p>i live on an estate road which lies within the cpz boundary. Thus i am personally affected by the decision to introduce a cpz in my area. Moreover, the estate owner (haringey council) could choose to authorise the introduction of the cpz by removing estate parking, which would not require a consultation. Thus my objections should be recognized as equally valid to those from residents of roads that will be affected from the start.</p> <p>First of all, i object tout court to the introduction of a cpz in hornsey north because 1) the cost of parking and visitor permits is unaffordable for a large number of local residents and is an unacceptable additional burden at a time when many are struggling to pay for rent, food, heating, and children's needs, as well as other costs. 2) the quite extensive reduction in the number of parking bays means that the parking pressures will actually increase rather than lessen, and threatens a situation where essential support people like care workers and tradespeople are unable to find places to park and cannot provide their urgently required services to local residents. The statement on the consultation page 'introduction of cpz controls into public highway roads will prioritise parking and ease local parking pressures for residents and businesses' is thus completely misleading. 3) the impact on isolated and struggling residents who rely on support from parents or friends will be particularly hard if they cannot afford to pay for visitor permits, and visitors are unable to find a parking space even where a permit is available. 4) the large number of people in the local area who are not fluent in english and/or do not have access to internet services, and the lack of support services for such people, means that many will struggle to access the permit system and may then be subject involuntarily to unaffordable fines. 5) the system is discriminatory and will affect the poorest, most marginalized, and least able disproportionately.</p> <p>Secondly, should you decide to proceed with a cpz regardless of my objection above, i object to the introduction of all-day (8:00 to 18:30, m-f) operating hours for the cpz because it removes the option for those for whom visitor permits are unaffordable to arrange for visits from carers, tradespeople, friends, and relatives outside of cpz hours. It is discriminatory, because it facilitates visitor parking for those who have sufficient funds to pay, while making it extremely challenging for those who need services and support most. In order to maintain the present options for visitors for as wide a group of residents as possible, in the event of the cpz being introduced, the operational hours should be restricted to a 2-hour window.</p> <p>Only 29% of respondents in the 20 roads within the proposed area opted for all day operating hours, 58% wanted either no hours or 2 hours even when the 'no hours' responses are discounted, less than half of respondents opted for all-day controls. Thus introduction of all day controls is both undemocratic and against the spirit, if not the letter of interpretation, of the initial consultation.</p> <p>Thirdly, should you still proceed with the introduction of a cpz, regardless of my two objections above, the operating hours should be 12:00 to 14:00. This provides the maximum opportunity for residents to organise visits from service providers and tradespeople, as well as for those collecting children to take them to, and bring them home from school, or to take care of them during school holidays.</p>

Resident	Objection	
		<p>i live on an estate road which lies within the cpz boundary. Thus i am personally affected by the decision to introduce a cpz in my area. Moreover, the estate owner (haringey council) could introduce a cpz by removing estate parking, without asking. Thus my objections should be recognized as equally valid to those from residents of roads that will be affected from the start.</p> <p>First of all, i object totally to the introduction of a cpz in hornsey north because i need a car and need to have visitors as a result of my illness. These are my reasons for objecting to the cpz. 1) i have a heart condition, kidney problems, and suffer from anxiety among others, and had to give up work as a result. I would like to go back to work but at the moment my income is from benefits, esa and pip. My daughter who lives with me has a car for both of us, for hospital appointments, doctors and so on. But as i have had to give up work, and my daughter works some but is also my carer, we have very little money and we are struggling now to pay our bills. The additional cost for a parking permit is beyond our means. 2) i also need to have many visitors as i am unable to stay in the house on my own. When my daughter goes out, i have visits from friends and relatives who are there to support me but i cannot afford to pay for visitor permits. 3) i also don't have a computer and although i have a smart phone, i find it very hard to do anything complicated with it. I have had to ask a neighbour to help me with this objection as i know what i want to say but i can't understand how to send it. I am worried that i won't be able to apply for permits. 4) the system isn't fair and is really hard on people like me who have worked all their lives but struggle with these things.</p> <p>Secondly, if you decide to proceed with a cpz regardless of my objection above, i object to the introduction of all-day (8:00 to 18:30, m-f) operating hours for the cpz because it means i can't even arrange for my visitors, for tradespeople, or for carers to come outside of cpz hours. I won't be able to have visitors even though i depend on them and am worried i will get really sick and not be able to cope. If the cpz is introduced, it should only be for 2 hours a day so that i can have visitors at other times.</p> <p>Thirdly, if you still proceed with introducing a cpz, regardless of my two objections above, the operating hours should be 12:00 to 14:00. This gives me the best opportunity to organise the visits i need from helpers, relatives, and tradespeople.</p>

Resident	Objection	<p>The dictionary definition of 'consultation' is 'the process of discussing a matter in order to get advice or opinion'</p> <p>this, however, seems to have eluded the the council's parking department which is using the statutory consultation period just to rubber stamp the decisions it has already taken on skewed and flimsy evidence and cherry picked to impose a cpz where it is not needed nor wanted.</p> <p>This so called public engagement has dragged on for the worst part of 2 years and the goal posts have been continually changed along the way to force the introduction of a cpz in the area.</p> <p>Initially, back in 2021 at the commencement of this action (whilst lock down was still in place), it was stated that there had been a public clamour for a cpz in the area. This has been a proven lie.</p> <p>The initial questionnaire failed to include important information such as the possibility of splitting the area, the permit costs and who could participate. The map produced was considerably out of date and took no account of new developments in the area.</p> <p>The overall response was significantly against a cpz but then the parking department decided to split the area to achieve its aims. In fact figures show that only 165 out of 2629 households in the east of the area want a cpz and they certainly do not want a full day cpz . The council's own figures show:</p> <ul style="list-style-type: none"> • 536 (53.6%) do not support the introduction of a full-time cpz • 382 (38.2%) support the introduction of a full-time cpz • 82 (8.2%) indicating support but only if a permit parking area and, by the way ppas were not part of the consultation! <p>The data has now been tweaked to say that everyone who responded to the consultation preferred full-time controls, when in fact only 177 out of 1000, who responded, preferred all-day controls. A cynic might conjecture that whole day cpz periods will place extra pressure on adjoining streets which voted against the move. Cpz creep writ large obviously to the benefit of the council's plans in the medium/long term.</p> <p>In addition it appears that, contrary to its own rules, multiple responses from individual households were accepted. This clearly puts small households at a disadvantage and skews results considerably.... Obviously again to the benefit of the parking department's aims. It also lays the lie that a 10% response rate is necessary if some are more equal than others.</p> <p>All in all democracy is not being served here in any shape or form.</p> <p>This exercise has been a shambles and needs to be cancelled forthwith especially bearing in mind the council's new initiative. The 'haringey deal' states, amongst many other promises, that the council :</p> <ul style="list-style-type: none"> • is going to increase trust • needs to listen • needs to share power and • to learn from its mistakes <p>if the council truly wishes to live up to these aims it could start here and cancel this bungled, bullying exercise which will impose extra expense to households in the context of current price rises and inflation.</p> <p>I would, thus, respectfully request that this whole exercise be</p>
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aborted and, if needs be, run fairly and honestly. Go back to the people who live in the area and will be affected and ask them if they want a cpz. Also reduce the cpz time period on rectory gardens which will relieve pressure on nightingale lane.

I submit this in the vain hope that it will, at the very least, be read and my objections taken onboard. Past experience makes me doubt this which, i believe. Says more about an arrogant council than the people who pay council tax and it purports to represent. I make these remarks more in sorrow than anger.

Btw i am a labour party member.

Resident outside	Objection	<p>I am a resident of hawthorn rd n8 & therefore participated in the hornsey north cpz vote. Nowhere on the proposals offered were we informed the outcome could likely be augmented to reflect individual roads voting pattern.</p> <p>Deciding to shoehorn an iteration of the original hornsey north cpz through without another vote cannot be legal.</p> <p>If voters had been alerted to the possibility *any variation may be the outcome likely everyone may have voted differently!! This is not what any of us residents were voting on. It cannot be legal to attempt to push this through without a fresh vote. I would have to be shown the item on the voting form that alerted me to the potential cherry picking of results.</p> <p>Being a resident of hawthorn rd with this latest iteration on the cards will be an absolute nightmare for any of us with cars in the *few roads now supposedly excluded. Likely *both those pro & against a cpz in the few roads excluded would have voted very differently if we had known there could be this likely outcome!</p> <p>I repeat this cannot be due process & a new vote is required.</p>
Resident	Comment	<p>Thank you for your reply.</p> <p>Just to clarify..i was pro a cpz when the original proposal was sent to us to vote on.</p> <p>Just under half of hawthorn rd residents voted *for a cpz because it is already difficult to park on our road & certainly parking anywhere near our property..that is why i'm furious this augmentation is being proposed without a fresh vote..it is not what *any resident..pro or against was voting on.</p> <p>Leaving hawthorn rd, south view & north view rds just off the cpz was not what anyone was voting for & will create parking armageddon on those few roads.</p> <p>As i made clear in my original email, this is not just, not democratic & surely not legal.</p>

Resident	Objection	<p>1. The consultation was not, as claimed, 'resident led' in accordance with stated council policy. An foi request showed that only two local residents over a three-year period had written to the council voicing concerns regarding parking and suggested the introduction of a cpz.</p> <p>2. Contrary to a claim in the decision document, ward councillors were not consulted on the final decision to implement the proposed cpz, in contravention of the council's stated policy. The decision to proceed with the cpz was taken by councillor seema chadwani and ann cunningham without consulting local councillors. This is anti democratic and contrary to council policy.</p> <p>3. The consultation specified a much wider area than the now proposed cpz (33 streets) and no indication was given that the council might choose to introduce a smaller cpz, should there be insufficient support for a cpz in the north hornsey area as a whole (only 38% of residents were in favour). Neither residents nor ward councillors were party to this decision.</p> <p>4. Multiple responses from the same household have been accepted in direct contravention of the stated policy of declaring such invalid. The response rate has been calculated by dividing the total number of responses (i.e. From residents) by the number of households - an elementary statistical error, resulting in the spurious claim that the response rate for the proposed zone is 11.4% which is already, without being corrected, barely above the required 10% level required for the consultation to be valid.</p> <p>5. The boundaries of the proposed cpz have been carefully drawn to try to get acceptance rate up to 50%. This is why beechwood road has been included with majority of a single vote (12-11?) Although the number of residents in favour of a cpz is a tiny proportion of the number of residents in the road.</p> <p>6. The proposed timing of the cpz 8.00-6.30pm is wholly unnecessary and did not get a majority of those in favour of a cpz, let alone of all the residents consulted.</p> <p>7. The overall 'consultation' has been a travesty, based on a false claim of residents asking for a cpz. No evidence was provided for this and local councillors say that they did not receive any or many requests for a cpz. I can only conclude that the proposed cpz is being driven by a council desire to expand cpz's across the borough irrespective of residents wishes.</p>
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Resident outside	Objection	<p>Greetings, i am addressing this email due to concerns of the new cpz enforcement in my area. I have been a resident on north view road for over ten years now and i believe these new regulations are disgraceful and an abuse of authority from the council. Personally, throughout my time living here i do not see a purpose towards the cpz as the system has worked well for years. In addition, the new enforcement will create an increase in problems as it will not help the ongoing problem of a lack of car spaces for the amount of people in the area. The influx of new residents have meant that there are less available parking spaces and involving these new rules, people will now have to pay an inhumane amount just to park a car. On top of that, the introduction of cpz shows the abuse of authority the council has and the lack of democracy that comes with it. If a majority of people voted against the new system then why enforce it? In my opinion, i do not see why you should have to please the minority and yourselves as a council rather than follow the rules of a democratic vote which will just cause more corruption and outrage. In conclusion, the establishment of cpz and the rest of the parking introductions such as double yellow zone is the perfect example of misuse of power as it shows the councils lack of decency to follow a democracy.</p>
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Resident outside	Objection	<p>Hello, i am a resident of north view road for over a decade and am addressing this email in objection towards the enforcement of the new parking regulations. I believe that the introduction of cpz shows a lack of courtesy and consideration from the council to the publics opinions. This is due to a heavy majority of residents voting against the new rules so still enforcing them presents the council to seem selfish and against democracy. Although i understand that there may be a minority of people who believe in these regulations this doesn't overlook the fact that cpz still being established is outrageous and an abuse of authority. In my opinion as a resident for over ten years, i do not see a need for these new regulations as the system that has been in place for years has worked excellently. In addition the introduction of cpz will not actually control the ongoing problem of the increase of inhabitants causing a lack of parking spaces. In summary, the enforcement of new parking regulations is a manipulation of residents as you are regulating irreversible rules for the councils own selfish needs</p>
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Resident	Objection	<p>In regards to hornsey north cpz, i don't think it is the right time to introduce cpz charges in the current cost of living crisis. Residents in haringey do not want to pay this additional, unnecessary and unwanted extra cost. With the failing government not being able to provide enough support for people in this country, adding an extra charge on top of the utility spending will be a huge blow.</p> <p>On the 'statutory consultation' letter, it suggests that 53.6% do not support and 38.2% support. This result is decisive and people have spoken. It baffles me why the council still decides to introduce cpz when the result is clear? I get the feeling that the council takes this action against people's will.</p> <p>In addition, introducing cpz can only pose a negative impact on the business on hornsey high street, which has been undergoing hard times over the past few years. This can only hinder the business recovery in the high street in this recession-looming time. I have also noticed that there have been significant objections in the local community (posters, stickers, online groups), among which a lot are from local businesses.</p> <p>Please listen to the feedback and reconsider this proposal. Introducing cpz can only add extra spending in this difficult time, affect local business development and it is an act of going against the will of the people.</p>
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Resident	Objection	
		<p>i live on an estate road which lies within the cpz boundary. Thus i am personally affected by the decision to introduce a cpz in my area.</p> <p>Moreover, the estate owner (haringey council) could choose to authorise the introduction of the cpz by removing estate parking, which would not require a consultation. Thus my objections should be recognized as equally valid to those from residents of roads that will be affected from the start.</p> <p>First of all, i object in general to the introduction of a cpz in hornsey north because:</p> <ol style="list-style-type: none"> 1) i need a car to transport my children but cannot afford to pay the extra cost. This scheme is being introduced when families are already facing increasing financial hardship. 2) the scheme reduces the number of parking bays. This means i might not even find a parking space, and neither will my visitors. <p>Secondly, should you decide to proceed with a cpz regardless of my objection above, i object to the introduction of all-day (8:00 to 18:30, m-f) operating hours for the cpz because it means i can't even arrange for my visitors/tradespeople to come outside of cpz hours. If the cpz is introduced, it should only be for 2 hours a day so that i can have visitors at other times.</p> <p>Less than one third of respondents in the 20 roads within the proposed area wanted all day operating hours so the introduction of all day controls is undemocratic.</p> <p>Thirdly, should you still proceed with the introduction of a cpz, regardless of my two objections above, the operating hours should be 12:00 to 14:00. This gives me the best opportunity to organise the visits i need from relatives and tradespeople.</p>

Resident	Objection	<p>I live on an estate road which lies within the cpz boundary. Thus i am personally affected by the decision to introduce a cpz in my area. Moreover, the estate owner (haringey council) could choose to authorise the introduction of the cpz by removing estate parking, which would not require a consultation. Thus my objections should be recognized as equally valid to those from residents of roads that will be affected from the start.</p> <p>First of all, i object tout court to the introduction of a cpz in hornsey north because 1) i need a car to transport my children but cannot afford to pay the extra cost, i am already struggling to pay my bills; 2) the reduced number of parking bays means i might not even find a parking space, and neither will my visitors. 3) i rely on support from family but i cannot afford to pay for visitor permits. The system is discriminatory and affects people like me who can't afford to pay most.</p> <p>Secondly, should you decide to proceed with a cpz regardless of my objection above, i object to the introduction of all-day (8:00 to 18:30, m-f) operating hours for the cpz because it means i can't even arrange for my visitors to come outside of cpz hours. I won't be able to have visitors even though i depend on them. If the cpz is introduced, it should only be for 2 hours a day so that i can have visitors at other times. Less than one third of respondents in the 20 roads within the proposed area wanted all day operating hours so the introduction of all day controls is undemocratic.</p> <p>Thirdly, should you still proceed with the introduction of a cpz, regardless of my two objections above, the operating hours should be 12:00 to 14:00. This gives me the best opportunity to organise the visits i need.</p>
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Resident	Objection	<p>Hello haringey traffic orders i hope you are all well.</p> <p>Following the consultation about the proposed cpz in hornsey north, i am detailing my feedback below:</p> <ol style="list-style-type: none"> 1. If the proposed cpz goes ahead, how is the money raised from the proposed cpz going to be spent, if according to a legal ruling in barnet, it is illegal for councils to use such money for raising revenue? 2. Why is haringey rolling this out now, adding more expenses to residents' budgets at a time of profound economic hardship and uncertainty for everyone? Is this how a democratic council behaves towards its residents? 3. Haringey has legitimised this latest cpz by acting on only 10% of respondents, how is this fair and representative of the area's residents? I understand that other london councils use 30% instead of 10%, shouldn't haringey be rethinking its parameters of representative data before proceeding to use, some would say waste, our council tax that we all work hard to pay. 4. Who is supervising this exercise to check for accuracy of results collated? Can the council make all these findings available to all residents for transparency sake rather than expecting residents to believe their findings? 5. If the cpz goes ahead, why do i have to pay for this imposed annual permit when my partner and i are retired and in receipt of disability benefits. 1. 6. Why do we have to pay for day permits for visitors and repair engineers to my house if this cpz goes ahead? 2. 7. I did not receive the consultation letter in february 2021 and was unaware of the consultation. 3. 8. I understand that the consultation letter 24th february 2021 stated, "residents and local groups have written to us stating that parking pressures are now more intense in the area." A foi request revealed that only six (!) People had corresponded with the council regarding parking over the previous three years, arguably none requesting a cpz and none of the local groups referred to at all. Clearly, the consultation is not resident-led but council-led. Haringey council has misrepresented its residents. 4. 9. I was unaware that multiple responses were accepted per household. This was not mentioned in the consultation letter dated 24 february 2021. This put my family at a disadvantage compared to people who did submit multiple responses. 5. 10. The statutory consultation letter reports that 307 of the residents in the east of the hornsey north area responded to the consultation. It does not report that the response rate for the area with 2629 households and businesses was just 11.5%. Haringey council did not report this figure as it would have demonstrated that there is very little support for a cpz. Furthermore, as many of the responses would likely have been multiple votes from the same household, the 10% required response rate would not have been reached. 6. 11. The map used in the public engagement letter 13th july 2022 indicates all roads in favour of cpz but only 1 of the eight roads against cpz. This gives residents a distorted impression. There were many other roads not included in this map which had voted against a cpz 7. 12. We asked haringey council's parking schemes department to confirm what the present total length of public highway kerbside where parking is permitted, and what will be the length of public highway kerbside marked for parking permitted to resident permit holders and permit holders following the introduction of the hornsey north cpz? Their answer- they don't
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		<p>know. So how can they tell us parking will be improved when they don't know how many spaces will be lost?</p> <p>8. 13. The council has shown bias in its approach, and relevant information was omitted from the consultation letter. News that the area could be split, a map indicating which roads were under consultation, the permit cost and, crucially, who was eligible to participate. The map that was eventually produced was out of date by 13 years and did not consider the new developments in the area.</p> <p>9. 14. The consultation process has revealed numerous flaws in haringey's parking policy and a catalogue of errors and discrepancies in the homsey north consultation process. No haringey resident can be confident in any data used to justify the implementation of the cpz or, indeed, of the competence of the parking schemes department.</p> <p>10. 15. I know of hard working neighbours who need vans for their jobs, is haringey council going to penalise working people for the vans they need to work by making them pay the cpz?</p> <p>11. 16. They told us we, the residents, asked for the consultation, but we didn't. (well, apparently, two people did.) When we called haringey council out on this point, they told us they were led by the councillors. We put this to our councillors; not only was this not the case, but our ward councillors also had very little involvement and did not know about the final decision until we did.</p> <p>1. 17. The council website states '1 vote per household'; however, it turns out they accept multiple responses per household. Why is this important? Because in the zone where they are proposing a cpz, only 11.4% of households or residents (who knows) responded, just 1.4% over the required threshold of 10%. Any less than 10%, the scheme would have been abandoned.</p> <p>2. 18. This scheme is being introduced when families are facing increasing financial hardship.</p> <p>3. 19. The scheme will undoubtedly hurt local businesses and shops in times of economic uncertainty and rising costs.</p> <p>4. 20. Since yellow lines and other markings will reduce parking spaces, there is no guarantee that parking will be any more accessible than it now is.</p> <p>5. 21. There are numerous and consistent discrepancies in the data that haringey council's parking schemes department publishes. We have highlighted five errors in the public engagement letter. We have informed the parking schemes manager of these errors, and he has apologised. However, this is not good enough whether you favour a cpz or not. How can we be sure that any of the information they supply us with is accurate or verifiable?</p> <p>6. 22. The traffic management act (tma) 2004 is a crucial piece of legislation for parking management. The tma requires that arrangements be based on the principles of fairness, consistency and transparency. The consultation, the analysis and the proposed implementation of the cpz have been everything but.</p> <p>23. The zone has been split into 2. This possibility was not mentioned in the consultation letter of february 2021.</p> <p>12. 24. Only 305 people out of 2629 households in the proposed zone responded, with just 163 in favour of a cpz.</p> <p>13. 25. While my household has not owned a car for many years, i feel we are being penalised with this proposed cpz by having to pay an annual permit for friends and visitors and trades people.</p> <p>14. As a result of the above points, i strongly object to this cpz and feel that the best thing is for it to be declared null and void and for haringey council's parking schemes dept to concentrate on understanding what local democracy entails, not imposing ill</p>
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		thought out schemes for dubious purposes but actually focussing on how to support haringey residents in these tough times. 15. Many thanks 16. Marina sanchez 17. (141 nightingale lane, n8 7lh)
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Resident	Objection	<p>1. If the proposed cpz goes ahead, how is the money raised from the proposed cpz going to be spent, if according to a legal ruling in barnet, it is illegal for councils to use such money for raising revenue?</p> <p>2. Why is haringey rolling this out now, adding more expenses to residents' budgets at a time of profound economic hardship and uncertainty for everyone? Is this how a democratic council behaves towards its residents?</p> <p>3. Haringey has legitimised this latest cpz by acting on only 10% of respondents, how is this fair and representative of the area's residents? I understand that other london councils use 30% instead of 10%, shouldn't haringey be rethinking its parameters of representative data before proceeding to use, some would say waste, our council tax that we all work hard to pay.</p> <p>4. Who is supervising this exercise to check for accuracy of results collated? Can the council make all these findings available to all residents for transparency's sake rather than expecting residents to believe their findings?</p> <p>5. If the cpz goes ahead, why do i have to pay for this imposed annual permit when my partner and i are retired and in receipt of disability benefits.</p> <p>1. 6. Why do we have to pay for day permits for visitors and repair engineers to my house if this cpz goes ahead?</p> <p>2. 7. I did not receive the consultation letter in february 2021 and was unaware of the consultation.</p> <p>3. 8. I understand that the consultation letter 24th february 2021 stated, "residents and local groups have written to us stating that parking pressures are now more intense in the area." A foi request revealed that only six (!) People had corresponded with the council regarding parking over the previous three years, arguably none requesting a cpz and none of the local groups referred to at all. Clearly, the consultation is not resident-led but council-led. Haringey council has misrepresented its residents.</p> <p>4. 9. I was unaware that multiple responses were accepted per household. This was not mentioned in the consultation letter dated 24 february 2021. This put my family at a disadvantage compared to people who did submit multiple responses.</p> <p>5. 10. The statutory consultation letter reports that 307 of the residents in the east of the hornsey north area responded to the consultation. It does not report that the response rate for the area with 2629 households and businesses was just 11.5%. Haringey council did not report this figure as it would have demonstrated that there is very little support for a cpz. Furthermore, as many of the responses would likely have been multiple votes from the same household, the 10% required response rate would not have been reached.</p> <p>6. 11. The map used in the public engagement letter 13th july 2022 indicates all roads in favour of cpz but only 1 of the eight roads against cpz. This gives residents a distorted impression. There were many other roads not included in this map which had voted against a cpz</p> <p>7. 12. We asked haringey council's parking schemes department to confirm what the present total length of public highway kerbside where parking is permitted, and what will be the length of public highway kerbside marked for parking permitted to resident permit holders and permit holders following the introduction of the hornsey north cpz? Their answer- they don't know. So how can they tell us parking will be improved when they don't know how many spaces will be lost?</p> <p>8. 13. The council has shown bias in its approach, and relevant information was omitted from the consultation letter. News that the area could be split, a map indicating which roads were under</p>
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consultation, the permit cost and, crucially, who was eligible to participate. The map that was eventually produced was out of date by 13 years and did not consider the new developments in the area.

9. 14. The consultation process has revealed numerous flaws in haringey's parking policy and a catalogue of errors and discrepancies in the hornsey north consultation process. No haringey resident can be confident in any data used to justify the implementation of the cpz or, indeed, of the competence of the parking schemes department.

10. 15. I know of hard-working neighbours who need vans for their jobs, is haringey council going to penalise working people for the vans they need to work by making them pay the cpz?

11. 16. They told us we, the residents, asked for the consultation, but we didn't. (well, apparently, two people did.) When we called haringey council out on this point, they told us they were led by the councillors. We put this to our councillors; not only was this not the case, but our ward councillors also had very little involvement and did not know about the final decision until we did.

1. 17. The council website states '1 vote per household'; however, it turns out they accept multiple responses per household. Why is this important? Because in the zone where they are proposing a cpz, only 11.4% of households or residents (who knows) responded, just 1.4% over the required threshold of 10%. Any less than 10%, the scheme would have been abandoned.

2. 18. This scheme is being introduced when families are facing increasing financial hardship.

3. 19. The scheme will undoubtedly hurt local businesses and shops in times of economic uncertainty and rising costs.

4. 20. Since yellow lines and other markings will reduce parking spaces, there is no guarantee that parking will be any more accessible than it now is.

5. 21. There are numerous and consistent discrepancies in the data that haringey council's parking schemes department publishes. We have highlighted five errors in the public engagement letter. We have informed the parking schemes manager of these errors, and he has apologised. However, this is not good enough whether you favour a cpz or not. How can we be sure that any of the information they supply us with is accurate or verifiable?

6. 22. The traffic management act (tma) 2004 is a crucial piece of legislation for parking management. The tma requires that arrangements be based on the principles of fairness, consistency and transparency. The consultation, the analysis and the proposed implementation of the cpz have been everything but.

23. The zone has been split into 2. This possibility was not mentioned in the consultation letter of february 2021.

12. 24. Only 305 people out of 2629 households in the proposed zone responded, with just 163 in favour of a cpz.

13. 25. While my household has not owned a car for many years, i feel we are being penalised with this proposed cpz by having to pay an annual permit for friends and visitors and trades people.

14. As a result of the above points, i strongly object to this cpz and feel that the best thing is for it to be declared null and void and for haringey council's parking schemes dept to concentrate on understanding what local democracy entails, not imposing ill thought out schemes for dubious purposes but actually focussing on how to support haringey residents in these tough times.

15. Many thanks

16. Simon barton chapple

17. (141 nightingale lane, n8 7lh)

Resident	Objection	<p>I live on an estate road which lies within the cpz boundary. Thus i am personally affected by the decision to introduce a cpz in my area. Moreover, the estate owner (haringey council) could choose to authorise the introduction of the cpz by removing estate parking, which would not require a consultation. Thus my objections should be recognized as equally valid to those from residents of roads that will be affected from the start.</p> <p>First of all, i object tout court to the introduction of a cpz in hornsey north because 1) the cost of parking and visitor permits is unaffordable for a large number of local residents and is an unacceptable additional burden at a time when many are struggling to pay for rent, food, heating, and children's needs, as well as other costs. 2) the quite extensive reduction in the number of parking bays means that the parking pressures will actually increase rather than lessen, and threatens a situation where essential support people like care workers and tradespeople are unable to find places to park and cannot provide their urgently required services to local residents. The statement on the consultation page 'introduction of cpz controls into public highway roads will prioritise parking and ease local parking pressures for residents and businesses' is thus completely misleading. 3) the impact on isolated and struggling residents who rely on support from parents or friends will be particularly hard if they cannot afford to pay for visitor permits, and visitors are unable to find a parking space even where a permit is available. 4) the large number of people in the local area who are not fluent in english and/or do not have access to internet services, and the lack of support services for such people, means that many will struggle to access the permit system and may then be subject involuntarily to unaffordable fines. 5) the system is discriminatory and will affect the poorest, most marginalized, and least able disproportionately.</p> <p>Secondly, should you decide to proceed with a cpz regardless of my objection above, i object to the introduction of all-day (8:00 to 18:30, m-f) operating hours for the cpz because it removes the option for those for whom visitor permits are unaffordable to arrange for visits from carers, tradespeople, friends, and relatives outside of cpz hours. It is discriminatory, because it facilitates visitor parking for those who have sufficient funds to pay, while making it extremely challenging for those who need services and support most. In order to maintain the present options for visitors for as wide a group of residents as possible, in the event of the cpz being introduced, the operational hours should be restricted to a 2-hour window.</p> <p>Only 29% of respondents in the 20 roads within the proposed area opted for all day operating hours, 58% wanted either no hours or 2 hours even when the 'no hours' responses are discounted, less than half of respondents opted for all-day controls. Thus introduction of all day controls is both undemocratic and against the spirit, if not the letter of interpretation, of the initial consultation.</p> <p>Thirdly, should you still proceed with the introduction of a cpz, regardless of my two objections above, the operating hours should be 12:00 to 14:00. This provides the maximum opportunity for residents to organise visits from service providers and tradespeople, as well as for those collecting children to take them to, and bring them home from school, or to take care of them during school holidays.</p>
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Resident	Objection	<p>I live at newland rd, n8 and i object to the cpz that you wish to introduce in homsey north.</p> <p>Although i live on the newland rd estate where i shouldn't be affected, the parking is very limited here and sometimes we need to park further up newland rd where you want to introduce cpz.</p> <p>I would be keen that you have a system in place to not allow more than 1 car permit per residence on the estate put into play. In addition, there is room for at least 3 more car spaces on the estate and i see that you wish to remove the 4 spaces that are at the approach of the estate which are currently part of our permit area.</p> <p>Please reinstate these - see the circled area on the attached map.</p> <p>I think the cpz will have a negative impact on several people especially those struggling enough at the moment, carers and visiting health workers, but also people wanting to walk their dogs in the park, pick up kids from school, not to mention shoppers which will see the high rd lose revenue too.</p> <p>If cpz goes ahead it should only be for a couple of hours in the day such as it is elsewhere in the area, from 12-2pm.</p> <p>Kindly take notice of my objection to introducing cpz parking in the hornsey north area.</p>
Resident outside	Objection	<p>I am writing about the proposed extension of the hornsey north cpz that has been put forward to residents.</p> <p>As someone who lives in the area i am strongly opposed to this proposal for the following main reasons:</p> <ul style="list-style-type: none"> - it will put extra pressure on the surrounding roads causing congestion problems. - the extra charges involved put increased financial pressure on families and individuals who are already struggling with the rise in the cost of living and costs of gas and electricity. <p>I would be grateful if you could reconsider this proposal.</p>

Resident	Objection	<p>The map used in the public engagement letter dated 15th July 2022 indicates all roads in favour of cpz, but indicates only one of eight roads against cpz, this gives the residents a distorted impression.</p> <p>The council have failed to consider the additional unnecessary cost for households, in a time of financial crisis. With ever increasing energy prices, food and other essential goods, many residents including my household will not be able to afford a permit that does not even guarantee a parking space.</p> <p>I was unaware that multiple responses were accepted per household, this was not mentioned in the consultation letter dated 24th February 2021. This has put my family and many others at a disadvantage compared to residents who did submit multiple responses.</p> <p>My family need our car to travel to work & already struggling with the cost of living, adding unnecessary cost of parking is not necessary.</p> <p>I'm my daughters full time carer and have other carers and family members who come to give me some respite who will be unable to afford visitors permit.</p> <p>No business on Hornsey High St in the planned cpz zone had ever received any correspondence about the cpz, even though the original consultation letter was addressed to residents or businesses.</p> <p>Many of the businesses on Hornsey High Street are small independent family run and will most certainly be effected if the cpz was to be approved.</p> <p>The consultation process of Hornsey North cpz, has revealed numerous flaws, errors and discrepancies. Haringey residents can not be confident in any of the information used to justify implementing of the cpz.</p>
Resident	Objection	I fully object to the Hornsey North cpz proposal

Resident outside	Objection	<p>To whom it may concern,</p> <p>i am writing to you as i wholly object to the planned hornsey north extension cpz that is being driven by haringey council on the following grounds</p> <p>1. Haringey council has misrepresented its residents in the initial consultation communications. The consultation letter dated 24th february 2021 stated, “residents and local groups have written to us stating that parking pressures are now more intense in the area.” A foi request revealed that only six people had corresponded with the council regarding parking over the previous three years, arguably none requesting a cpz and none of the local groups referred to at all. Clearly, the consultation is not resident-led but council-led. Haringey council has misrepresented its residents.</p> <p>2. The council has shown bias in its approach. Relevant and key information was omitted from the consultation letter. News that the area could be split, a map indicating which roads were under consultation, the permit cost and, crucially, who was eligible to participate. The map that was eventually produced was out of date by 13 years and did not consider the new developments in the area. The council has also provided mixed messaging throughout the process in who will and will not be eligible for permits and/or visitor permits, and which streets are and are not included. This is especially significant as there are car-free developments located within the cpz zone, and residents of these developments were not informed they would not be eligible for permits, nor even included formally in the consultation process.</p> <p>3. Proposal is not supported by a majority of respondents, and the zone has subsequently been modified from what was proposed. Per point (2) the proposal was for a single zone. When the overall data did not support the haringey council’s preferred outcome (i.e implementation) the data was manipulated and the zone split. From the 2022 t62 - hornsey north extension online portal, it clearly states (in multiple places) “the result of the public engagement showed that, although a majority of respondents from the overall area did not support the introduction on daily parking controls.”</p> <p>4. Haringey breached it’s own policy for consultations. Firstly, multiple responses were accepted per household. It was not mentioned in the consultation letter dated 24 february 2021 that multiple responses would be accepted. In fact, the haringey council, in faq’s specifically states that “examples, where returned forms may be considered invalid, include multiple returns per household and questionnaires not linked to an address.” The cpz analysis reports a road called "not stated". Ward councillors have also reported they were not involved in the final decision, this is three clear examples of where this consultation is in contradiction with stated council policy.</p> <p>5. There can be no confidence in data that has been collected poorly, and manipulated in such an obvious fashion. As someone who works with, and oversees the integrity of data collected and reported, it is clear that there can be no confidence in the results presented.</p> <p>5.1. The statutory consultation letter reports that 307 of the residents in the east of the hornsey north area responded to the consultation. It does not report that the response rate for the area with 2629 households and businesses is therefore just 11.5%. Haringey council did not report this figure as it would have demonstrated that there is very little support for a cpz. Furthermore, some of the responses would likely have been multiple votes from the same household, the 10% required response rate would not have been reached.</p>
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		<p>5.2. The data has been changed multiple times due to “errors”. The % responses both for and against implementation of the cpz were different in the July and October communications. These errors have not been explained.</p> <p>5.3. The map used in the public engagement letter in July 2022 indicates all roads in favour of cpz but only 1 of the eight roads against cpz. This is a clear manipulation of the messaging to residents to support the council's position on wanting to implement the cpz. There were many other roads not included in this map which had voted against a cpz</p> <p>5.4. The number of responses has been reported as ‘over 1000’ (July 22) and ‘1000’ (October 22) – which is correct?</p> <p>6. The current permit system is broken and should be fixed before the implementation of any new cpz. There are numerous posts on local social media groups complaining about the virtual permit system. Purchasing them is difficult (often impossible when the website doesn't work). Residents are being issued penalty notices when they have paid for permits, these mistakes adding undue stress and hardship to residents who then have to challenge the notices (also a complicated process). Haringey Council is aware of the issues, with many councillors involved in these conversations on social media.</p> <p>7. Local businesses and ward councillors weren't consulted. The Council has stated that local businesses were consulted, when many local businesses have confirmed, like many residents, they were not included in the consultation process. It has also been communicated that only a single councillor was involved in the final decision (a fourth example of breach of Council's own processes, per point (4))</p> <p>Overall, the consultation process has been conducted poorly, in breach of stated Council policy and without transparency. Not all residents within the proposed zone were even included in the process, and some were misinformed as to what the cpz would mean for them. The data collected has then been manipulated to support the Council's preferred outcome of implementation of the cpz. Requests for information to support the Council statements have also been requested, and not provided by the Council, implying that the foundation of the whole consultation may be false.</p>
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Resident	Objection	<p>To whom it may concern,</p> <p>i am a resident and property owner at miles road, hornsey, n8 and i am writing to formally raise my concerns and object to the proposed hornsey north cpz that the council wish to implement.</p> <p>My objections are based on the following:</p> <p>i purchased my property in october 2021 and at the time, searches conducted by my solicitor and enquiries made to haringey council resulted in me being advised parking was free of charge which is the information haringey council provided. The local estate agent based on the high street in hornsey also advised the same information and no-one was made aware by haringey council there were plans to implement a cpz which meant i as a potential resident would not be entitled to a parking permit, nor was i made aware of the previous consultation that took place in 2017. Had i been made aware of this, i would simply never have purchased the property. I'm deeply concerned by the legality of this as haringey council failed to make this known during the solicitor's legal search process.</p> <p>Following the covid-19 pandemic, many businesses have relinquished their permanent offices and working-from-home has become a permanent fixture in many people's lives, including my own. It's simply not reasonable to expect that people now work full-time and don't need to park near their own home. This is huge oversight by haringey council.</p> <p>It is unreasonable for haringey council to assume that no residents in car-free developments would ever have visitors, including elderly relatives etc. And it is equally unreasonable to expect them to park many streets away. Not permitting visitor permits to those in car-free developments is simply discrimination.</p> <p>When i did become aware of the consultation process for the proposed hornsey north cpz, it has revealed numerous and multiple flaws within the process which is deeply concerning. These flaws include the following:</p> <p>the consultation letter 24th february 2021 stated, "residents and local groups have written to us stating that parking pressures are now more intense in the area." A foi request revealed that only six (!) People had corresponded with the council regarding parking over the previous three years, arguably none requesting a cpz and none of the local groups referred to at all. Clearly, the consultation is not resident-led but council-led. Haringey council has misrepresented its residents.</p> <p>I was unaware that multiple responses were accepted per household. This was not mentioned in the consultation letter dated 24 february 2021. This put me at a disadvantage compared to people who did submit multiple responses.</p> <p>The statutory consultation letter reports that 307 of the residents in the east of the hornsey north area responded to the consultation. It does not report that the response rate for the area with 2629 households and businesses was just 11.5%. Haringey council did not report this figure as it would have demonstrated</p>
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that there is very little support for a cpz. Furthermore, as many of the responses would likely have been multiple votes from the same household, the 10% required response rate would not have been reached.

The map used in the public engagement letter 13th July 2022 indicates all roads in favour of cpz but only 1 of the eight roads against cpz. This gives residents a distorted impression. There were many other roads not included in this map which had voted against a cpz.

We asked Haringey Council's parking schemes department to confirm what the present total length of public highway kerbside where parking is permitted, and what will be the length of public highway kerbside marked for parking permitted to resident permit holders and permit holders following the introduction of the Hornsey North CPZ? Their answer? They don't know. So how can they tell us parking will be improved when they don't know how many spaces will be lost?

The Council has shown bias in its approach, and relevant information was omitted from the consultation letter. News that the area could be split, a map indicating which roads were under consultation, the permit cost and, crucially, who was eligible to participate. The map that was eventually produced was out of date by 13 years and did not consider the new developments in the area.

The consultation process has revealed numerous flaws in Haringey's parking policy and a catalogue of errors and discrepancies in the Hornsey North consultation process. No Haringey resident can be confident in any data used to justify the implementation of the CPZ or, indeed, of the competence of the parking schemes department.

Ultimately, implementing this proposed CPZ would have a damning impact on local business, and the growth of our local economy will be heavily disadvantaged. It's utterly devastating not to have been made aware of the proposed CPZ when purchasing a property here and I simply cannot support your deeply flawed, biased proposal that is overwhelmingly unfair to a significant proportion of Haringey's law-abiding, council-tax-paying, contributors to the local economy.

Finally, as a young woman, I'm very concerned at the prospect of having to park my car quite far from my home, many streets away and walk home in the dark after work. Undoubtedly this proposed CPZ will have many unintended consequences, and I doubt you'll be taking accountability when crime inevitably rises as a result of this outrageous CPZ proposal.

I look forward to hearing your feedback and expect a response acknowledging receipt of my objection to the proposal of Hornsey North CPZ.

Kind regards,

Cressida Cable

Resident	Objection	<p>I am contacting you with my objections to the proposed cpz for the hornsey north area.</p> <p>It is my strong conviction that these proposed parking restrictions are being imposed on residents against their will. I say this because the results of the original cpz consultation in february 2021 were the majority of roads (18 against and 13 for) and the majority of residents (54% against and 38% for) against the creation of a controlled parking zone in the hornsey north area. Notwithstanding this clear result of a majority against the proposed cpz, we now find ourselves facing the imposition of a cpz in a smaller area, on the basis of having carved up the various roads to provide the results that haringey council was clearly looking for. Yet there has not been a new consultation covering just the roads in question. This type of manipulation of data is dishonest and misleading in the extreme and the results of such manipulations cannot be viewed as binding, since they no longer validate the question from the original consultation, which was, is the majority of the whole of the area designated as hornsey north in favour of a cpz. The answer was clearly 'no'.</p> <p>Other irregularities in the process have been identified as follows: the consultation letter 24th february 2021 stated, "residents and local groups have written to us stating that parking pressures are now more intense in the area." A foi request revealed that only six (!) People had corresponded with the council regarding parking over the previous three years, arguably none requesting a cpz and none of the local groups referred to at all. Clearly, the consultation is not resident-led but council-led. Haringey council has misrepresented its residents.</p> <p>I was unaware that multiple responses were accepted per household. This was not mentioned in the consultation letter dated 24 february 2021. This put my family and our views, which were against the implementation of a cpz, at a disadvantage compared to people who did submit multiple responses.</p> <p>The statutory consultation letter reports that 307 of the residents in the east of the hornsey north area responded to the consultation. It does not report that the response rate for the area with 2629 households and businesses was just 11.5%. Haringey council did not report this figure as it would have demonstrated that there is very little support for a cpz. Furthermore, as many of the responses would likely have been multiple votes from the same household, the 10% required response rate would not have been reached.</p> <p>The map used in the public engagement letter 13th july 2022 indicates all roads in favour of cpz but only 1 of the eight roads against cpz. This gives residents a distorted impression. There were many other roads not included in this map which had voted against a cpz</p> <p>we asked haringey council's parking schemes department to confirm what the present total length of public highway kerbside where parking is permitted, and what will be the length of public highway kerbside marked for parking permitted to resident permit holders and permit holders following the introduction of the hornsey north cpz? Their answer:they don't know. So how can they tell us parking will be improved when they don't know how many spaces will be lost?</p> <p>The council has shown bias in its approach, and relevant information was omitted from the consultation letter. News that the area could be split, a map indicating which roads were under consultation, the permit cost and, crucially, who was eligible to participate. The map that was eventually produced was out of date by 13 years and did not consider the new developments in the area.</p>
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		<p>The consultation process has revealed numerous flaws in haringey's parking policy and a catalogue of errors and discrepancies in the hornsey north consultation process. No haringey resident can be confident in any data used to justify the implementation of the cpz or, indeed, of the competence of the parking schemes department.</p> <p>Given this litany of misinformation and error, i would beg you to accept the voice of the majority and acknowledge that a cpz is neither wanted or needed in the hornsey north area. It will not improve parking issues. It will punish the poorest residents who do not have the option to create off-road parking and therefore cannot avoid paying the permit fee and any visitor permit charges.</p> <p>My other strong objection is to the imposition of the operating hours for the proposed cpz as 8.00am to 6.30pm mon - fri. For a residential road like beechwood road, which receives no through traffic and where only residents generally wish to park, the imposition of an all day restriction such as this does absolutely nothing to alleviate the pressure on parking spaces which happens overnight, not during the day. If we must have a cpz, then simply have 2 hours at some point during the day (10am - 12pm, for instance), which will deter commuters from parking during the day, but will not have such a significant impact on daily activities or visitors, and will allow tradesmen, for example, to park their vehicles for large portions of the day when they are providing building services to residents.</p> <p>If you do not take into account the legitimate concerns of residents, and you do not adhere to the rules and parameters advertised and the results reported when the initial consultation was set up, then how can we trust anything that you profess to do on behalf of the residents of the hornsey north area or indeed the residents of any part of haringey.</p> <p>Again, i beg you to abide by the results of the initial consultation for the entire area, which was a clear majority for a 'no' to a cpz in the area. Please listen to your residents.</p>
Resident outside	Objection	<p>Can i object to the proposed cpz. I live in crouch end, though not in the affected area, but think it will be bad for local businesses and will be an additional cost for people living in the roads concerned, which, with many facing higher bills, will make things more difficult financially for them. Thanks.</p>

Resident	Objection	<p>I would like to formally object to the cpz hornsey extension and enforcement.</p> <p>I live on an newland estate road which lies within the cpz boundary. Thus i am personally affected by the decision to introduce a cpz in my area. Moreover, the estate owner (haringey council) could choose to authorise the introduction of the cpz by removing estate parking, which would not require a consultation. Thus my objections should be recognized as equally valid to those from residents of roads that will be affected from the start.</p> <p>First of all, i object tout court to the introduction of a cpz in hornsey north because</p> <ol style="list-style-type: none"> 1) the cost of parking and visitor permits is unaffordable for a large number of local residents and is an unacceptable additional burden at a time when many are struggling to pay for rent, food, heating, and children’s needs, as well as other costs. 2) the quite extensive reduction in the number of parking bays means that the parking pressures will actually increase rather than lessen, and threatens a situation where essential support people like care workers and tradespeople are unable to find places to park and cannot provide their urgently required services to local residents. The statement on the consultation page ‘introduction of cpz controls into public highway roads will prioritise parking and ease local parking pressures for residents and businesses’ is thus completely misleading, it will only reduce commuters travelling. 3) the impact on isolated and struggling residents who rely on support from parents or friends will be particularly hard if they cannot afford to pay for visitor permits, and visitors are unable to find a parking space even where a permit is available. 4) the large number of people in the local area who are not fluent in english and/or do not have access to internet services, and the lack of support services for such people, means that many will struggle to access the permit system and may then be subject involuntarily to unaffordable fines. 5) the system is discriminatory and will affect the poorest, most marginalized, and least able disproportionately. <p>Secondly, should you decide to proceed with a cpz regardless of my objection above, i object to the introduction of all-day (8:00 to 18:30, m-f) operating hours for the cpz because it removes the option for those for whom visitor permits are unaffordable to arrange for visits from carers, tradespeople, friends, and relatives outside of cpz hours. It is discriminatory, because it facilitates visitor parking for those who have sufficient funds to pay, while making it extremely challenging for those who need services and support most. In order to maintain the present options for visitors for as wide a group of residents as possible, in the event of the cpz being introduced, the operational hours should be restricted to a 2-hour window.</p> <p>Only 29% of respondents in the 20 roads within the proposed area opted for all day operating hours,58% wanted either no hours or 2 hours. Even when the ‘no hours’ responses are discounted, less than half of respondents opted for all-day controls. Thus introduction of all day controls is both undemocratic and against the spirit, if not the letter of interpretation, of the initial consultation.</p> <p>Thirdly, should you still proceed with the introduction of a cpz, regardless of my two objections above, the operating hours</p>
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		<p>should be 12:00 to 14:00. This provides the maximum opportunity for residents to organise visits from service providers and tradespeople, as well as for those collecting children to take them to, and bring them home from school, or to take care of them during school holidays.</p>
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Resident outside	Objection	<p>I am writing to object to this - i understand our objections are not being considered, and despite a majority in agreement to reject this, i would like my objections to noted as a matter of record, if the council disregards our views, and goes ahead as they intended all along.</p> <p>My objections are:</p> <ol style="list-style-type: none"> 1. I was unaware that multiple responses were accepted per household. This was not mentioned in the consultation letter dated 24 february 2021. This put me at a disadvantage compared to people who did submit multiple responses as i am a single owner occupier. 2. The statutory consultation letter reports that 307 of the residents in the east of the hornsey north area responded to the consultation. It does not report that the response rate for the area with 2629 households and businesses was just 11.5%. Haringey council did not report this figure as it would have demonstrated that there is very little support for a cpz. Furthermore, as many of the responses would likely have been multiple votes from the same household, the 10% required response rate would not have been reached. 3. I do not have a car and cannot afford to pay for day permits for visitors to my house. Because of the cost of living crisis, i do not have enough income to pay for a permit or visitor's permit.the council has failed to consider the additional, unnecessary cost for householders, which will put an extra squeeze on households in the context of rising prices for energy and other essential goods. 4. There are retired couples and single people needing care who cannot afford to pay for permits for daily, essential carer/healthcare visits. This cpz clearly discriminates against elderly and vulnerable residents. <p>I object to this consultation on all the above grounds, and overall because this proposal is discriminatory to the elderly, economically vulnerable, single occupiers and those who do not have a car.</p> <p>If the council wants to get more money out of residents, charge households who have cars, larger cars and multiple cars. They are the ones who are creating issues around parking, and pollution. Not those who do not drive and only require parking for carers, visitors and tradespeople.</p> <p>The proposal should be declared null and void.</p>
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Resident	Objection	<p>Dear sir/madam,</p> <p>please find attached my objection to the proposed cpz for newland road, hornsey n8.</p> <p>I object for the reasons outlined in the attached word document.</p> <p>In addition, it is important to note that the consultation is deeply flawed and it has been suggested that parts of it could possibly even be unlawful (incl' manipulation of figures) because it absolutely does not reflect the true situation. We would request that the cpz does not go ahead at all and that if you still want to put cpz on newland rd, the the consultation be examined by an external body and if necessary, re-done.</p> <p>The comments in your responses are incorrect, confusing and misleading for many residents.</p> <p>We do not need cpz on newland road at all. This has caused a lot of anger, stress and upset for many residents many of whom have health issues, low income and english as a second language.</p> <p>There is also the safety issue for women having to scrabble around for parking after dark and walk further, alone, to their homes in an area where there have recently been violent crimes (committed by people who access the area on foot and/or park elsewhere hence implementing cpz would not reduce crime - we can into more detail explaining this if you wish). The home office has stated that they are committed to the safety of women and girls yet our local council tries to implement a scheme which can put us in danger.</p> <p>Why are all the proposed cpz areas close to the social housing areas?!</p> <p>Residents have managed perfectly fine without cpz for the last 30 years - you do not need to fix what isn't broken! This is absolutely unacceptable and goes against the grain for many many residents in this vicinity.</p> <p>We hope that you will listen carefully to what residents who live here and do not want this cpz are saying to you about this. We would consider calling a public meeting about it with our mp present.</p> <p>Can you also confirm that the estate parking areas for social housing tenants will remain free of cpz?</p> <p>Can you kindly confirm receipt of this email and the attachment.</p>
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Resident	Objection	
		<p>i am a resident of beechwood rd n8, living close to the bottom of that road. As such, by virtue of my location, like other residents in the surrounding houses, i have in recent year years - especially since the extension of the hornsey south cpz - regularly found it well-nigh impossible to park anywhere near to my house.</p> <p>For that reason, i support restricted / controlled parking in beechwood road. However, i do not support the imposition of the suggested 8:00 am - 6:30 pm, monday to friday controls.</p> <p>Having watched non-locals come and go with their cars and vans in our street for over a decade, i can say with a pretty high degree of certitude that to create what is, in effect, an 'all-working-day-all working-week' sanction would be to take a sledgehammer to crack a walnut - a completely unnecessary, over-the-top move.</p> <p>All we need in this area - not just beechwood, but nightingale, and surrounding roads - is a 2-hour slot. The controls in operation in hornsey south cpz, or the two different time restrictions across crouch end would work as well in our area as they presumably do in theirs.</p> <p>The cynics around here say on whatsapp and other groups that haringey's parking dept wants an all-day restriction because it means simply extending the existing cpz on rectory gardens to the rest of the area. A nice and elegant 'solution' as they might see it - or so the cynics say. "keeps the change in signage to a mimimum", one person said.</p> <p>I would like to think the cynics are wrong. I would like to think that our parking authorities are looking to implement what is best for local residents.</p> <p>Walk down rectory gardens any time of the day, any day of the week - as i do regularly on my way to and from the high street (see last paragraph below) - and you will see what is in effect a parking 'desert'. Rectory gardens is never... And i say it again, never... Even half full of cars. It's an utter waste of parking 'real estate'.... Equivalent to having empty council houses sitting idle when people are crying out for decent accommodation.</p> <p>Why on earth would haringey council want to extend that situation to the surrounding roads.... Unless the objective is not in fact to alleviate local residents' marginal parking problems - i.e. Removing, through a 2-hour daily time slot the more 10 or 15% of non-local cars - but something else... Like simply wanting to make it more difficult for people to own cars?</p> <p>I should make it clear that i don't actually own a car myself. I sold mine two years ago. Public transport meets almost my transport needs. But that doesn't mean that i don't have casual day visitors, or the requirement sometimes for a plumber, or electrician, or similar trade professional, to visit my house for two hours or so. Why should i now have to pay for that 'privilege'?</p> <p>I hope you'll be able to reflect carefully on my submission.</p>

Resident	Objection	<p>I would like to formally object to the cpz hornsey extension and enforcement.</p> <p>I live on newland estate road which lies within the cpz boundary. Thus i am personally affected by the decision to introduce a cpz in my area. Moreover, the estate owner (haringey council) could choose to authorise the introduction of the cpz by removing estate parking, which would not require a consultation. Thus my objections should be recognized as equally valid to those from residents of roads that will be affected from the start.</p> <p>First of all, i object tout court to the introduction of a cpz in hornsey north because</p> <ol style="list-style-type: none"> 1) the cost of parking and visitor permits is unaffordable for a large number of local residents and is an unacceptable additional burden at a time when many are struggling to pay for rent, food, heating, and children’s needs, as well as other costs. 2) the quite extensive reduction in the number of parking bays means that the parking pressures will actually increase rather than lessen, and threatens a situation where essential support people like care workers and tradespeople are unable to find places to park and cannot provide their urgently required services to local residents. The statement on the consultation page ‘introduction of cpz controls into public highway roads will prioritise parking and ease local parking pressures for residents and businesses’ is thus completely misleading, it will only reduce commuters travelling. 3) the impact on isolated and struggling residents who rely on support from parents or friends will be particularly hard if they cannot afford to pay for visitor permits, and visitors are unable to find a parking space even where a permit is available. 4) the large number of people in the local area who are not fluent in english and/or do not have access to internet services, and the lack of support services for such people, means that many will struggle to access the permit system and may then be subject involuntarily to unaffordable fines. 5) the system is discriminatory and will affect the poorest, most marginalized, and least able disproportionately. <p>Secondly, should you decide to proceed with a cpz regardless of my objection above, i object to the introduction of all-day (8:00 to 18:30, m-f) operating hours for the cpz because it removes the option for those for whom visitor permits are unaffordable to arrange for visits from carers, tradespeople, friends, and relatives outside of cpz hours. It is discriminatory, because it facilitates visitor parking for those who have sufficient funds to pay, while making it extremely challenging for those who need services and support most. In order to maintain the present options for visitors for as wide a group of residents as possible, in the event of the cpz being introduced, the operational hours should be restricted to a 2-hour window.</p> <p>Only 29% of respondents in the 20 roads within the proposed area opted for all day operating hours, 58% wanted either no hours or 2 hours. Even when the ‘no hours’ responses are discounted, less than half of respondents opted for all-day controls. Thus introduction of all day controls is both undemocratic and against the spirit, if not the letter of interpretation, of the initial consultation.</p> <p>Thirdly, should you still proceed with the introduction of a cpz, regardless of my two objections above, the operating hours</p>
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		<p>should be 12:00 to 14:00. This provides the maximum opportunity for residents to organise visits from service providers and tradespeople, as well as for those collecting children to take them to, and bring them home from school, or to take care of them during school holidays.</p>
	OBJECTION	<p>I COMPLETELY DISAGREE WITH YOUR PARKING PLANS WITH A CPZ , THIS WILL COMPLETELY MOVE ALL PARKING TO OTHER LOCAL ROADS IN THE WARNER ESTATE AREAS AS WELL AS AFFECTING THE AREAS THAT WILL HAVE THESE PARKING ISSUES , THE MAJORITY OF RESIDENTS VOTED AGAINST THIS PROPOSAL, SO WHY IS IT GOING AHEAD , THIS IS NOT DEMOCRACY!</p>

<p>Resident outside</p>	<p>Supportive</p>	<p>To ann cunningham,</p> <p>apologies for this last minute message re the proposed cpz.</p> <p>Please include south view road in the cpz with a time slot.</p> <p>Firstly in the initial consultation the question required a yes or no answer. There was no place to say 'yes' with a time slot. Streets were individually consulted without an overall picture and the information has been unclear as to what either answer would result in.</p> <p>In terms of the democratic process it seems to me that the system has been misleading.</p> <p>The proposal as it stands is very odd and unhelpful as it does not represent a coherent overall plan to resolve some of the local parking issues (some of which are the result of the all-day cpz in rectory gardens).</p> <p>Of course there are parking issues that need resolving; to impose an all-day cpz in parts of the area seems entirely constricting and will have a negative effect on many of our lives e.g. I know of a number of homes where regular visits from carers and medical support personnel are necessary and where elderly and disabled people are dependent on visitors for their well-being.</p> <p>The issues differ from street to street. It could be possible to have two time prohibited slots to support all the problems. A daytime one and an evening one to prevent or deter overnight business vehicles stopping residents from parking in their own street. An all-day slot would do nothing to prevent that.</p> <p>The whole of busy crouch end and other nearby areas function well with largely 10-12 or 2-4 restrictions. It could/should be possible to find a solution that suits the majority of residents in the affected streets.</p> <p>Given the current proposals and the cost and time used on consultation, it would be helpful to include south view road as from the street- initiated petition the majority of residents do want a cpz but with a time limit.</p>
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Resident	Objection	<p>Dear haringey council,</p> <p>i am a resident of nightingale lane and would like to respond to your statutory consultation by raising some objections to the proposed cpz. I surmise from your communication that the council is intent on imposing a levy on all car owners and fines on those unfortunate enough to need to park their vehicle somewhere hereby. Whilst i appreciate that councils are presently underfunded and feel the need to find revenue, i do not believe this is fair based on the following:</p> <ol style="list-style-type: none"> 1. I note that your initial consultation did not return the result that you desired (“53.6% do not support the introduction of a full time cpz”). In recent times, we have all learnt that democracy means we have to put up with results of surveys that we don’t like or don’t benefit us, even if the majority is only 54, 53 or 52%. However, rather than abiding by the results of this survey, you merely changed the boundaries to create a subarea that would give the results you desired. This does not follow democratic principles. 2. In the subarea, you state that “165 (53.7%) support a cpz being introduced (previously reported at 173 (56%)).” This shows that support for the controls is actually falling by over 2% between july and october. At this rate of decrease, the majority for support of the scheme will have subsided by march next year and you will be imposing a scheme that residents, by then, do not support. 3. Support in this subarea is likely to be influenced by the imposition of a previous scheme along rectory gardens some years ago. The general occupancy of parking spaces along that road is around 50-60%. There have only been problems parking along nightingale lane since you imposed this cpz – the impact of your schemes is to make parking problems worse, if not for us then for someone else, such as residents of hawthorn or linzee roads. 4. The proposed cpz includes large numbers of properties in which council tenants are housed (e.g. Campsbourne estate). In the midst of a cost of living crisis, i would suspect these are the people who can least afford to pay an annual charge on their vehicle or update a current vehicle for one with lower emissions and a lower annual charge. It seems you are penalising the less affluent members of the community unfairly. 5. You state that the scheme is part of “a london wide mayoral planning policy to encourage the uptake of sustainable modes of travel such as walking, cycling and the use of local transport”. All members of my family use local transport as much as possible. We eschew the use of the car for every journey we can but some journeys necessitate a car, which we recently bought. Your scheme does nothing to change our use, just penalises us for owning a vehicle. Furthermore, i see that there is no vehicle that will not be charged. What if a resident owns an electric vehicle? Will the scheme be withdrawn when the majority of us do own one, as may well be the case in the next decade or so? I doubt it. It will still just be a revenue-raising penalty for having purchased a vehicle. 6. As well as the residents in points 4 and 5, local businesses will also be penalised by this scheme. Two examples of businesses that will suffer are nightingale motors and zasman vets, whom i note from your map that you have neatly excluded from the proposed area. I presume to answer on their behalf, since they will not have been consulted due to this map boundary. The garage is a very friendly community business that uses some parking for customers’ vehicles; a visit to the vet’s generally
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		<p>necessitates a 20-30 minute stay and it is not often convenient to bring animals on public transport. Surely we should be supporting businesses in our local communities, not handicapping them?</p> <p>I hope that these points are taken into consideration as strong and reasoned objections to the imposition of a cpz. Should the scheme go ahead, then i sincerely hope that you take into account point 6 with regards to timing of the restrictions. There is absolutely no need for such a long window – two hours in the middle of the day is enough to dissuade non-residents from using the streets as long-term parking facilities whilst still enabling local businesses to operate with as little disruption as possible.</p>
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<p>Resident outside</p>	<p>Objection</p>	<p>I am writing to object to the statutory consultation which has not been carried out correctly</p> <p>the consultation results were that residents voted against the cpz, this should have been it. You then decided to look at road by road to make your decision and this was just a way of haringey council implementing what they have always wanted, a way to charge people extra for parking outside their homes.</p> <p>Every time there has been a consultation in hornsey it has been voted against so you manipulated the process so it works for you. One way or another you want to make money from residents who cant afford to even heat their homes, at a time that the country is in financial crisis and people have no money you want to make them pay to park outside their homes</p> <p>hornsey is one of the most deprived areas in the borough and you will make this worse</p> <p>you have failed to provide important documents showing the reduction in parking spaces from the planned cpz, if your justification is to help residents have somewhere to park why reduce the spaces, people will be paying for a permit and still have no where to park, it makes no sense, this is not being done for the residents, it is being done to generate money</p> <p>campsbourne estate was meant to have estate parking for residents, you have now changed this so you can charge people, why keep the car park outside campsfield house residents only but the car park in campsfield road will now become part of the cpz</p> <p>your calculations have been manipulated to suit you, you are counting the number of responses against the number of properties but following investigations you admitted that you allowed multiple responses from one household, so the figures are not correct.</p> <p>The council has shown bias in its approach, and relevant information was omitted from the consultation letter. News that the area could be split, a map indicating which roads were under consultation, the permit cost and, crucially, who was eligible to participate.</p> <p>The consultation process has revealed numerous flaws in haringey's parking policy and a catalogue of errors and discrepancies in the hornsey north consultation process. No haringey resident can be confident in any data used to justify the implementation of the cpz or, indeed, of the competence of the parking schemes department.</p> <p>The consultation is inaccurate and has not been carried out properly, you cannot manipulate figures for your benefit, you are lying to residents</p> <p>this must be unlawful and i hope that an investigation is carried out</p>
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<p>Resident outside</p>	<p>Objection</p>	<p>I am writing to object to the statutory consultation which has not been carried out correctly</p> <p>the consultation results were that residents voted against the cpz, this should have been it. You then decided to look at road by road to make your decision and this was just a way of haringey council implementing what they have always wanted, a way to charge people extra for parking outside their homes.</p> <p>Every time there has been a consultation in hornsey it has been voted against so you manipulated the process so it works for you. One way or another you want to make money from residents who cant afford to even heat their homes, at a time that the country is in financial crisis and people have no money you want to make them pay to park outside their homes</p> <p>hornsey is one of the most deprived areas in the borough and you will make this worse</p> <p>you have failed to provide important documents showing the reduction in parking spaces from the planned cpz, if your justification is to help residents have somewhere to park why reduce the spaces, people will be paying for a permit and still have no where to park, it makes no sense, this is not being done for the residents, it is being done to generate money</p> <p>campsbourne estate was meant to have estate parking for residents, you have now changed this so you can charge people, why keep the car park outside campsfield house residents only but the car park in campsfield road will now become part of the cpz</p> <p>your calculations have been manipulated to suit you, you are counting the number of responses against the number of properties but following investigations you admitted that you allowed multiple responses from one household, so the figures are not correct.</p> <p>The council has shown bias in its approach, and relevant information was omitted from the consultation letter. News that the area could be split, a map indicating which roads were under consultation, the permit cost and, crucially, who was eligible to participate.</p> <p>The consultation process has revealed numerous flaws in haringey's parking policy and a catalogue of errors and discrepancies in the hornsey north consultation process. No haringey resident can be confident in any data used to justify the implementation of the cpz or, indeed, of the competence of the parking schemes department.</p> <p>The consultation is inaccurate and has not been carried out properly, you cannot manipulate figures for your benefit, you are lying to residents</p> <p>this must be unlawful and i hope that an investigation is carried out</p>
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Resident	Objection	<p>To whom it may concern:</p> <p>i would like to record my objection to the proposed expansion to hornsey north cpz.</p> <p>I believe there are significant issues with the way the consultation was conducted and with the justifications for moving forward with the proposed cpz.</p> <p>The statutory consultation letter reports that 307 of the residents in the east of the hornsey north area responded to the consultation. It does not report that the response rate for the area with 2629 households and businesses was just 11.5%. Haringey council did not report this figure as it would have demonstrated that there is very little support for a cpz. Furthermore, as many of the responses would likely have been multiple votes from the same household, the 10% required response rate would not have been reached.</p> <p>Additionally, i am a resident in a flat in new river village which does not have its own parking space, but even though nrv is not a designated car-free development, i would be excluded from purchasing a permit for the new cpz. This would dramatically affect the way i am able to use my car as it would prevent me from parking it anywhere close to where i live and introduce a massive inconvenience to my life.</p> <p>I therefore would like to record my objection to the proposal for the reasons stated above.</p>
Resident	Objection	<p>I object to the proposed hornsey north cpz as it is not needed. If a few residents have to walk 5 minutes to their front door because they can't park there this will help with the obesity crisis. If a resident has to block the road to unload their groceries the supermarkets are already doing it.</p> <p>This is nothing more than a money making scheme by the labour run council.</p> <p>Given what has been happening in westminster and i don't need to go into detail ,</p> <p>i would dearly love the labour run haringey council to show an example to the rest of the country and the torie party how to look after the citizen's in your charge and not to try and squeeze more revenue from people who are suffering after 12 years of conservative mismanagement.</p> <p>Step up!!!!</p>

Resident outside	Objection	<p>I have lived in south view rd for the last 25 years and have seen various consultations on parking permits. Over the years it has been increasingly difficult to find a parking space after about 4.30pm. There has never been a problem in the day time. Recently the situation has become worse since the pcn in rectory gardens and there has been talk of creep and people are being intimidated to vote for a pcn in their road because they think if they are the only one there will be no parking spaces left. However in all consultations i understand that there has never been more then 50% in favour which we were assured in the original document would be the threshold for introducing a pcn. On the contrary there has been more than 70% against. I am at a loss to understand therefore why there's a further consultation. The portal is not user friendly and the proposed hours for the restrictions are far too long. I contrast with roads off crouch end roadway which only have 2 hour restrictions. I am totally opposed to this scheme</p>
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Resident	Objection	<p>To whom it may concern,</p> <p>please note that my original email bounced back and i've only just realised. So i do hope and trust that this is taken into consideration.</p> <p>Thank you.</p> <p>Haringey council has failed to consider the additional, unnecessary cost for householders, which will put an extra living cost on all households in the area. In context of rising prices for energy and other essential goods, this additional cost means that life is not really livable and actually even more stressful then we had thought. I along with other local do not have this disposable income and cannot afford to pay for an annual permit, nor visitors permits. Meaning that we are not be able to have visitors after 2 years of lockdowns and additional stresses. You are now trying to make life in general no worth living, why?</p> <p>I don't feel you have thought about people, it's just pocket filling and that is not helping to create a community of happy go lucky people.</p> <p>For these reasons i ask that you reconsider this outrageous suggest.</p> <p>Thank you</p>
Resident	Partlyobject	<p>I would like north view road to be included since it would absolutely impossible to park here when the proposed plan goes live. It's already a nightmare to find parking for residents in the evenings.</p>
Resident	Partlysupport	<p>I support the cpz for beechwood road but i would like a 10am - 2pm restrictions</p>
Resident	Whollyobject	<p>I often have friends and family visit at weekends and as i am not entitled to a permit as i live in smithfield sqaure how would my visitors be able to park? It's unfair, would you allow us to apply for permits? Are we not to have visitors? It more than likely force me to move out of the area</p>
Resident	Whollyobject	<p>I don't want a cpz in my neighbourhood. I see no benefit, only negatives.</p>
Resident	Whollyobject	<p>Where is anyone going to park and then cars will be constantly driving around expelling emissions which is going to cause more pollution</p>

Resident	Whollyobject	<p>I would like to object in the strongest possible terms to the imposition of a cpz. This whole process has had a pre-determined outcome from start to finish.</p> <p>There was never any case to carry out the initial public engagement exercise, with the council only able to point to a handful of requests.</p> <p>There has then been an extraordinary delay of over 18 months between that initial engagement and bringing forward the proposals.</p> <p>The numbers simply don't show support, with a majority against a cpz. However not happy with that the council decided to focus on a smaller number of roads and lo and behold a slim majority in favour was found (though further analysis shows it has become even slimmer!).</p> <p>If a cpz is to be imposed, it makes no sense at all to define an area that excludes hawthorn, north view and south view roads. These roads lead directly off the others and any problem will surely simply be concentrated on a smaller area.</p> <p>Finally, again if a cpz is to be imposed, it should be for the shortest amount of time that will solve the problem. The problem is people storing cars and vans here for long periods of time and/or parking cars here to use the station. Both of these can be solved by a two hour cpz.</p>
Resident	Whollyobject	<p>I object to the fact that in the original consultation a majority of residents who responded were against the proposal of introducing a cpz. It seems undemocratic of the council to change the goalposts and to look at the results per street. If the cpz does come in, there is no justification for it being there all day as proposed. It should be for a 2 hour period like most of crouch end is- to deter all day parkers from out of the area.</p>

Resident	Whollyobject	<p>The north hornsey cpz consultation was flawed in its concept, execution and analysis.</p> <p>Justification for the consultation exercise feb. 2021 haringey council's climate change action plan (2021) aim is: - "to roll out a resident led cpz programme and review existing cpzs to ensure that they continue to meet the demands of residents and businesses in order to maximise coverage across the borough, reduce car usage as far as possible and manage visitors to the borough by car."</p> <p>the north hornsey cpz consultation feb. 2021 states: -"residents and local groups have written to us stating that parking pressures are now more intense in the area. Concerns have been expressed about lack of available parking spaces..."</p> <p>it transpired that a mere 6 letters regarding parking had been submitted to the council over a 3 year period - none of which specifically requested a cpz. This was used as the justification for the consultation exercise.</p> <p>When challenged the council admitted it did not keep records of those who had problems with parking: supposedly there had been informal representation to local councillors. Such comments are 'hearsay' and this has virtually no standing in any formal process. The council showed itself to be on very unsure ground. The ref. To 'residents and local groups' was dropped in the subsequent cpz consultations in the west of the borough.</p> <p>Cpzs - independent assessment of their use in cutting air pollution / traffic. Hc's policy is based on the belief that cpzs reduce traffic, encourage greater use of public transport & improve air quality. This argument is cited as the justification for the introduction of cpzs - typically by councils who benefit financially by their introduction.</p> <p>I could find no independent studies which show these same beneficial results. I could not imagine that hc would base its policy of increasing cpzs without hard facts. And yet in a reply to an enquiry from me a. Bourke admitted that this was the case.</p> <p>5 years reduced to 3 years in bringing a cpz consultation only 3 years after the previous one the hc breached its own guidelines which state there should be a 5 year interval between consultations.</p> <p>How hc moved the goalposts between the previous consultation (2017) and the one in feb. 2021 - but forgot to mention this on the consultation document. The area was consulted as a single unit. The response was a clearcut rejection of a cpz. 56.4% against 38.4% for.</p> <p>The north hornsey cpz consultation feb. 2021 failed to mention that hc had changed the procedure hence allowing it to ignore the overall response to the consultation applying to the total area consulted but rather 'cherry pick' the zone and apply cpz restrictions to those roads which had voted 'yes'. I discovered this change in procedure by chance long after the consultation</p>
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had closed: no reference to this policy in the consultation document. This could have materially affected the result. This further serves to invalidate the consultation. Had we known this the outcome may have been an even greater rejection of the cpz.

Hc has responded to this point by saying that this information was available on the council's website. But who has the time, energy and persistence required to search out possible changes in procedure which might affect the outcome of the consultation? This is an 'unknown unknown.' how can you go looking for something that you do not know exists?

And, as for searching for information on hc's website, i tried to find a link from the 'search' facility to this statutory consultation page. It took me 25 mins and brought up precisely nothing!

It is unrealistic to suggest that those completing the orig. Consultation doc. Should trawl the council's website for any changes in policy since the previous consultation.

When asked for a route through the council website maze the council representative himself was unable to provide one. What hope we mere mortals?)

The changing of the procedure and the forcing through of the cpz wherever possible shows that it is the council's - not local residents' - wish to roll out cpzs across the borough .

Failure to provide translations of the consultation document and statutory consultation document.

In a reply to a query andrew bourke admitted that no translations of the above documents were made available to those whose first language was not english. This is a section of our community which is the least well off and hence most likely to be impacted by the cpz charges levied by the council. I would have thought that a labour council above all would be sensitive to ever-increasing financial demands on this sector. The fact that it did not bother to provide translations - offering the opportunity for those most impacted to give their views - indicates that its focus was on rail-roading the new cpz though. Cpzs are the gift that keeps on giving... To the council.

Clear evidence of community support?

In order for a new cpz zone to be introduced there has to be, by the council's own criteria, 'clear evidence of community support'. 163 responses of individuals in favour of the introduction of a cpz out of the 2669 residents in the 19 roads within designated cpz zone does not constitute 'clear evidence of community support'.

Failure to inform / include local shopkeepers and businesses the local shopkeepers and businesses on homsey high street did not receive the original consultation document or the statutory consultation document. Can a consultation be deemed valid if a number of local businesses who are likely to be impacted by the introduction of a cpz in their area have not received these documents?

Who was permitted officially to vote?

Hc's website states 'one vote per household'; however, multiple responses per household were accepted. A mere 11.4% of households or residents responded, just 1.4% over the required threshold of 10%. The slackness in monitoring meant that the figure could well have been tipped over the minimum 10% threshold. Any fewer votes than 10% and the scheme would have been abandoned. The council's response appears to be that they have noted this deficiency - but that doesn't matter. Where it suits the hc will ignore its own procedures.

A place to park?

The council mounted this consultation because local residents had parking problems - supposedly. The council's plans show that the proposed cpz would actually reduce the number of parking places.

The tma and what it demands.

The traffic management act 2004 requires changes in parking arrangements be based on the principles of fairness, consistency and transparency. The consultation, the analysis and the proposed implementation of the cpz have been anything but.

Who decides?

Since it is hc's policy that "decisions on whether to consult on the introduction of cpzs should remain at a local level and be ultimately determined by residents and ward councillors" if the majority of responses to the stat. Consultation are against its introduction, then the cpz should not be implemented.

A truly public consultation?

There was precious little opportunity for members of the public to engage with hc representatives on this issue. A full 7 months after the consultation ended the hc mounted an online q and a session - the majority of qs being permitted at the end of the protracted 'discussion'. 54 question remained unanswered. (despite promises these would be answered they never were.) The maps shown did not reflect the true picture of the results. The whole exercise was geared to forcing through a cpz and not acknowledging the overwhelming 'no' vote.

For the reasons cited above it is clear that the consultation process was fundamentally flawed. The feb. 2021 consultation should be summarily thrown out. At the very minimum a re-run where due process applies needs to be undertaken.

Resident	Whollyobject	<p>The proposal did not consult many, me, other residents, or even businesses in my community, we where misrepresented, the support for the cpz was proportionally lower than was claimed by the council and we where mislead by our voting rights. The restrictions and costs of the proposal are excessive, while the parking situation is suboptimal this solution is highly detrimental to both the community, business, and individuals that comprise it.</p>
Resident	Whollyobject	<p>The proposal did not consult many, me, other residents, or even businesses in my community, we where misrepresented, the support for the cpz was proportionally lower than was claimed by the council and we where mislead by our voting rights. The restrictions and costs of the proposal are excessive, while the parking situation is suboptimal this solution is highly detrimental to both the community, business, and individuals that comprise it.</p>
Resident	Whollyobject	<p>Hello</p> <p>i would like to object to the cpz extension for hornsey north. I am concerned that a cpz being imposed on the streets surrounding north view road will cause displacement of vehicles from those roads to nvr, and make an already difficult parking situation much worse for residents.</p> <p>If a cpz has to be implemented, then all the roads in the area should be included, as it will massively adversely impact the residents of the excluded roads.</p> <p>The possibility of some roads being included and others being excluded was not disclosed on the consultation documentation, so it only seems fair that these consultations are redone with all of the valid information.</p>

Resident	Whollyobject	I live on the high road and restrictions are already in place, and I don't think it's good for businesses already struggling to put more restrictions for shoppers coming into Hornsey as this will affect the whole community
Resident	Partlyobject	<p>My objection is that the proposed time of the CPV restrictions, 8 am to 6.30 is unnecessary. The objective should be to stop commuters from parking on these streets and to stop people who live elsewhere from parking work vans, 2nd cars, etc.</p> <p>All-day restrictions will mean tradespeople and people using the high street will be penalized.</p> <p>There are plenty of other areas in N8 that have less restrictive CPV.</p> <p>I would much prefer 11-1 or similar.</p> <p>I note that most people did not vote for 8-6.30 but for other less restrictive times. This should be factored into any decision-making.</p>

Resident	Whollyobject	<p>I object to the cpz, as a disabled resident i rely on carers, friends and family to help me and they need to be able to park, i will not be able to afford to get visitor permits for them to use which will mean i will be unable to get the help i need</p> <p>the consultation has been carried out incorrectly, firstly you send the consultation in the middle of the pandemic, i need help to deal with my paperwork and i could not get help at the time, there must be many more people in the same position, its ok for the healthy residents who can afford to pay and they are probably the only ones who voted for it, there are many vulnerable people, people who cant respond due to disability, language and access, these are the ones you are affecting the most by bringing in the cpz</p> <p>you have not been honest and open with the consultation, the consultation was voted no and it should be the end of it, you cant then pick out the bits you want and manipulate the figures to suit you so you can make money. You cannot use the number of responses against the number of household as you have admitted you accepted multiple responses from household although this was not allowed, therefore if you are using the figure of responses you have to use the total number of residents, this is the only way it makes sense, i cant understand that you can lawfully get away with this, i hope someone investigates this as it wrong, you are removing parking spaces and then charging people to park but there will be less space to park, it makes no sense at all, the only people who will benefit from this is haringey council, no residents will benefit from this, how can you reduce spaces to help with parking, surely you can understand that will not work, it is all about taking money from the poor, nothing more</p> <p>it is appealing that you have changed the whole consultation to suit what you want, this needs looking into as it is not what residents want, start a new consultation and be open and honest and lets see what response you get,</p>
Resident	Whollyobject	<p>I object to this proposal. I am a resident in new river village and will be very negatively affected by the proposed changes. I live in a flat in nrv which does not have a dedicated parking space. Despite nrv not being designated as a car-free development, i would be unable to purchase a parking permit under the new rules even if i wanted to, and this would effectively prevent me from parking my car anywhere close to the area where i live and present an enormous inconvenience to my daily life.</p> <p>I also have strong concerns about the way in which this process was conducted and its fairness. I do not believe that there is a strong enough justification for the introduction of a cpz based on the data the council has disclosed about the responses to the public consultation.</p>

Resident	Whollyobject	<p>I object to this proposal. Parking spaces for residents is not such a big issue as we are not near any shopping areas. I'm not registered disable but gave a heart condition and mobility issues and am a carer for my mother who lives in crouch end. I rely on a car during the day, evenings and weekends to visit her take over shopping and gp and hospital appointments. I rely on online shopping and deliveries. We are being hit by a cost of living crisis and cannot afford the costs of permits. Cpz will not help residents and is no guarantee you will find a parking.</p>
Resident	Partlyobject	<p>The proposal of parking permits is understandable, however, i don't believe this was a fair survey as the households that don't have use of a motor vehicle were allowed to vote on a matter that does not really affect them. Not saying that they don't have a voice but if only the households with use of a motor vehicle were to vote, the vast majority would vote against having parking permits. Also, with this current economic climate, the ones who will be affected by this may not be in the best financial situation to cope with purchasing a permit along with inflation.</p>
Resident	Whollyobject	<p>The parking restrictions will significantly impact the viability of local businesses who rely on part on passing trade and the ability of customers to park. It will also impact adversely neighbouring roads outside the area, which do not have parking restrictions. This will means that vehicles will be displaced to a smaller number of roads, increasing airline congestion. Some will no longer use the shops or restaurants.</p>

Resident	Whollyobject	<p>I live in a car-free development. When i purchased my property, i made an enquiry to haringey website regarding on-street parking. I was informed that parking was free of charge. I was not informed of the plans to implement a cpz, nor was i told about the previous consultation in 2017, for which there was very little support.</p> <p>We have 2 children. We've tried car pool solutions but it is not working well in haringey, as the number of car is always limited. We have to keep the car and with this limitation it is making it impossible for us. There is no close by economic car parking solution. We were thinking as it is free to park around our house it is not a problem.</p>
Resident	Whollyobject	<p>Information on the council website indicates that only one response per household is allowed. However, the council has confirmed that multiple responses were accepted, thus distorting the so-called response rate (total responses/households vs valid responses/households). Andrew bourke, on behalf of the council, claims the policy of one response per household is "out of date" but has offered no evidence to support this. In any event, those who followed the information on the website have been disadvantaged vs those who made multiple responses per household. The overall response was, against the introduction of a cpz and, even ignoring the acceptance of multiple responses per household, the sub-area which this proposal covers returned only 305 responses from the 2669 households consulted. At 11.4%, this is only marginally more than the 10% required for the consultation to be valid (itself an unreasonably low requirement!) And, if the effect of invalid multiple responses were to be taken into account, it is not clear that the result would be more than the required 10%. (note: despite foi enquiries regarding the number of multiple responses, the council has failed to provide this information.) In the same way, the figures indicating a preference for 8am to 6.30 pm restrictions have been manipulated. The council claims 48.2% support these hours but this is arrived at by ignoring the number who chose zero hours (i.e.no cpz). In fact only 32% selected this option - this was further distorted by the form of the question, which only offered: 10-12, 10-2pm, 8-6.30 and "other". In short, the consultation was rendered invalid by a combination of the council calculating the results using responses which information on its own website classed as "invalid" and using flawed statistical analyses of the resulting data.</p>

Resident	Whollyobject	<p>please include south view road in the cpz with a time slot.</p> <p>Firstly in the initial consultation the question required a yes or no answer. There was no place to say 'yes' with a time slot. Streets were individually consulted without an overall picture and the information has been unclear as to what either answer would result in.</p> <p>In terms of the democratic process it seems to me that the system has been misleading.</p> <p>The proposal as it stands is very odd and unhelpful as it does not represent a coherent overall plan to resolve some of the local parking issues (some of which are the result of the all-day cpz in rectory gardens).</p> <p>Of course there are parking issues that need resolving; to impose an all-day cpz in parts of the area seems entirely constricting and will have a negative effect on many of our lives e.g. I know of a number of homes where regular visits from carers and medical support personnel are necessary and where elderly and disabled people are dependent on visitors for their well-being.</p> <p>The issues differ from street to street. It could be possible to have two time prohibited slots to support all the problems. A daytime one and an evening one to prevent or deter overnight business vehicles stopping residents from parking in their own street. An all-day slot would do nothing to prevent that.</p> <p>The whole of busy crouch end and other nearby areas function well with largely 10-12 or 2-4 restrictions. It could/should be possible to find a solution that suits the majority of residents in the affected streets.</p> <p>Given the current proposals and the cost and time used on consultation, it would be helpful to include south view road as from the street- initiated petition the majority of residents do want a cpz but with a time limit.</p>
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Resident	Whollyobject	<p>I am objecting to the implementation of the hornsey north cpz on the grounds that the consualtion has not been carreid out unfairly. Haringey's parking schemes department to has used the inadequacies of the parking schemes policy to implement a cpz through the back door.</p> <p>Of the numerous examples of misleading information, inaccuracies, procedural flaws and the most shocking of them all is the question of who is eligible to respond.</p> <p>Haringey council's parking schemes department is keen to point out that they got a 23% response rate from the 4319 properties consulted (1000 responses). That calculation is correct if you count properties. They eventually admitted they included multiple responses per household. Let's say, for example, that an average of 3 adults live in each property. That is a response rate of just 7.71%. Lower than the 10% required to progress the scheme.</p> <p>The response rate from the 19 roads east of the zone, where the cpz is being implemented, was 308 from 2629 households. With an average of 3 people per household - 7887 residents equates to a response rate of 3.9%. Much much lower than the required 10%. Even if it was only two adults per house, it's just 5.85%.</p> <p>At some stage, haringey council decided to change the one response per household to as many as you like per household, without mentioning it.</p> <p>Just 165 people (not households) from nightingale lane down to the new river development are in favour of a cpz. 22 more than weren't. That's 22 people deciding the fate of maybe 7887 people. They have failed to balance the positive impact of the scheme on very few people against the negative impact on many. How is that democratic? This scheme should not be taken any further.</p> <p>.</p>
Resident	Whollyobject	<p>Objections to the new parking restrictions being done on the local streets.</p>

Resident	Whollyobject	<p>To whom this may concern,</p> <p>i would like to object to the implementation of the cpz in hornsey.</p> <p>I am part of a local football team and every year we are looking for local businesses to sponsor ourselves and obviously in return, encourage our team to spend in their premises to support local.</p> <p>Recently, we spoke to local businesses in hornsey and the majority of them gave the same reasons as to why they couldn't:</p> <ul style="list-style-type: none"> - tightening their budgets due to the current economic situation - cpz fears <p>when asked about the cpz fears, they said that they were planning for the lack of footfall in the area with the implementation of a cpz which will drive consumers to larger chain businesses, rather than shops in the local area. They mentioned that, at no point were they consulted on this cpz and that "the council refuse to see the damaging implications of what it will do to their business". They also stated that from the results, the local residents voted against the cpz on the whole, with 53% of residents voted against it thus meaning the council are going against the local residents and also the local businesses. What's the point in democracy if the people vote against something, that gets pushed through regardless?</p> <p>Bringing in something like this during a cost of living crisis is immoral, unwanted and could mean the end for a lot of local businesses in hornsey, which has a knock on affect for teams like ourselves as we find it harder to get sponsorship.</p> <p>Please withdraw this proposal immediately</p>
Visitor	Whollyobject	<p>I strongly object to this proposal of extending the north hornsey cpz as this will make it impossible to park anywhere near the high street where many businesses will suffer due to lack of trade and in the inability to park close by. There is nowhere suitable within a close proximity to now park if this proposed extension goes ahead and i believe it will hugely affect the area.</p>

Resident	Whollyobject	<p>There appears to be flows in the process leading to the extension of the cpz. For instance, the consultation letter 24th february 2021 stated, "residents and local groups have written to us stating that parking pressures are now more intense in the area." A foi request revealed that only six (!) People had corresponded with the council regarding parking over the previous three years, arguably none requesting a cpz and none of the local groups referred to at all. On that basis, was there really widespread concern among residents and local groups regarding the parking policy?</p> <p>Moreover, in the current context of rising prices for energy and other essential goods (and very soon soaring mortgages), the price of a permit will be again an additional cost for householders, which will put an extra squeeze on households.</p> <p>The proposal should be declared null and void.</p>
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Resident	Whollyobject	<p>What is the underlying reason for the change? It is an area which has thrived and flourished for 100s of years without a problem. What would the introduction of a restricted parking area solve? Why does haringey shamelessly rip off local residents due to the lack of intellectual capability of its staff? Simply copying what other boroughs do isn't justification for a paycheck. Never seen such a group of talentless individuals representing 1 organisation. Every single service is in deterioration and those in charge of overseeing the deterioration are expected to be the ones to find a solution. Its like hiring a pyromaniac to be a fire inspector. The intelligence is simply not present, i'm sure there is a will to do well but not the acumen and so we are in a death spiral. The individuals making the decisions are simply not qualified to do so. This is a prime example of that very point. You are elected to lead and tailor solutions not simply imitate other solutions for other areas. Stop the rot and challenge your ineffectual leaders/superiors for the sake of the borough.</p>
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Resident	Whollyobject	<p>First of all, i object tout court to the introduction of a cpz in hornsey north because 1) the cost of parking and visitor permits is unaffordable for a large number of local residents and is an unacceptable additional burden at a time when many are struggling to pay for rent, food, heating, and children’s needs, as well as other costs. 2) the quite extensive reduction in the number of parking bays means that the parking pressures will actually increase rather than lessen, and threatens a situation where essential support people like care workers and tradespeople are unable to find places to park and cannot provide their urgently required services to local residents. The statement on the consultation page ‘introduction of cpz controls into public highway roads will prioritise parking and ease local parking pressures for residents and businesses’ is thus completely misleading. 3) the impact on isolated and struggling residents who rely on support from parents or friends will be particularly hard if they cannot afford to pay for visitor permits, and visitors are unable to find a parking space even where a permit is available. 4) the large number of people in the local area who are not fluent in english and/or do not have access to internet services, and the lack of support services for such people, means that many will struggle to access the permit system and may then be subject involuntarily to unaffordable fines. 5) the system is discriminatory and will affect the poorest, most marginalized, and least able disproportionately.</p> <p>Secondly, should you decide to proceed with a cpz regardless of my objection above, i object to the introduction of all-day (8:00 to 18:30, m-f) operating hours for the cpz because it removes the option for those for whom visitor permits are unaffordable to arrange for visits from carers, tradespeople, friends, and relatives outside of cpz hours. It is discriminatory, because it facilitates visitor parking for those who have sufficient funds to pay, while making it extremely challenging for those who need services and support most. In order to maintain the present options for visitors for as wide a group of residents as possible, in the event of the cpz being introduced, the operational hours should be restricted to a 2-hour window.</p> <p>Only 29% of respondents in the 20 roads within the proposed area opted for all day operating hours, 58% wanted either no hours or 2 hours even when the ‘no hours’ responses are discounted, less than half of respondents opted for all-day controls. Thus introduction of all day controls is both undemocratic and against the spirit, if not the letter of interpretation, of the initial consultation.</p> <p>Thirdly, should you still proceed with the introduction of a cpz, regardless of my two objections above, the operating hours should be 12:00 to 14:00. This provides the maximum opportunity for residents to organise visits from service providers and tradespeople, as well as for those collecting children to take them to, and bring them home from school, or to take care of them during school holidays.</p>
Resident	Whollyobject	<p>I am concerned the cpz plans will affect north view road. I do not understand why the restriction is all day, that seems inappropriate for the area. This seems like predominantly a money making scheme and is not considering the needs of the residents.</p>

Resident	Whollyobject	<p>2022/ t62</p> <p>i would like to register my response to having cpzs installed around the area where i live. Firstly i know revenue must be made in order for our services to continue to run as well as they do but i want to list my points against the cpz process happening further around here.</p> <ul style="list-style-type: none"> * the campsbourne area does not need them. In my experience the only times we get busy/full is perhaps on a sunday when the farmers market is held at the school. * it adds further to the complications and stress of peoples lives, another set of rules to adhere to - as if we dont have enough already. Takes away another 'freedom' - simple parking outside our homes. * it stops homeless people parking their cars - temporarily - as they look for work/a place to live. I have noticed - increasingly, people using their cars as their home. Where would they go if cpz's were installed? * it would encourage some car owners to tarmac their front gardens to be able to park their car. These days with climate change very much on the agenda surely even in this part of north london with its beautiful parks, need to keep and look after all the green spaces we still have. * if cpz's were introduced into some of the local roads and not others, the roads that were free of restrictions would find that they were constantly snarled up with vehicles that would have been, generally temporarily, parked throughout the neighbourhood. Cpz by stealth!! * i would also like to bring in here our local high street shops and businesses - both hornsey high st and crouch end. These businesses need a sense of ease - for people who dont live locally or unable to walk from their homes etc - to be able to shop, eat and browse in our local neighbourhood. It would be highly detrimental to these businesses if cpz were to go ahead there.
Resident	Whollyobject	2022 t62

Resident	Whollyobject	<p>These are residential streets which do not have any justification for all day parking restrictions. The council have never explained why they deem this necessary when all of crouch end is managed with just 2 hour parking restrictions, largely to prevent commuting from the area. This is not an area where people park to commute. The all day parking restrictions on rectory gardens has resulted in multiple spare unused spaces on that road at all times of day and night. Clearly residents are not purchasing permits but parking on neighbouring roads, which has greatly impacted nightingale lane and beechwood which has caused this creep in additional parking restrictions being proposed which will no doubt in turn result in those from nightingale and beechwood parking on north view, south view and hawthorn roads leaving us with nowhere to park as the roads are already busy. This system is pitting neighbours against each other and is doubtless going to leave those of us outside of the unnecessary restricted areas with nowhere to park on our own streets. This is a quiet residential area that has always managed with what we have. This proposal is entirely unnecessary. This is on top of the introduction of the school street which has greatly increased the amount of dangerously speeding drivers on our road rushing to drop their children off just as they previously did outside of the school, not to mention the additional restrictions for the use of south view road at peak times. Furthermore, the cost at this time of financial crisis is a completely unnecessary on cost for what is not an affluent area. This is not crouch end and yet even still we are looking at greater restrictions than even they have. We don't have cars for fun, they are necessary for us to commute and to do our jobs. This is not improving our lives in any way. We have not raised this as an issue and the minute number of positive responders does not justify this change.</p>
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Resident	Whollyobject	<p>1. I live in a car-free development. When i purchased my property, i made an enquiry to haringey council regarding on-street parking. I was informed that parking was free of charge. I was not informed of the plans to implement a cpz, nor was i told about the previous consultation in 2017, for which there was very little support.</p> <p>2. The consultation letter 24th february 2021 stated, “residents and local groups have written to us stating that parking pressures are now more intense in the area.” A foi request revealed that only six (!) People had corresponded with the council regarding parking over the previous three years, arguably none requesting a cpz and none of the local groups referred to at all. Clearly, the consultation is not resident-led but council-led. Haringey council has misrepresented its residents.</p> <p>3. The council has failed to consider the additional, unnecessary cost for householders, which will put an extra squeeze on households in the context of rising prices for energy and other essential goods.</p> <p>4. Residents of unadopted roads who do not have access to parking on their own roads will not be able to buy parking permits for themselves or their visitors, and when they pay council tax to cover public roads *and* service charge to maintain their own roads, street lighting, etc, it is bitterly unfair that we will be excluded from access to the proposed cpz.</p> <p>5. The council's online parking system is notoriously dysfunctional and presents users with no end of stress, problems and unfair (and potentially unlawful) costs. No further parking controls should be implemented unless and until the council can manage the existing ones.</p> <p>6. The statutory consultation letter reports that 307 of the residents in the east of the hornsey north area responded to the consultation. It does not report that the response rate for the area with 2629 households and businesses was just 11.5%. Haringey council did not report this figure as it would have demonstrated that there is very little support for a cpz. Furthermore, as many of the responses would likely have been multiple votes from the same household, the 10% required response rate would not have been reached.</p> <p>7. Haringey council have not demonstrated the need for a cpz in hornsey north, nor have they demonstrated the public desire for one. To implement it would be deeply undemocratic, and would impose additional and unnecessary bureaucracy and expense on the council-tax-paying citizens of hornsey against their will and for no good reason. (income generated for the council is not a good reason.)</p>
Resident	Partlysupport	<p>Please include north view road in the proposed cpz or the parking situation here will become impossible due to all of the overflow from beechwood road.</p>

Visitor	Whollyobject	<p>Hc council,</p> <p>i am writing to object to the planned cpz.</p> <p>Muzo, my husbands barber, had mentioned that there is cpz being planned for hornsey despite the evidence showing the residents are against it and business owners on the high street weren't even taken into consideration.</p> <p>Hornsey high street is a great area and more often than not i would call for a manicure/pedicure in honey while lawrence is getting a haircut with muzo. We are lucky we can afford the permits but the vast majority cant, and will find it a lot harder in the near future. Local businesses need support at this time, not more hurdles to over come.</p> <p>According to documentation online from yourselves, 53.6% of residents didnt want the cpz and that percentage would have been higher if businesses were taken into consideration but they werent. I have spoken to a friend who is a lawyer and they mention that for all these types of things, the traffic management act (tma) 2004 must be taken into consideration where everything is made explicitly clear to everyone and its this proposal is far from clear to anyone. Further information shows there has been 6 complaints regarding parking in many years, 6 out of 4300 properties.</p> <p>You created an app called "buyharingey", encouraging people to buy local and this proposal will only drive people away from the area, consumers and also businesses like my great friend, muzo, and you may as well close the app as well because you are going against what you are encouraging people to do.</p> <p>Do not implement this cpz. The people in hornsey do not want this.</p>
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Visitor	Whollyobject	<p>I object to the cpz in hornsey.</p> <p>I have known muzo's for years and would visit regularly on a thursday lunchtime for a haircut in his barbers, muzo's. Last week, he was telling me about a letter he received in october about a cpz that was coming in to play in the local area.</p> <p>I am one of the fortunate ones who can afford visitor parking permits but muzo has built up a reputation for being one of the best in north london and a lot of his customers come from all over as they can't rely on public transport.</p> <p>This cpz will force muzo to move premises to somewhere else and force him to spend thousands on a refurb, all because a tiny number of people want a cpz. They haven't, as well as yourselves, thought about the affect it will have on businesses like muzo.</p> <p>When you see the figures online.... The majority of people didn't want the cpz and according to the documentation, there was no section about a east/west zones. Businesses weren't mentioned anywhere in the consultation, meaning they were ignored. The data changes in both july and october letters. In the zone where it is coming in, only 163 out of the 2629 properties voted for the cpz, which is 6.2% of the residents.</p> <p>Scrap this cpz, its not needed or wanted. There are car's sitting on two wheels, some with no tax/mot, some not moved in years, and some with clamps. If you started clearing these cars, this would make parking even easier than what it is.</p>
Other	Whollyobject	I fully object to the hornsey north cpz
Business	Whollyobject	I object to the hornsey north cpz
Business	Whollyobject	I object to the hornsey north cpz
Business	Whollyobject	I object to the hornsey north cpz

Resident	Whollyobject	<p>I object to this traffic order because it is unlawful.</p> <p>The road traffic regulation act 1984 provides the reasons for which such tmos may be made at clause 45(3). These are (a) the need for maintaining the free movement of traffic; (b) the need for maintaining reasonable access to premises; and (c) the extent to which off-street parking accommodation, whether in the open or under cover, is available in the neighbourhood or the provision of such parking accommodation is likely to be encouraged there by the designation of parking places under this section.</p> <p>However the council policy under which this tmo is made (https://www.haringey.gov.uk/sites/haringeygovuk/files/haringey_cpz_policy_-_2020.pdf) states that the policy is an important tool which contributes towards wider policy objectives. Such objectives include a less congested road network, improved road safety and a reduction in vehicle emissions, leading to improved air quality for residents.</p> <p>My reading of the council's policy is that it invokes considerations which, while potentially important, are not grounds under the road traffic regulation act 1984 to designate parking places as paying places.</p> <p>Furthermore, the mixed results from the informal survey are not sufficient to demonstrate the level of need required by clause 45(3).</p> <p>In summary, the tmo is motivated by policies concerning emissions which are far wider than road traffic regulation act 1984 allows, and in any case are not supported by evidence.</p>
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Other	Whollyobject	<p>Haringey council</p> <p>i am writing to object to the cpz that is aiming to be implemented into homsey (north).</p> <p>I am currently in a full time position and trying to care for my elderly grandmother who lives in new river. I call in as often as i can and try my best to call in as often as i can as she relies on my wife and me to do things such wash, cook and clean.</p> <p>We don't earn a lot, hence why we can't afford better care for her and its embarrassing for me to write this but please don't bring this cpz into homsey as we can't afford i the visitor parking. If it does come into play, we won't be able to park nearby, meaning less calls to see her and less care for her as we will need to park elsewhere, walk further to get to and from work.</p> <p>The facts are clear as well.</p> <ol style="list-style-type: none">1. The residents didn't want this cpz2. Out of 4300 residents, only 23% replied to it, less than that wanted it.3. An foi shared to us showed there has been 6 complaints about parking in 3 years.4. Local businesses weren't consulted. <p>Please stop this madness.</p>
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Resident	Whollyobject	<p>Subject: hornsey north cpz.</p> <p>To whom it may concern,</p> <p>i am writing to you to object to the planned cpz that is being pushed by haringey council on the following grounds.</p> <p>1. 4319 properties and only approx 1000 responses in the whole area.</p> <p>If we were basing this on the letter that states 1000 responses (see point number 6), 1000 responses from 4319 residents is a response rate of 23.15%. Not even 25% of people responded to this proposal so clearly there is no demand for this cpz if people don't respond, let alone vote in favour of it.</p> <p>2. No mention of an east and west zone during initial proposal. From the documents online dated in feb 2021, there was never any mention of any split if there was a majority in a certain area or not. This similar scenario to this would be like brexit where certain areas had to go along with the democratic vote on the whole. The majority of people in northern ireland and scotland voted remain, yet all had to leave due to the total number of votes for brexit. The same logic has to be applied here, the people voted against this cpz and that should be the final decision, and definitely when there was no mention of a east/west zone.</p> <p>3. The data is constantly being changed due to "errors" Part 1.</p> <p>In the letter dated in july 2022, the letter stated that 56% of people, in the area where the cpz is looking to be implemented, voted for the cpz. In the letter stated in october, it went down to 53%, with no reason said to why this error was being made. With this in mind, there is no confidence to the data being correct in any way, shape or form.</p> <p>4. The data is constantly being changed due to "errors" Part 2.</p> <p>In the letter dated july 2022, it stated 52.9% of people (529 votes) didn't support a cpz in the whole area. In the letter dated october 2022, it states that 53.6% of people didn't support the cpz in the whole area. Again the data isn't consistent and no reason again show to why the figures had been changed.</p> <p>5. The data is constantly being changed due to "errors" Part 3.</p> <p>Both the public engagement letter dated 13 july 2022 and the statutory consultation notice dated 19 october 2022 state that beechwood road will be included in the proposed cpz scheme. However, the document on the portal, "proposed written order (1)", does not include beechwood road as eligible for permits. Again, another example of the information being sent to residents is incorrect.</p> <p>6. The data is constantly being changed due to "errors" Part 4.</p> <p>In the letter dated july 2022, it states "we have received over 1000 responses" and on the letter dated october 2022, it states "we have received 1000 responses". One says "over", the other was very specific. Again, another example of the data being unreliable.</p> <p>7. 6 complaints in 3 years doesn't mean there is "high pressure from residents".</p> <p>The initial statement from the council was that there was high pressure from local residents who said parking was getting more difficult. A foi shows that there was 6 complaints from residents in 3 years, none of which stated they wanted a cpz. If there was more of a focus to remove cars that have no car/tax or are not</p>
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		<p>road worthy in the area, there would be more space for all.</p> <p>8. Local businesses weren't consulted on this. Local businesses were never consulted on the cpz coming in at any stage of the process which is scandalous. At a time when businesses need all the help they need in order to compete, a cpz is a killer blow to them, the high street and the local economy. No reason has been given as to why they weren't consulted on according to the business owners.</p> <p>9. Not making residents aware that they can't get parking permits or visitor passes. It was not made clear at any stage during the process that residents in certain developments affected by the implementation of the cpz, were told that they couldn't apply for any sort of parking, even visitor passes/permits. If this was stated, a lot more residents would have responded as they weren't made aware that the cpz would affect them.</p> <p>10. Ward councillors for the area said they weren't consulted on the final decision apart from cllr seema chandwani, none of the other ward councillors were consulted about the final decision about the final decision, and cllr chandwani was the only one to approve it. Again, another flaw in the procedure. The traffic management act (tma) 2004 is a crucial piece of legislation for parking management. The tma requires that arrangements be based on the principles of fairness, consistency and transparency. As you can see with this proposal, this process has lacked fairness, consistency and transparency from the very start to this point.</p>
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Resident	Whollyobject	<p>Subject: hornsey north cpz.</p> <p>To whom it may concern,</p> <p>i am writing to you to object to the planned cpz that is being pushed by haringey council on the following grounds.</p> <p>The council has failed to consider the additional, unnecessary cost for householders, which will put an extra squeeze on households in the context of rising prices for energy and other essential goods.</p> <p>The statutory consultation letter reports that 307 of the residents in the east of the hornsey north area responded to the consultation. It does not report that the response rate for the area with 2629 households and businesses was just 11.5%. Haringey council did not report this figure as it would have demonstrated that there is very little support for a cpz. Furthermore, as many of the responses would likely have been multiple votes from the same household, the 10% required response rate would not have been reached.</p> <p>The consultation process has revealed numerous flaws in haringey's parking policy and a catalogue of errors and discrepancies in the hornsey north consultation process. No haringey resident can be confident in any data used to justify the implementation of the cpz or, indeed, of the competence of the parking schemes department.</p> <p>Not making residents aware that they can't get parking permits or visitor passes. It was not made clear at any stage during the process that residents in certain developments affected by the implementation of the cpz, were told that they couldn't apply for any sort of parking, even visitor passes/permits. If this was stated, a lot more residents would have responded as they weren't made aware that the cpz would affect them.</p> <p>I look forward to your consideration of the objections listed above.</p>
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Resident	Whollyobject	<p>Subject: hornsey north cpz.</p> <p>To whom it may concern,</p> <p>i am writing to you to object to the planned cpz that is being pushed by haringey council on the following grounds.</p> <p>1. 4319 properties and only approx 1000 responses in the whole area. If we were basing this on the letter that states 1000 responses (see point number 6), 1000 responses from 4319 residents is a response rate of 23.15%. Not even 25% of people responded to this proposal so clearly there is no demand for this cpz if people don't respond, let alone vote in favour of it.</p> <p>2. No mention of an east and west zone during initial proposal. From the documents online dated in feb 2021, there was never any mention of any split if there was a majority in a certain area or not. This similar scenario to this would be like brexit where certain areas had to go along with the democratic vote on the whole. The majority of people in northern ireland and scotland voted remain, yet all had to leave due to the total number of votes for brexit. The same logic has to be applied here, the people voted against this cpz and that should be the final decision, and definitely when there was no mention of a east/west zone.</p> <p>3. The data is constantly being changed due to "errors" Part 1. In the letter dated in july 2022, the letter stated that 56% of people, in the area where the cpz is looking to be implemented, voted for the cpz. In the letter stated in october, it went down to 53%, with no reason said to why this error was being made. With this in mind, there is no confidence to the data being correct in any way, shape or form.</p> <p>4. The data is constantly being changed due to "errors" Part 2. In the letter dated july 2022, it stated 52.9% of people (529 votes) didn't support a cpz in the whole area. In the letter dated october 2022, it states that 53.6% of people didn't support the cpz in the whole area. Again the data isn't consistent and no reason again show to why the figures had been changed.</p> <p>5. The data is constantly being changed due to "errors" Part 3. Both the public engagement letter dated 13 july 2022 and the statutory consultation notice dated 19 october 2022 state that beechwood road will be included in the proposed cpz scheme. However, the document on the portal, "proposed written order (1)", does not include beechwood road as eligible for permits. Again, another example of the information being sent to residents is incorrect.</p> <p>6. The data is constantly being changed due to "errors" Part 4. In the letter dated july 2022, it states "we have received over 1000 responses" and on the letter dated october 2022, it states "we have received 1000 responses". One says "over", the other was very specific. Again, another example of the data being unreliable.</p>
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		<p>7. 6 complaints in 3 years doesn't mean there is "high pressure from residents". The initial statement from the council was that there was high pressure from local residents who said parking was getting more difficult. A foi shows that there was 6 complaints from residents in 3 years, none of which stated they wanted a cpz. If there was more of a focus to remove cars that have no car/tax or are not road worthy in the area, there would be more space for all.</p> <p>8. Local businesses weren't consulted on this. Local businesses were never consulted on the cpz coming in at any stage of the process which is scandalous. At a time when businesses need all the help they need in order to compete, a cpz is a killer blow to them, the high street and the local economy. No reason has been given as to why they weren't consulted on according to the business owners.</p> <p>9. Not making residents aware that they can't get parking permits or visitor passes. It was not made clear at any stage during the process that residents in certain developments affected by the implementation of the cpz, were told that they couldn't apply for any sort of parking, even visitor passes/permits. If this was stated, a lot more residents would have responded as they weren't made aware that the cpz would affect them.</p> <p>10. Ward councillors for the area said they weren't consulted on the final decision apart from cllr seema chandwani, none of the other ward councillors were consulted about the final decision about the final decision, and cllr chandwani was the only one to approve it. Again, another flaw in the procedure.</p> <p>The traffic management act (tma) 2004 is a crucial piece of legislation for parking management. The tma requires that arrangements be based on the principles of fairness, consistency and transparency. As you can see with this proposal, this process has lacked fairness, consistency and transparency from the very start to this point.</p>
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Business	Whollyobject	<p>To haringey council,</p> <p>i am writing to you, as an independent business, to object to your ludicrous cpz.</p> <p>.</p> <p>“the council just want to exploit local people and local businesses like mine, that we have worked so hard to build up.” She told me about the cpz and that there has been 0 communication from the council to her and other businesses on the high street.</p> <p>Nita relies so much on there being local parking, like i do for my customers to come in at any time of the day to collect medication for themselves or relatives who require it. This cpz will be the nail in the coffin for many businesses in the area as they rely on these spaces as there is no where else. I have seen it first hand in my own pharmacy that something like this destroys footfall and only drives people to the bigger chains like boots.</p> <p>Nita also went on to show me the documents from yourselves online and the facts are staggering.</p> <ul style="list-style-type: none"> - residents voted unanimously against this zone. - no mention of businesses and their rights to parking post cpz implementation. <p>And other residents guided nita to other statistics regarding the the local area.</p> <ul style="list-style-type: none"> - 6 complaints in 3 years - residents unable to apply for permits due to building regulations. - figures inconsistent on both letters. <p>The will of the people - ignored the will of the high street - not even considered.</p> <p>Implementing this at a time when business owners like nita are constantly reviewing their accounts and when people are struggling to put food on the table is disgusting.</p> <p>This has to be scrapped immediately.</p>
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Resident	Whollyobject	<p>This proposal has been carried out in the most unscrupulous and undemocratic manner possible. The public has been misled, ignored, and un-represented. We have been fear-mongered by our local councillors into supporting this measure against the overwhelming majority who do not wish it to go forward. Local businesses were not consulted at all. Harringey has skewed the figures in their favour as a pure money making scheme that will not benefit the residents at all. Further, they have broken their own rules with regard to data collecting. This cpz measure should not go forward without transparent and accurate information that is easy to locate on the council website. It is obscene to think that our tiny residential area should require an all day cpz when even the busiest commercial districts in the area do not have such restrictions. This increased expense will cause undue hardship and burden on many residents of harringey and should be scrapped altogether!!</p>
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Other	Whollyobject	<p>To whom this may concern,</p> <p>i would like to object to the implementation of the cpz in hornsey.</p> <p>I am part of a local football team and every year we are looking for local businesses to sponsor ourselves and obviously in return, encourage our team to spend in their premises to support local.</p> <p>Recently, we spoke to local businesses in hornsey and the majority of them gave the same reasons as to why they couldn't:</p> <ul style="list-style-type: none"> - tightening their budgets due to the current economic situation - cpz fears <p>when asked about the cpz fears, they said that they were planning for the lack of footfall in the area with the implementation of a cpz which will drive consumers to larger chain businesses, rather than shops in the local area. They mentioned that, at no point were they consulted on this cpz and that "the council refuse to see the damaging implications of what it will do to their business". They also stated that from the results, the local residents voted against the cpz on the whole, with 53% of residents voted against it thus meaning the council are going against the local residents and also the local businesses. What's the point in democracy if the people vote against something, that gets pushed through regardless?</p> <p>Bringing in something like this during a cost of living crisis is immoral, unwanted and could mean the end for a lot of local businesses in hornsey, which has a knock on affect for teams like ourselves as we find it harder to get sponsorship.</p> <p>Please withdraw this proposal immediately</p>
Resident	Whollyobject	<p>If the parking restrictions are out in place. Those that do not have parking spaces will be unable to park their cars as permits are not applicable currently for our new builds. It is not fair on the residents that live in this community. Currently, the way parking currently is in the area is working for people and allows us to have visitors if needed, like my elderly parents who come to visit</p>

Resident	Whollyobject	<p>The statutory consultation letter reports that 307 of the residents in the east of the homsey north area responded to the consultation. It does not report that the response rate for the area with 2629 households and businesses was just 11.5%. Haringey council did not report this figure at all, it would have demonstrated that there is very little support for a cpz. Furthermore, as many of the responses would likely have been multiple votes from the same household, the 10% required response rate could not have been reached. Additionally there was no mention of allowing multiple responses per household in that letter. This put us at a disadvantage surely to homes that submitted multiple replies, this seems unfair and not a clear engagement at all.</p> <p>The consultation process has revealed numerous flaws in haringey's parking policy and a catalogue of errors and discrepancies in the homsey north consultation process. No haringey resident can be confident in any data used to justify the implementation of the cpz or, indeed, of the competence of the parking schemes department. Added to this point is the fact that online there are so many people with repeated issues even obtaining renewals to existing online permits. So many people getting absolutely no responses trying to get in touch with haringey to buy visitor permits or changing car details. It seems totally unfit for purpose. Why would we even want to have to use a system that is so stress inducing and difficult to access or use, with no human being to speak to or email and get a response from? There is such little confidence in the ability of the council to implement this at all, let alone make obtaining permits efficiently. The stress of the rising cost of living, the fact that i have absolutely no disposable income and cannot afford to pay for food and heating currently with a disabled child at home means the whole idea of this is stressing me out.</p> <p>Why does the notice in the road mention all day permit restrictions when the letter said we could pick restriction times? The whole thing should be consulted properly with the entire community, shops and businesses as well as residents. I would like to see information to show exactly how this has been undertaken.</p> <p>When haringey council's parking schemes department were asked to confirm what the present total length of public highway kerbside where parking is permitted, and what will be the length of public highway kerbside marked for parking permitted to resident permit holders and permit holders following the introduction of the homsey north cpz? Their answer- they don't know. So how can they tell us parking will be improved when they don't know how many spaces will be lost?</p> <p>The consultation letter 24th february 2021 stated, "residents and local groups have written to us stating that parking pressures are now more intense in the area." A foi request revealed that only six (!) People had corresponded with the council regarding parking over the previous three years, arguably none requesting a cpz and none of the local groups referred to at all. Clearly, the consultation is not resident-led but council-led. Haringey council has misrepresented its residents. It feels very contrived and not at all in our interests or the interests of our local businesses.</p> <p>What is your justification for all of these changes apart from clearly deriving revenue for the council?</p>
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Resident	Whollyobject	As a resident of one of the neighbouring roads to the proposed cpz i am very concerned about the impact it will have on parking on my road. I also feel strongly that we should be able to park near our homes without charge.
Resident	Whollyobject	<p>Subject: hornsey north cpz.</p> <p>To whom it may concern,</p> <p>i am writing to you to object to the planned cpz that is being pushed by haringey council on the following grounds.</p> <p>1. 4319 properties and only approx 1000 responses in the whole area.</p> <p>If we were basing this on the letter that states 1000 responses (see point number 6), 1000 responses from 4319 residents is a response rate of 23.15%. Not even 25% of people responded to this proposal so clearly there is no demand for this cpz if people don't respond, let alone vote in favour of it.</p> <p>2. No mention of an east and west zone during initial proposal. From the documents online dated in feb 2021, there was never any mention of any split if there was a majority in a certain area or not. This similar scenario to this would be like brexit where certain areas had to go along with the democratic vote on the whole. The majority of people in northern ireland and scotland voted remain, yet all had to leave due to the total number of votes for brexit. The same logic has to be applied here, the people voted against this cpz and that should be the final decision, and definitely when there was no mention of a east/west zone.</p> <p>3. The data is constantly being changed due to "errors" Part 1.</p> <p>In the letter dated in july 2022, the letter stated that 56% of people, in the area where the cpz is looking to be implemented, voted for the cpz. In the letter stated in october, it went down to 53%, with no reason said to why this error was being made. With this in mind, there is no confidence to the data being correct in any way, shape or form.</p> <p>4. The data is constantly being changed due to "errors" Part 2.</p> <p>In the letter dated july 2022, it stated 52.9% of people (529 votes) didn't support a cpz in the whole area. In the letter dated october 2022, it states that 53.6% of people didn't support the cpz in the whole area. Again the data isn't consistent and no reason again show to why the figures had been changed.</p> <p>5. The data is constantly being changed due to "errors" Part 3.</p> <p>Both the public engagement letter dated 13 july 2022 and the statutory consultation notice dated 19 october 2022 state that beechwood road will be included in the proposed cpz scheme.</p>

	<p>However, the document on the portal, “proposed written order (1)”, does not include beechwood road as eligible for permits. Again, another example of the information being sent to residents is incorrect.</p> <p>6. The data is constantly being changed due to “errors” Part 4.</p> <p>In the letter dated July 2022, it states “we have received over 1000 responses” and on the letter dated October 2022, it states “we have received 1000 responses”. One says “over”, the other was very specific. Again, another example of the data being unreliable.</p> <p>7. 6 complaints in 3 years doesn’t mean there is “high pressure from residents”.</p> <p>The initial statement from the council was that there was high pressure from local residents who said parking was getting more difficult. A FOI shows that there were 6 complaints from residents in 3 years, none of which stated they wanted a CPZ. If there was more of a focus to remove cars that have no car/tax or are not road worthy in the area, there would be more space for all.</p> <p>8. Local businesses weren’t consulted on this.</p> <p>Local businesses were never consulted on the CPZ coming in at any stage of the process which is scandalous. At a time when businesses need all the help they need in order to compete, a CPZ is a killer blow to them, the high street and the local economy. No reason has been given as to why they weren’t consulted on according to the business owners.</p> <p>9. Not making residents aware that they can’t get parking permits or visitor passes.</p> <p>It was not made clear at any stage during the process that residents in certain developments affected by the implementation of the CPZ, were told that they couldn’t apply for any sort of parking, even visitor passes/permits. If this was stated, a lot more residents would have responded as they weren’t made aware that the CPZ would affect them.</p> <p>10. Ward councillors for the area said they weren’t consulted on the final decision</p> <p>apart from Cllr Seema Chandwani, none of the other ward councillors were consulted about the final decision about the final decision, and Cllr Chandwani was the only one to approve it. Again, another flaw in the procedure.</p> <p>The Traffic Management Act (TMA) 2004 is a crucial piece of legislation for parking management. The TMA requires that arrangements be based on the principles of fairness, consistency and transparency. As you can see with this proposal, this process has lacked fairness, consistency and transparency from the very start to this point.</p>
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Resident	Partlysupport	<p>Hello</p> <p>i live on north view road and originally was opposed to a cpz in the area. However, i am deeply concerned that we are now one of only 3 roads in the area not to have a proposed cpz, and i think it will have a negative impact on my.</p> <p>Whilst my preference would be no cpz extension, if the extension goes ahead, i would like north view road to also be included.</p> <p>It's already difficult to park on our road, and feel that the overflow of non resident cars will become unmanageable if a cpz is implemented on the surrounding roads.</p>
Resident	Whollyobject	<p>Hornsey north cpz extension. - objection:</p> <p>the consultation letter 24th february 2021 stated, "residents and local groups have written to us stating that parking pressures are now more intense in the area." A foi request revealed that only six (!) People had corresponded with the council regarding parking over the previous three years, arguably none requesting a cpz and none of the local groups referred to at all. Clearly, the consultation is not resident-led but council-led. Haringey council has misrepresented its residents.</p> <p>The statutory consultation letter reports that 307 of the residents in the east of the hornsey north area responded to the consultation. It does not report that the response rate for the area with 2629 households and businesses was just 11.5%. Haringey council did not report this figure as it would have demonstrated that there is very little support for a cpz. Furthermore, as many of the responses would likely have been multiple votes from the same household, the 10% required response rate would not have been reached.</p> <p>The consultation process has revealed numerous flaws in haringey's parking policy and a catalogue of errors and discrepancies in the hornsey north consultation process. No haringey resident can be confident in any data used to justify the implementation of the cpz or, indeed, of the competence of the parking schemes department.</p> <p>Like my husband, i am also very concerned that the hours the parking restrictions will be in place has not been properly considered or debated. And many residence haven't been informed/properly consulted of the knock-on effect of cars moving and parking in streets that have voted for no cpz. If cpz is to go ahead on some streets and not others then this knock-on effect needs to be communicated to residents clearly and transparently and then further consultation would be required.</p> <p>The whole cpz proposal for the hornsey north cpz extension has not been clearly and fairly handled and often misleading. There needs to be a much more thorough, honest and transparent approach to such important matters. This proposal should not go ahead until these issues have been addressed and a further</p>

		<p>debate and consultation carried out - once residents are more informed. And, crucially, there must be a high percentage response in order for the consultation to be accurate and fair. The whole process needs to be clear and fair - at the moment this does not seem to be the case.</p>
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Resident	Whollyobject	<p>Hornsey north cpz extension. - objection:</p> <p>the consultation letter 24th february 2021 stated, "residents and local groups have written to us stating that parking pressures are now more intense in the area." A foi request revealed that only six (!) People had corresponded with the council regarding parking over the previous three years, arguably none requesting a cpz and none of the local groups referred to at all. Clearly, the consultation is not resident-led but council-led. Haringey council has misrepresented its residents.</p> <p>The statutory consultation letter reports that 307 of the residents in the east of the hornsey north area responded to the consultation. It does not report that the response rate for the area with 2629 households and businesses was just 11.5%. Haringey council did not report this figure as it would have demonstrated that there is very little support for a cpz. Furthermore, as many of the responses would likely have been multiple votes from the same household, the 10% required response rate would not have been reached.</p> <p>The consultation process has revealed numerous flaws in haringey's parking policy and a catalogue of errors and discrepancies in the hornsey north consultation process. No haringey resident can be confident in any data used to justify the implementation of the cpz or, indeed, of the competence of the parking schemes department.</p> <p>I am also very concerned that the hours the parking restrictions will be in place has not been properly considered or debated. And many residence haven't been informed/properly consulted of the knock-on effect of cars moving and parking in streets that have voted for no cpz. If cpz is to go ahead on some streets and not others then this knock-on effect needs to be communicated to residents clearly and transparently and then further consultation would be required. The whole cpz proposal for the hornsey north cpz extension has not been clearly and fairly handled and often misleading. There needs to be a much more thorough, honest and transparent approach to such important matters. This proposal should not go ahead until these issues have been addressed and a further debate and consultation carried out - once residents are more informed. And, crucially, there must be a high percentage response in order for the consultation to be accurate and fair. The whole process needs to be clear and fair - at the moment this does not seem to be the case.</p>
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Visitor	Whollyobject	<p>To whom this may concern,</p> <p>i would like to object to the implementation of the cpz in hornsey.</p> <p>I am part of a local football team and every year we are looking for local businesses to sponsor ourselves and obviously in return, encourage our team to spend in their premises to support local.</p> <p>Recently, we spoke to local businesses in hornsey and the majority of them gave the same reasons as to why they couldn't:</p> <ul style="list-style-type: none">- tightening their budgets due to the current economic situation- cpz fears <p>when asked about the cpz fears, they said that they were planning for the lack of footfall in the area with the implementation of a cpz which will drive consumers to larger chain businesses, rather than shops in the local area. They mentioned that, at no point were they consulted on this cpz and that "the council refuse to see the damaging implications of what it will do to their business". They also stated that from the results, the local residents voted against the cpz on the whole, with 53% of residents voted against it thus meaning the council are going against the local residents and also the local businesses. What's the point in democracy if the people vote against something, that gets pushed through regardless?</p> <p>Bringing in something like this during a cost of living crisis is immoral, unwanted and could mean the end for a lot of local businesses in hornsey, which has a knock on affect for teams like ourselves as we find it harder to get sponsorship.</p> <p>Please withdraw this proposal immediately.</p>
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Visitor	Whollyobject	Do not think it's needed and will impact me supporting my friend in the area
Resident	Whollyobject	I do not support haringey council's introduction of a cpz in north hornsey.

Visitor	Whollyobject	<p>To whom this may concern,</p> <p>i would like to object to the implementation of the cpz in hornsey.</p> <p>I am part of a local football team and every year we are looking for local businesses to sponsor ourselves and obviously in return, encourage our team to spend in their premises to support local.</p> <p>Recently, we spoke to local businesses in hornsey and the majority of them gave the same reasons as to why they couldn't:</p> <ul style="list-style-type: none"> - tightening their budgets due to the current economic situation - cpz fears <p>when asked about the cpz fears, they said that they were planning for the lack of footfall in the area with the implementation of a cpz which will drive consumers to larger chain businesses, rather than shops in the local area. They mentioned that, at no point were they consulted on this cpz and that "the council refuse to see the damaging implications of what it will do to their business". They also stated that from the results, the local residents voted against the cpz on the whole, with 53% of residents voted against it thus meaning the council are going against the local residents and also the local businesses. What's the point in democracy if the people vote against something, that gets pushed through regardless?</p> <p>Bringing in something like this during a cost of living crisis is immoral, unwanted and could mean the end for a lot of local businesses in hornsey, which has a knock on affect for teams like ourselves as we find it harder to get sponsorship.</p> <p>Please withdraw this proposal immediately</p> <p>thanks</p>
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Resident	Whollyobject	<p>I live on an estate road which lies within the cpz boundary. Thus i am personally affected by the decision to introduce a cpz in my area. Moreover, the estate owner (haringey council) could choose to authorise the introduction of the cpz by removing estate parking, which would not require a consultation. Thus my objections should be recognized as equally valid to those from residents of roads that will be affected from the start.</p> <p>First of all, i object tout court to the introduction of a cpz in hornsey north because 1) the cost of parking and visitor permits is unaffordable for a large number of local residents and is an unacceptable additional burden at a time when many are struggling to pay for rent, food, heating, and children's needs, as well as other costs. 2) the quite extensive reduction in the number of parking bays means that the parking pressures will actually increase rather than lessen, and threatens a situation where essential support people like care workers and tradespeople are unable to find places to park and cannot provide their urgently required services to local residents. The statement on the consultation page 'introduction of cpz controls into public highway roads will prioritise parking and ease local parking pressures for residents and businesses' is thus completely misleading. 3) the impact on isolated and struggling residents who rely on support from parents or friends will be particularly hard if they cannot afford to pay for visitor permits, and visitors are unable to find a parking space even where a permit is available. 4) the large number of people in the local area who are not fluent in english and/or do not have access to internet services, and the lack of support services for such people, means that many will struggle to access the permit system and may then be subject involuntarily to unaffordable fines. 5) the system is discriminatory and will affect the poorest, most marginalized, and least able disproportionately.</p> <p>Secondly, should you decide to proceed with a cpz regardless of my objection above, i object to the introduction of all-day (8:00 to 18:30, m-f) operating hours for the cpz because it removes the option for those for whom visitor permits are unaffordable to arrange for visits from carers, tradespeople, friends, and relatives outside of cpz hours. It is discriminatory, because it facilitates visitor parking for those who have sufficient funds to pay, while making it extremely challenging for those who need services and support most. In order to maintain the present options for visitors for as wide a group of residents as possible, in the event of the cpz being introduced, the operational hours should be restricted to a 2-hour window.</p> <p>Only 29% of respondents in the 20 roads within the proposed area opted for all day operating hours, 58% wanted either no hours or 2 hours even when the 'no hours' responses are discounted, less than half of respondents opted for all-day controls. Thus introduction of all day controls is both undemocratic and against the spirit, if not the letter of interpretation, of the initial consultation.</p> <p>Thirdly, should you still proceed with the introduction of a cpz, regardless of my two objections above, the operating hours should be 12:00 to 14:00. This provides the maximum opportunity for residents to organise visits from service providers and tradespeople, as well as for those collecting children to take them to, and bring them home from school, or to take care of them during school holidays.</p>
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Resident	Whollyobject	<p>i object to the introductions of the cpz for a number of reasons which i will go in to detail below. However, most importantly i think that the introduction of the cpz will be unjust and undemocratic, especially during the current cost of living crisis. Please take in to account that this area includes hundreds of social housing, which i believe hasn't been taken in to account at all. How will we afford it? I am a childrens nurse and just managing to get by as it is. I am a professional who went to university. And unfortunately for me, even though i studied hard, i am in social housing with a low income.</p> <p>Firstly i oppose to the cpz in hornsey north because the consultation process has revealed numerous flaws in haringey's parking policy and a number of errors and discrepancies in the hornsey north consultation process. No haringey resident can be confident in any data used to justify the implementation of the cpz or, indeed, of the competence of the parking schemes department. The council has shown bias in its approach, and relevant information was omitted from the consultation letter. News that the area could be split, a map indicating which roads were under consultation, the permit cost and, crucially, who was eligible to participate. The map that was eventually produced was out of date by 13 years and did not consider the new developments in the area. Also, haringey council was asked by the parking schemes department to confirm what the present total length of public highway kerbside where parking is permitted, and what will be the length of public highway kerbside marked for parking permitted to resident permit holders and permit holders following the introduction of the hornsey north cpz? Their answer- they don't know. So how can they tell us parking will be improved when they don't know how many spaces will be lost? Furthermore, the map used in the public engagement letter on the 13th july 2022 indicates that all roads were in favour of cpz but only 1 of the eight roads were against cpz. This gives residents a distorted impression. There were many other roads not included in this map which had voted against a cpz. In addition, the statutory consultation letter reports that 307 of the residents in the east of the homsey north area responded to the consultation. It does not report that the response rate for the area with 2629 households and businesses was just 11.5%. Haringey council did not report this figure as it would have demonstrated that there is very little support for a cpz. Furthermore, as many of the responses would likely have been multiple votes from the same household, the 10% required response rate would not have been reached. I was also unaware that multiple responses were accepted per household. This was not mentioned in the consultation letter dated 24 february 2021. This put my family at a disadvantage compared to people who did submit multiple responses.</p> <p>The consultation letter 24th february 2021 stated, "residents and local groups have written to us stating that parking pressures are now more intense in the area." A foi request revealed that only six (!) People had corresponded with the council regarding parking over the previous three years, arguably none requesting a cpz and none of the local groups referred to at all. Clearly, the consultation is not resident-led but council-led. Haringey council has misrepresented its residents.</p> <p>There are also numerous posts on local social media groups complaining about the virtual permit system. People are being issued penalty notices when they have paid for visitor permits. I can barely afford a permit, but paying a fine will be devastating for me. Appealing a parking fine will be far too stressful for me. Personally for me, my elderly parents visit me to help with my children whilst i work from home. They nor i will be able to afford</p>
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		<p>the visitor permits. Because of the cost of living crisis, i do not have enough income to pay for a permit or visitor's permit. I feel that the council has failed to consider the additional, unnecessary cost for householders, which will put an extra squeeze on households in the context of rising prices for energy and other essential goods. I have no disposable income and cannot afford to pay for an annual permit.</p> <p>Secondly, should you decide to proceed with a cpz regardless of my objections above, i object to the introduction of an all-day (8:00 to 18:30, m-f) operating hours for the cpz because it means i can't even arrange for my visitors/family and friends to come outside of cpz hours. I won't be able to have visitors even though i depend on them. If the cpz is introduced, it should only be for 2 hours a day so that i can have visitors at other times.</p> <p>Less than one third of respondents in the 20 roads within the proposed area wanted all day operating hours so the introduction of all day controls is undemocratic.</p> <p>Thirdly, should you still proceed with the introduction of a cpz, regardless of my two objections above, the operating hours should be 12:00 to 14:00. This gives me the best opportunity to organise the visits i need from helpers, relatives, and friends.</p> <p>Finally, as a result of the facts stated above which cannot be ignored, the proposal for the cpz in hornsey north should be declared null and void.</p>
Resident	Whollyobject	I wholly object to this proposal

Resident	Whollyobject	<p>I object to the h n cpz proposal in its entirety on the grounds that the consultation process has revealed numerous flaws in haringey's parking policy and a catalogue of errors and discrepancies in the h n consultation process. No haringey resident can be confident in any data used to justify the implementation of the cpz.</p> <p>The traffic management act (tma) 2004 is a crucial piece of legislation for parking management. The tma requires that arrangements be based on the principles of fairness, consistency and transparency. The consultation, the analysis and the proposed implementation of the cpz have been everything but.</p> <p>1. A foi request revealed that only 6 people had corresponded with the council regarding parking issues over the previous 3 years, arguably none requesting a cpz and none of the local groups referred to at all. Regardless of where the parking department sourced its information to instigate the consultation, this is the line fed to residents. Haringeys' parking policy states, "the consultation area is determined by parking surveys and expressions of interest received from residents and agreed by ward councillors, who play a key role in controlled parking zone implementation." Our ward councillors denied this. I've also asked to see the survey that informed the decision to implement the consultation. I am yet to receive a reply.</p> <p>2. Hc distributed the consultation letter and questionnaire in feb 2021, asking hn residents, "are parking controls needed" it did not include details of who was eligible to respond, individuals or just 1 response per household. The answer can be found on haringey council's website - faqs.</p> <p>Q: why do you only accept one response per household? A:the council is seeking to analyse the views from properties along roads rather than individuals. It is felt that this will provide a better representation of the road as a whole rather than enabling those properties with more adults to have a more significant influence... response rates are calculated on the number of valid questionnaires received as a proportion of those distributed. Examples, where returned forms may be considered invalid include multiple returns per household and questionnaires not linked to an address.</p> <p>However, enquiries to the council revealed unequivocally that multiple responses per household had been accepted. We are told by haringey's parking schemes manager that the policy has changed and that the faq is out of date. It is, however, still on haringeys' website. This excuse is unacceptable. I have also requested the meeting minutes where the policy changed - i await a response.</p> <p>Therefore, the resulting analysis by the council is skewed. Regardless of whether you are in favour of a cpz or not, this would defiantly have had an impact on the result. This is also particularly important because the response rate threshold required to validate a consultation is 10%. The response from the 2629 properties in the eastern side of the zone where the cpz is being proposed was 11.5%. If only a few of those were multiple responses per house, the response rate would likely have fallen below the required 10%.</p> <p>3. There needed to be an indication in the consultation questionnaire that if the majority rejected a cpz, a sub-area might</p>
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be selected for implementation instead. Given that the prior consultation some three years earlier had resulted in a comprehensive rejection of the cpz, residents (in the absence of information to the contrary) would be entitled to assume that the same procedure would apply this time round. Indeed, many residents are thoroughly confused, not to say decidedly upset at the council's belated attempt to impose a cpz on a sub-area. It seems that the council has arbitrarily decided to cherry-pick a sub-division of streets which, together, barely reached the required 10% response rate.

Furthermore, the analysis shows that the residents did not want a sub-area. The following two questions were put to residents in the survey.

"if you said 'no' to a cpz, would you support it if nearby roads said 'yes'?" The results are given in the form of a graph. Yes approx 120, no approx 390 and don't know approx 125.

"would you say yes to a cpz if neighbouring roads supported it?" 123 residents in the original larger area said yes, and 384 (75%) said no. I have broken this down for the results of the streets east of the zone where the cpz is being implemented; 37 said yes, and 115 (75%).

Residents answered an unequivocally no to both questions.

4. Hc made a surplus of £7,000,000 last year from residents' and visitors' permits alone. This does not include revenue from fines. One would be forgiven for thinking this is a stealth tax. If the scheme was about improving parking for residents, why is not just a nominal charge enough to cover the scheme's running costs?

5. The consultation pack received in february 2021 did not include a menu of the permit costs, which would influence people's decision on whether to respond for or against or indeed respond at all. A map of the area where the cpz was being proposed was not supplied either. Eventually, a map was provided, but it was several years out of date.

6. None of the businesses on the north side of the high road has received any correspondence regarding the proposed cpz. These businesses are a vital part of the community and will struggle to survive over the next few years. They should have been included, as rectory gdns. Have been, even though they already have a cpz. Or at least informed in the same way that homes for haringey residents and residents in car-free development were. This shows an absence of any consideration for business owners. Given that the responses in favour of a cpz were a mere 53.5%, if at least one person from each of the businesses had been allowed to respond to the consultation, this would comfortably have resulted in an overall response against the cpz.

7. The council is proposing to implement a cpz in an area of mainly social housing with many low incomes families, subjecting them to unnecessary additional expense, regardless of whether they own a car. This scheme is ill-advised with a looming economic crisis and rising food and energy costs. Haringey council has failed to balance any positive effects of the scheme on a few of its residents against the negative impact on many.

Examples of mistakes
both the public engagement letter dated 13/7/22 and the statutory conualtion notice dated 19 october 2022 state that beechwood road will be included in the proposed cpz scheme. However, the document on the portal, "proposed written order (1)", does not have beechwood road as eligible for permits (this

		<p>has now been amended).</p> <p>There were five mistakes in the public engagement letter 13/7/22, which included errors in calculations, omitting a whole street and listing another street in the roads that were in the zone and were not in the zone. H c acknowledged their mistakes in an email to me "i can confirm an apology and updated information will be issued when the council next contacts residents as part of the statutory consultation.". They also acknowledged the errors in the statutory consultation notice letter dated 19 october "since we wrote to you in july, we have identified a small change in the figures previously reported from the 20 roads."</p> <p>The answer to a faq on the council's website states. "examples, where returned forms may be considered invalid, include multiple returns per household and questionnaires not linked to an address."The hn cpz analysis reports a road called "not stated". This blatantly contradicts the stated policy.</p> <p>Except for the last example. The numerous errors made throughout this process by hc's parking schemes depart. Were all in favour of implementing a cpz. Haringey council's data can not be relied upon or trusted. In conclusion, this consultation should be declared null and void and the proposal for a n h cpz should be entirely abandoned.</p>
Resident	Whollyobject	<p>I am objecting to the hornsey north cpz, because i do not have a car eventhough i am a foster carer for haringey council and social workers will visit regularly and when there is a review around five people attend the meeting and can not afford to pay. If you have any consideration please let me know. Thank you.</p>

Resident	Whollyobject	<p>I object to this proposal; as a resident of newland road, i do not feel that there's a problem that needs to be resolved. The ability to park enables a range of people to visit the park and to visit residents like us, including friends and family but also health workers, tradespeople etc. The park is a valuable resource and the south part of the park where the restrictions are proposed does not have a bus stop or any public transport immediately on it. Making it more difficult to access should be justifiable and i don't feel it is. If these parking restrictions are to be imposed for the purpose of catching out the very small number of vehicles left longer term then the restrictions should be there for the shortest possible time period as they are in nearby comparable areas. I would recommend 12-2pm but any 2 hour time period would be better than an all day restriction for no reason.</p>
Visitor	Whollyobject	<p>First, i object tout court to the introduction of a cpz in hornsey north because my mother and i share a car - i live 10 mins away in finsbury park and she lives within hornsey north. As you are aware, ennis road (my road) is already cpz. Once my mothers area becomes cpz as well, we will not be able to continue sharing a car and she cannot afford to buy her own car as a resident in an expensive shared ownership block with mortgage and rent rates increasing. My mum frequently needs the car for work and it is impossible to be under 2 cpzs so i have no idea what she will do if this happens. Furthermore, the reduced number of parking bays means it will be harder to find a parking space when i visit. I also know my mum will struggle with getting online permits for visitors and fear she may end up with expensive fines if she does not do this correctly on the website. The system is discriminatory and affects people who can't afford to pay most.</p> <p>Secondly, should you decide to proceed with a cpz regardless of my objection above, i object to the introduction of all-day (8:00 to 18:30, m-f) operating hours for the cpz because it means i can't even visit my mum outside of cpz hours. If the cpz is introduced, it should only be for 2 hours a day so that i can have visitors at other times.</p> <p>Less than one third of respondents in the 20 roads within the proposed area wanted all day operating hours so the introduction of all day controls is undemocratic.</p> <p>Thirdly, should you still proceed with the introduction of a cpz, regardless of my two objections above, the operating hours should be 12:00 to 14:00. This gives people the best opportunity to organise the visits needed from helpers, relatives, and tradespeople.</p>

Resident	Whollyobject	<p>First, i object tout court to the introduction of a cpz in hornsey north because the reduced number of parking bays means i might not even find a parking space, and neither will my visitors. The cost of living has significantly increased and as a resident in a shared ownership property, i am aware that both my mortgage and rent will go up soon. I cannot afford to pay for residents/visitor permits. The system is discriminatory and affects people like me who can't afford to pay most.</p> <p>Secondly, should you decide to proceed with a cpz regardless of my objection above, i object to the introduction of all-day (8:00 to 18:30, m-f) operating hours for the cpz because it means i can't even arrange for my visitors/ tradespeople/ carers to come outside of cpz hours. I won't be able to have visitors even though i depend on them. If the cpz is introduced, it should only be for 2 hours a day so that i can have visitors at other times.</p> <p>Less than one third of respondents in the 20 roads within the proposed area wanted all day operating hours so the introduction of all day controls is undemocratic.</p> <p>Thirdly, should you still proceed with the introduction of a cpz, regardless of my two objections above, the operating hours should be 12:00 to 14:00. This gives me the best opportunity to organise the visits i need from helpers, relatives, and tradespeople.</p>
Resident	Whollyobject	<p>I object to this proposal as it restricts any family, friends or contractors being able to park at my property which is unacceptable. I am not eligible for a parking permit, even though i am a resident, so this proposal has not taken into account the residents in my building at all.</p>

Resident	Whollyobject	<p>First, i object tout court to the introduction of a cpz in hornsey north because the reduced number of parking bays means i might not even find a parking space, and neither will my visitors. 3) i rely on support from carers/my parents/friends but i cannot afford to pay for visitor permits. Our building development is a car free project but i would not be able to receive visitors. We are not entitled to parking in the area.</p> <p>Secondly, should you decide to proceed with a cpz regardless of my objection above, i object to the introduction of all-day (8:00 to 18:30, m-f) operating hours for the cpz because it means i can't even arrange for my visitors/ tradespeople/ carers to come outside of cpz hours. I won't be able to have visitors even though i depend on them. If the cpz is introduced, it should only be for 2 hours a day so that i can have visitors at other times.</p> <p>Less than one third of respondents in the 20 roads within the proposed area wanted all day operating hours so the introduction of all day controls is undemocratic.</p> <p>Thirdly, should you still proceed with the introduction of a cpz, regardless of my two objections above, the operating hours should be 12:00 to 14:00. This gives me the best opportunity to organise the visits i need from helpers, relatives, and tradespeople.</p>
Visitor	Whollyobject	<p>I am wholly against the cpz scheme as it will make caring for my children very difficult. If something must be implemented then the 12-2pm slot will be the least impactful for us. Anything else is not doable.</p>
Resident	Whollyobject	<p>It was not made clear at any stage during the consultation process that residents in certain developments (such as smithfield square) who are affected by the implementation of the cpz, were told that they couldn't apply for any sort of parking, even visitor passes/permits. This is not fair and very inconvenient for residents.</p>

Resident	Whollyobject	<p>I strongly believe that there is no appetite or desire from the majority of residents for this cpz. The move seems to be from the council to hit their wider transport and environmental policies. However i cannot see any credible case for his this particular cpz. It seems to be trying to solve a problem that doesn't exist. And if it does exist then the council would only implement the hours as 6-8pm or later, to prevent overnight parking. Which is a small but specific issue on a couple of streets.</p>
Resident	Whollyobject	<p>Subject: hornsey north cpz.</p> <p>To whom it may concern,</p> <p>i am writing to you to object to the planned cpz that is being pushed by haringey council on the following grounds.</p> <p>1. 4319 properties and only approx 1000 responses in the whole area. If we were basing this on the letter that states 1000 responses (see point number 6), 1000 responses from 4319 residents is a response rate of 23.15%. Not even 25% of people responded to this proposal so clearly there is no demand for this cpz if people don't respond, let alone vote in favour of it.</p> <p>2. No mention of an east and west zone during initial proposal. From the documents online dated in feb 2021, there was never any mention of any split if there was a majority in a certain area or not. This similar scenario to this would be like brexit where certain areas had to go along with the democratic vote on the whole. The majority of people in northern ireland and scotland voted remain, yet all had to leave due to the total number of votes for brexit. The same logic has to be applied here, the people voted against this cpz and that should be the final decision, and definitely when there was no mention of a east/west zone.</p> <p>3. The data is constantly being changed due to "errors" Part 1. In the letter dated in july 2022, the letter stated that 56% of people, in the area where the cpz is looking to be implemented, voted for the cpz. In the letter stated in october, it went down to 53%, with no reason said to why this error was being made. With this in mind, there is no confidence to the data being correct in any way, shape or form.</p> <p>4. The data is constantly being changed due to "errors" Part 2. In the letter dated july 2022, it stated 52.9% of people (529 votes) didn't support a cpz in the whole area. In the letter dated october 2022, it states that 53.6% of people didn't support the cpz in the whole area. Again the data isn't consistent and no reason again show to why the figures had been changed.</p> <p>5. The data is constantly being changed due to "errors" Part 3. Both the public engagement letter dated 13 july 2022 and the statutory consultation notice dated 19 october 2022 state that beechwood road will be included in the proposed cpz scheme. However, the document on the portal, "proposed written order</p>

	<p>(1)", does not include beechwood road as eligible for permits. Again, another example of the information being sent to residents is incorrect.</p> <p>6. The data is constantly being changed due to "errors" Part 4.</p> <p>In the letter dated July 2022, it states "we have received over 1000 responses" and on the letter dated October 2022, it states "we have received 1000 responses". One says "over", the other was very specific. Again, another example of the data being unreliable.</p> <p>7. 6 complaints in 3 years doesn't mean there is "high pressure from residents".</p> <p>The initial statement from the council was that there was high pressure from local residents who said parking was getting more difficult. A FOI shows that there were 6 complaints from residents in 3 years, none of which stated they wanted a CPZ. If there was more of a focus to remove cars that have no car/tax or are not road worthy in the area, there would be more space for all.</p> <p>8. Local businesses weren't consulted on this.</p> <p>Local businesses were never consulted on the CPZ coming in at any stage of the process which is scandalous. At a time when businesses need all the help they need in order to compete, a CPZ is a killer blow to them, the high street and the local economy. No reason has been given as to why they weren't consulted on according to the business owners.</p> <p>9. Not making residents aware that they can't get parking permits or visitor passes.</p> <p>It was not made clear at any stage during the process that residents in certain developments affected by the implementation of the CPZ, were told that they couldn't apply for any sort of parking, even visitor passes/permits. If this was stated, a lot more residents would have responded as they weren't made aware that the CPZ would affect them.</p> <p>10. Ward councillors for the area said they weren't consulted on the final decision</p> <p>apart from Cllr Seema Chandwani, none of the other ward councillors were consulted about the final decision about the final decision, and Cllr Chandwani was the only one to approve it.</p> <p>Again, another flaw in the procedure.</p> <p>The Traffic Management Act (TMA) 2004 is a crucial piece of legislation for parking management. The TMA requires that arrangements be based on the principles of fairness, consistency and transparency. As you can see with this proposal, this process has lacked fairness, consistency and transparency from the very start to this point.</p>
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Resident	Whollyobject	<p>I live on an estate road which lies within the cpz boundary. Thus i am personally affected by the decision to introduce a cpz in my area. Moreover, the estate owner (haringey council) could choose to authorise the introduction of the cpz by removing estate parking, which would not require a consultation. Thus my objections should be recognized as equally valid to those from residents of roads that will be affected from the start.</p> <p>First of all, i object tout court to the introduction of a cpz in hornsey north because 1) i need a car to transport my children but cannot afford to pay the extra cost, i am already struggling to pay my bills; 2) the reduced number of parking bays means i might not even find a parking space, and neither will my visitors. 3) i rely on support from carers/my parents/friends but i cannot afford to pay for visitor permits. 4) i find it difficult to access the internet and i am worried that i won't be able to apply for permits system and may then be subject involuntarily to unaffordable fines. 5) the system is discriminatory and affects people like me who can't afford to pay most.</p> <p>Secondly, should you decide to proceed with a cpz regardless of my objection above, i object to the introduction of all-day (8:00 to 18:30, m-f) operating hours for the cpz because it means i can't even arrange for my visitors/ tradespeople/ carers to come outside of cpz hours. I won't be able to have visitors even though i depend on them. If the cpz is introduced, it should only be for 2 hours a day so that i can have visitors at other times.</p> <p>Less than one third of respondents in the 20 roads within the proposed area wanted all day operating hours so the introduction of all day controls is undemocratic.</p> <p>Thirdly, should you still proceed with the introduction of a cpz, regardless of my two objections above, the operating hours should be 12:00 to 14:00. This gives me the best opportunity to organise the visits i need from helpers, relatives, and tradespeople.</p>
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Resident	Partly support	<p>I would like hawthorn road to be included in a 2-hour cpz for hornsey north. I understand that under the policy in haringey for cpz hawthorn did not make the threshold, however a door-to-door survey was undertaken in october 2021 and out of the 100 houses, 58 gave views of which 52% were in favour of cpz.</p> <p>I am very worried about the impact on my family's quality of life if hawthorn is not included as we are aware that there will be many cars of non residents parking in our free parking street. I own a car which i use mainly to support my son's ice hockey ambitions meaning we often return home late at night and i am very worried about where we will park.</p> <p>I am in favour of a 2-hour slot as that will help with the parking issues but not impact on residents' ability to have trade visitors etc. I would recommend this is 8 - 10am.</p> <p>I attach a copy of the survey carried out in october 2021 in hawthorn road for your information and consideration.</p>
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Resident	Whollyobject	<p>Hi haringey council,</p> <p>i live on an estate road which lies within the cpz boundary. Thus i am personally affected by the decision to introduce a cpz in my area. Moreover, the estate owner (haringey council) could choose to authorise the introduction of the cpz by removing estate parking, which would not require a consultation. Thus my objections should be recognized as equally valid to those from residents of roads that will be affected from the start.</p> <p>First of all, i object in general to the introduction of a cpz in hornsey north because:</p> <ol style="list-style-type: none"> 1) i need a car to transport my children but cannot afford to pay the extra cost. This scheme is being introduced when families are already facing increasing financial hardship. 2) the scheme reduces the number of parking bays. This means i might not even find a parking space, and neither will my visitors. <p>Secondly, should you decide to proceed with a cpz regardless of my objection above, i object to the introduction of all-day (8:00 to 18:30, m-f) operating hours for the cpz because it means i can't even arrange for my visitors/tradespeople to come outside of cpz hours. If the cpz is introduced, it should only be for 2 hours a day so that i can have visitors at other times.</p> <p>Less than one third of respondents in the 20 roads within the proposed area wanted all day operating hours so the introduction of all day controls is undemocratic.</p> <p>Thirdly, should you still proceed with the introduction of a cpz, regardless of my two objections above, the operating hours should be 12:00 to 14:00. This gives me the best opportunity to organise the visits i need from relatives and tradespeople.</p>
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Visitor	Whollyobject	<p>I am writing to object to the planned cpz that could, be coming into hornsey north.</p> <p>I have only been made aware of the cpz in the last few days and i currently have a n elderly relative who lives in the homes for haringey development on brook road. Her carer comes in daily and has mentioned to my grandmother that she is concerned about the cpz as she doesn't get parking allowances for her role, so should this cpz come into force, she will have to pay for visitor parking permits. A knock-on effect of this is that the level of care for my grandmother will drop as she won't be able to stay as long as she needs to in order to fulfil her duties. The stress that this proposal has put on my grandmother in the last few weeks since the october letter was delivery is devastating as she relies on that care daily when we (the family) can't reach her.</p> <p>Implementing a cpz at this moment in time is completely immoral, at a time when people are struggling to make ends meet both local people and local businesses.</p> <p>I also looked at the paperwork online over the weekend and i can see that people actually voted against this cpz and that at no point was it mentioned about having a split zone. How can you push for something that people voted against?</p> <p>Also, there are numerous differences in the figures on the documents dated in july 2022 and october 2022. The figures aren't consistent at all in all aspects such as:</p> <ul style="list-style-type: none"> - the number of responses as one says 1000 responses and one says over 1000 - who voted for the cpz and who voted against <p>this proposal should be scrapped immediately, both on a democratic and moral aspect.</p>
Resident	Whollyobject	<p>I am against this proposal, as it will make it much harder for me and visitors to my home to find a parking space. Parking permits would be an unreasonable cost for me and my family.</p> <p>I am also concerned about the quality of the consultation so far: the earlier survey didn't ask about a split between the east and west parts of north hornsey, so its results have no bearing on the current proposal.</p>
Resident	Whollyobject	Restrictions are not wanted or needed object

Resident	Whollyobject	<p>I am writing to you to object to the planned cpz that is being pushed by haringey council on the following grounds.</p> <p>1. 4319 properties and only approx 1000 responses in the whole area. If we were basing this on the letter that states 1000 responses (see point number 6), 1000 responses from 4319 residents is a response rate of 23.15%. Not even 25% of people responded to this proposal so clearly there is no demand for this cpz if people don't respond, let alone vote in favour of it.</p> <p>2. No mention of an east and west zone during initial proposal. From the documents online dated in feb 2021, there was never any mention of any split if there was a majority in a certain area or not. This similar scenario to this would be like brexit where certain areas had to go along with the democratic vote on the whole. The majority of people in northern ireland and scotland voted remain, yet all had to leave due to the total number of votes for brexit. The same logic has to be applied here, the people voted against this cpz and that should be the final decision, and definitely when there was no mention of a east/west zone.</p> <p>3. The data is constantly being changed due to "errors" Part 1. In the letter dated in july 2022, the letter stated that 56% of people, in the area where the cpz is looking to be implemented, voted for the cpz. In the letter stated in october, it went down to 53%, with no reason said to why this error was being made. With this in mind, there is no confidence to the data being correct in any way, shape or form.</p> <p>4. The data is constantly being changed due to "errors" Part 2. In the letter dated july 2022, it stated 52.9% of people (529 votes) didn't support a cpz in the whole area. In the letter dated october 2022, it states that 53.6% of people didn't support the cpz in the whole area. Again the data isn't consistent and no reason again show to why the figures had been changed.</p> <p>5. The data is constantly being changed due to "errors" Part 3. Both the public engagement letter dated 13 july 2022 and the statutory consultation notice dated 19 october 2022 state that beechwood road will be included in the proposed cpz scheme. However, the document on the portal, "proposed written order (1)", does not include beechwood road as eligible for permits. Again, another example of the information being sent to residents is incorrect.</p> <p>6. The data is constantly being changed due to "errors" Part 4. In the letter dated july 2022, it states "we have received over 1000 responses" and on the letter dated october 2022, it states "we have received 1000 responses". One says "over", the other was very specific. Again, another example of the data being unreliable.</p> <p>7. 6 complaints in 3 years doesn't mean there is "high pressure from residents". The initial statement from the council was that there was high pressure from local residents who said parking was getting more difficult. A foi shows that there was 6 complaints from residents in 3 years, none of which stated they wanted a cpz. If there was more of a focus to remove cars that have no car/tax or are not road worthy in the area, there would be more space for all.</p> <p>8. Local businesses weren't consulted on this. Local businesses were never consulted on the cpz coming in at any stage of the process which is scandalous. At a time when</p>
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		<p>businesses need all the help they need in order to compete, a cpz is a killer blow to them, the high street and the local economy. No reason has been given as to why they weren't consulted on according to the business owners.</p> <p>9. Not making residents aware that they can't get parking permits or visitor passes.</p> <p>It was not made clear at any stage during the process that residents in certain developments affected by the implementation of the cpz, were told that they couldn't apply for any sort of parking, even visitor passes/permits. If this was stated, a lot more residents would have responded as they weren't made aware that the cpz would affect them.</p> <p>10. Ward councillors for the area said they weren't consulted on the final decision</p> <p>apart from cllr seema chandwani, none of the other ward councillors were consulted about the final decision about the final decision, and cllr chandwani was the only one to approve it. Again, another flaw in the procedure.</p>
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Resident	Whollyobject	<p>Subject: hornsey north cpz.</p> <p>To whom it may concern,</p> <p>i am writing to you to object to the planned cpz that is being pushed by haringey council on the following grounds.</p> <p>1. 4319 properties and only approx 1000 responses in the whole area.</p> <p>If we were basing this on the letter that states 1000 responses (see point number 6), 1000 responses from 4319 residents is a response rate of 23.15%. Not even 25% of people responded to this proposal so clearly there is no demand for this cpz if people don't respond, let alone vote in favour of it.</p> <p>2. No mention of an east and west zone during initial proposal. From the documents online dated in feb 2021, there was never any mention of any split if there was a majority in a certain area or not. This similar scenario to this would be like brexit where certain areas had to go along with the democratic vote on the whole. The majority of people in northern ireland and scotland voted remain, yet all had to leave due to the total number of votes for brexit. The same logic has to be applied here, the people voted against this cpz and that should be the final decision, and definitely when there was no mention of a east/west zone.</p> <p>3. The data is constantly being changed due to "errors" Part 1.</p> <p>In the letter dated in july 2022, the letter stated that 56% of people, in the area where the cpz is looking to be implemented, voted for the cpz. In the letter stated in october, it went down to 53%, with no reason said to why this error was being made. With this in mind, there is no confidence to the data being correct in any way, shape or form.</p> <p>4. The data is constantly being changed due to "errors" Part 2.</p> <p>In the letter dated july 2022, it stated 52.9% of people (529 votes) didn't support a cpz in the whole area. In the letter dated october 2022, it states that 53.6% of people didn't support the cpz in the whole area. Again the data isn't consistent and no reason again show to why the figures had been changed.</p> <p>5. The data is constantly being changed due to "errors" Part 3.</p> <p>Both the public engagement letter dated 13 july 2022 and the statutory consultation notice dated 19 october 2022 state that beechwood road will be included in the proposed cpz scheme. However, the document on the portal, "proposed written order (1)", does not include beechwood road as eligible for permits. Again, another example of the information being sent to residents is incorrect.</p> <p>6. The data is constantly being changed due to "errors" Part 4.</p> <p>In the letter dated july 2022, it states "we have received over 1000 responses" and on the letter dated october 2022, it states "we have received 1000 responses". One says "over", the other was very specific. Again, another example of the data being unreliable.</p> <p>7. 6 complaints in 3 years doesn't mean there is "high pressure from residents".</p> <p>The initial statement from the council was that there was high pressure from local residents who said parking was getting more difficult. A foi shows that there was 6 complaints from residents in 3 years, none of which stated they wanted a cpz. If there was more of a focus to remove cars that have no car/tax or are not</p>
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		<p>road worthy in the area, there would be more space for all.</p> <p>8. Local businesses weren't consulted on this. Local businesses were never consulted on the cpz coming in at any stage of the process which is scandalous. At a time when businesses need all the help they need in order to compete, a cpz is a killer blow to them, the high street and the local economy. No reason has been given as to why they weren't consulted on according to the business owners.</p> <p>9. Not making residents aware that they can't get parking permits or visitor passes. It was not made clear at any stage during the process that residents in certain developments affected by the implementation of the cpz, were told that they couldn't apply for any sort of parking, even visitor passes/permits. If this was stated, a lot more residents would have responded as they weren't made aware that the cpz would affect them.</p> <p>10. Ward councillors for the area said they weren't consulted on the final decision apart from cllr seema chandwani, none of the other ward councillors were consulted about the final decision about the final decision, and cllr chandwani was the only one to approve it. Again, another flaw in the procedure. The traffic management act (tma) 2004 is a crucial piece of legislation for parking management. The tma requires that arrangements be based on the principles of fairness, consistency and transparency. As you can see with this proposal, this process has lacked fairness, consistency and transparency from the very start to this point.</p>
Resident	Whollyobject	This is going to make everything so much harder and parking is already an issue with all the restrictions already in place

Resident	Whollyobject	<p>I wholly object the proposal of this cpz for the following reasons:</p> <ul style="list-style-type: none"> - local business' who are still trying to recover from the economic stress caused by the pandemic will be horrendously affected by the cpz as shop goers will not be able to park to use their shops/services - local residents from smithfield square will not be allowed to apply for permits despite a large number of the residents not having a parking space in the facility and bought the properties on the presumption the local roads are safe and available for parking - the necessity of a car in this area is all also paramount for commuters as the great northern line has been proven to be very unreliable with lots of trains cancelled/delayed. As a result cars are needed in this area in order to guarantee an alternative route to work
Resident	Whollyobject	<p>Lb haringey is alienating a lot of residents by the high-handed manner in which this consultation is being handled. Only one in four responded to the initial consultation and then it felt as though the goalposts were changed when the council looked at subsections of the area. There have on occasion been difficulties parking in this area because of skips on the street or the business which seemed to be storing old vehicles around the area, - and of course, the school drop off - but there's absolutely no need to introduce parking controls between 8am and 6.30pm other than to generate income for the council. People are feeling stressed out enough already with the cost of living crisis and general post-pandemic malaise and this consultation and decision seems to be pushing people towards the edge.</p> <p>I care about the environment and would prefer people to drive less, but i dont see any improvements to local public transport happening ie easier access to highgate tube station.</p>

Resident	Whollyobject	<p>I have a number of objections to the scheme, the weight of which, in my view, shows that the consultation and the proposals are invalid and should be abandoned.</p> <p>1 the purported justification for the consultation was entirely spurious. The original consultation document of february 2021 said that it was instigated in response to residents and resident groups contacting the council about parking pressures. In fact only 6 residents, and no resident groups, had contacted the council in 3 years and the correspondence arguably did not request a cpz scheme.</p> <p>2 the consultation was misleading and poorly managed by the council. The consultation documents failed to support residents whose first language was not english, did not make clear who was eligible to respond, in particular the limit on responses from each household, did not make clear that the outcome would be on a street-by-street basis, did not outline the likely permit costs and did not indicate the level of no parking restrictions that the scheme would introduce. The consultation did not therefore produce a result that can be relied on for making decisions with significant financial and social implications for residents.</p> <p>3 the decision to introduce a cpz and to have a restriction from 8 to 6.30 is not justified by the results of the consultation and the proposals should be withdrawn. The statistical justification for the proposals is extremely weak, and by any statistical or rational standards inconclusive and invalid. Only 1000 of 4319 properties responded at all. Of the responses, 58.6% were against a cpz and 48.4% in favour or equivocal. Given the low response rate and the significant majority against a scheme, these figures at best only justify a further consultation. These tiny majorities and miserable response rates do not justify the decision as a whole and certainly not on a street-by-street basis.</p> <p>4 there is no justification for an all-day restriction. On the council's own figures only 48.2% of the 20 roads voting for the cpz supported 8 to 6.30 restrictions. Given the negative impact on roads adjoining the cpz, which are likely to include tradespeople, visitors and even the residents themselves avoiding paying for permits by parking outside the zone, an all day restriction needs strong statistic justification. As it stands this would appear to be an oppressive decision which amounts to an abuse of power by the council.</p> <p>5 there is no justification for considering the area to the west of nightingale road, i.e. Northview, southview, hawthorn and beechwood roads, on a road-by-road basis. This group of streets is by any standards closely integrated; it is covered by a single residents association, it has no through roads, and, as a general rule, all traffic in the area will use at least 2, possibly 3 of the roads in any journey in and out. Beechwood, the only road to vote for a cpz, had only a small majority in favour and on one of the lowest response rates in that area. It is therefore arbitrary, oppressive and an abuse of power to treat each road individually in deciding whether to introduce a cpz.</p>
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Resident	Whollyobject	<p>To whom it may concern,</p> <p>i am writing to you to object to the planned cpz that is being pushed by haringey council on the following grounds.</p> <p>1. 4319 properties and only approx 1000 responses in the whole area. If we were basing this on the letter that states 1000 responses (see point number 6), 1000 responses from 4319 residents is a response rate of 23.15%. Not even 25% of people responded to this proposal so clearly there is no demand for this cpz if people don't respond, let alone vote in favour of it.</p> <p>2. No mention of an east and west zone during initial proposal. From the documents online dated in feb 2021, there was never any mention of any split if there was a majority in a certain area or not. A simple scenario to this would be like brexit. Northern ireland and scotland voted remain, yet all had to leave due to the total number of votes for it. The same logic has to be applied here, the people voted against this cpz and nothing was mentioned about an east/west zone in the initial proposal.</p> <p>3. The data is constantly being changed due to "errors" Part 1. In the letter dated in july 2022, the letter stated that 56% of people, in the area where the cpz is looking to be implemented, voted for the cpz. In the letter stated in october, it went down to 53%, with no reason said to why this error was being made. With this in mind, there is no confidence to the data being correct in any way, shape or form.</p> <p>4. The data is constantly being changed due to "errors" Part 2. In the letter dated july 2022, it stated 52.9% of people (529 votes) didn't support a cpz in the whole area. In the letter dated october 2022, it states that 53.6% of people didn't support the cpz in the whole area. Again the data isn't consistent and no reason again show to why the figures had been changed.</p> <p>5. The data is constantly being changed due to "errors" Part 3. Both the public engagement letter dated 13 july 2022 and the statutory consultation notice dated 19 october 2022 state that beechwood road will be included in the proposed cpz scheme. However, the document on the portal, "proposed written order (1)", does not include beechwood road as eligible for permits. Again, another example of the information being sent to residents is incorrect.</p> <p>6. The data is constantly being changed due to "errors" Part 4. In the letter dated july 2022, it states "we have received over 1000 responses" and on the letter dated october 2022, it states "we have received 1000 responses". One says "over", the other was very specific. Again, another example of the data being unreliable.</p> <p>7. 6 complaints in 3 years doesn't mean there is "high pressure from residents". The initial statement from the council was that there was high pressure from local residents who said parking was getting more</p>
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		<p>difficult. A foi shows that there was 6 complaints from residents in 3 years, none of which stated they wanted a cpz. If there was more of a focus to remove cars that have no car/tax or are not road worthy in the area, there would be more space for all.</p> <p>8. Local businesses weren't consulted on this. Local businesses were never consulted on the cpz coming in at any stage of the process which is scandalous. At a time when businesses need all the help they need in order to compete, a cpz is a killer blow to them, the high street and the local economy. No reason has been given as to why they weren't consulted on according to the business owners.</p> <p>9. Not making residents aware that they can't get parking permits or visitor passes. It was not made clear at any stage during the process that residents in certain developments affected by the implementation of the cpz, were told that they couldn't apply for any sort of parking, even visitor passes/permits. If this was stated, a lot more residents would have responded as they weren't made aware that the cpz would affect them.</p> <p>10. Ward councillors for the area said they weren't consulted on the final decision apart from cllr seema chandwani, none of the other ward councillors were consulted about the final decision about the final decision, and cllr chandwani was the only one to approve it. Again, another flaw in the procedure.</p> <p>The traffic management act (tma) 2004 is a crucial piece of legislation for parking management. The tma requires that arrangements be based on the principles of fairness, consistency and transparency. As you can see with this proposal, this process has lacked fairness, consistency and transparency from the very start to this point.</p>
Resident	Whollyobject	I do not support any changes to parking restrictions in chestnut avenue in cpz a in crouch end at all. There is no problem parking here at all, no issue with the current arrangement. .
Resident	Whollyobject	I am totally and vocally opposed, along with all the neighbours in chestnut avenue and adjoining streets i have spoken to, to any extension of parking restrictions in chestnut avenue - park of the "a" controlled parking zone or cpz. None of us have any problem parking during the day - we have a community forum where i have asked this question - and this is totally unnecessary. I will put in a freedom of information request if this does go ahead to find out who has contacted you about 'increased parking pressures' because i haven't spoken to anyone in this vicinity who supports these proposals. They must remain as they are.

Resident	Whollyobject	Initial consultation on public feedback did not receive any votes for 8-6 restriction from residents of eastfield road. As the 11 residents here did not vote for those restrictions it seems unjust to impose those on us. I requested information of what would happen to the parking bays in front of the houses as part of the consultation and no response was given.
Resident	Whollyobject	<p>Objection towards cpz</p> <p>hello, i am a resident of north view road for over a decade and am addressing this email in objection towards the enforcement of the new parking regulations. I believe that the introduction of cpz shows a lack of courtesy and consideration from the council to the publics opinions. This is due to a heavy majority of residents voting against the new rules so still enforcing them presents the council to seem selfish and against democracy. Although i understand that there may be a minority of people who believe in these regulations this doesn't overlook the fact that cpz still being established is outrageous and an abuse of authority. In my opinion as a resident for over ten years, i do not see a need for these new regulations as the system that has been in place for years has worked excellently. In addition the introduction of cpz will not actually control the ongoing problem of the increase of inhabitants causing a lack of parking spaces. In summary, the enforcement of new parking regulations is a manipulation of residents as you are regulating irreversible rules for the councils own selfish needs</p>

Resident	Whollyobject	<p>My personal concern with cpz greetings, i am addressing this email due to concerns of the new cpz enforcement in my area. I have been a resident on north view road for over ten years now and i believe these new regulations are disgraceful and an abuse of authority from the council.</p> <p>Personally, throughout my time living here i do not see a purpose towards the cpz as the system has worked well for years. In addition, the new enforcement will create an increase in problems as it will not help the ongoing problem of a lack of car spaces for the amount of people in the area. The influx of new residents have meant that there are less available parking spaces and involving these new rules, people will now have to pay an inhumane amount just to park a car. On top of that, the introduction of cpz shows the abuse of authority the council has and the lack of democracy that comes with it. If a majority of people voted against the new system then why enforce it? In my opinion, i do not see why you should have to please the minority and yourselves as a council rather than follow the rules of a democratic vote which will just cause more corruption and outrage. In conclusion, the establishment of cpz and the rest of the parking introductions such as double yellow zone is the perfect example of misuse of power as it shows the councils lack of decency to follow a democracy.</p>
Resident	Whollyobject	I am not in favour of cpz in this area
Resident	Partlyobject	<p>I am opposed to the cpz proposals as they stand because the full day restriction proposed will make it impossible for residents to have carers, tradespeople, friends or others visit during the day. I would support a 2 hour resident only parking mon- friday as this will deter those who leave cars for days and/or all day but allow other visits to proceed and impact less badly on neighboring streets. This is what is in all over crouch end and hornsey and works well</p>
Resident	Partlysupport	I recognise that cpz is inevitable but strongly object to all day restrictions: it should be 2 hours only.

Resident	Whollyobject	<p>The introduction of cpz over the last years has made the parking situation on beechwood road very difficult as it is one of the few remaining roads without permits being enforced. Many local businesses use it as a free car park for their vans removal companies, decorating , gardening etc etc. Prior to the cpz being introduced on surrounding roads parking was not a problem if the cpz is introduced on beechwood road we need to have another consult on the hours as if you vote against it you can't put in the hoirs you would prefer. If it is to be introduced it would only help the residents if it was in evening eg 4-6 or preferably 6-8 pm . If it was during the day would make no difference to residents returning after work after 6 pm and not finding anywhere to park .</p> <p>Also the process of applying for permits and visitor permits would need to be streamlined from the number of complaints i read about this process it doesn't seem fit for purpose . I suggest this is looked into prior to expanding the cpz unless ofcourse it is purely a month making scheme ?</p>
Resident	Partlysupport	<p>I broadly support this proposal, but would request that the cpz be extended to cover a wider area, including hawthorn road. We already have problems with trade vehicles using this as long term parking (for weeks at a time); i worry that a cpz in neighbouring streets will make this worse.</p>
Resident	Partlysupport	<p>If a cpz has to be started for hornsey north then hawthorn road has to be included. All of these roads act as a system, so excluding hawthorn road will just leave us with a situation where people dump their cars on our road for the free parking and we will never be able to park anywhere. You must include hawthorn road in the cpz if it goes ahead.</p>

Resident	Whollyobject	<p>I wholly object the proposed hornsey north cpz because:</p> <ol style="list-style-type: none"> 1. In such a difficult moment, when families are struggling to eat or to heat, such a proposal will affect their income making their lives even more miserable. 2. I can't see any parking problems where i live
Resident	Whollyobject	<p>I object the proposed hornsey north cpz because:</p> <ol style="list-style-type: none"> 1. In such a difficult moment, when families are struggling to eat or to heat, such a proposal will affect their income making their lives even more miserable 2. I can't see any parking problems where i live
Resident	Whollyobject	<p>To introduce extra charges with the current cost of living crisis is very unfortunate. I believe the council has failed to consider the additional, unnecessary and unwanted extra cost to residents, on top of rising energy, food costs etc. Many no longer have disposable income as it is, without even more charges or potential fines.</p> <p>By the council's own numbers, the majority of residents in the originally surveyed area do not support the introduction of the cpz - these results were then manipulated to get the desired outcome by gerrymandering a specific selection of roads (and even then the margin is only just above 50%). The map used in the public engagement letter 13th july 2022 indicates all roads in favour of cpz but only one of the eight roads against cpz. This gives residents a distorted impression. There were many other roads not included in this map which had voted against a cpz.</p> <p>The statutory consultation letter reports that 307 of the residents in the east of the hornsey north area responded to the consultation. It does not report that the response rate for the area with 2629 households and businesses was just 11.5%. Haringey council did not report this figure as it would have demonstrated that there is very little support for a cpz - 165 out of 2629, or 6.3%. Furthermore, as some of the responses may have been multiple votes from the same household, the 10% required response rate would not have been reached. I, myself, was unaware that multiple responses were accepted per household. This was not mentioned in the consultation letter dated 24 february 2021. This put my family at a disadvantage compared to people who did submit multiple responses.</p> <p>The consultation letter 24th february 2021 stated, "residents and local groups have written to us stating that parking pressures are now more intense in the area." A foi request revealed that only six people had corresponded with the council regarding parking over the previous three years, arguably none requesting a cpz and none of the local groups referred to at all. Clearly, the consultation is not resident-led but council-led. Haringey council</p>

		<p>has misrepresented its residents.</p> <p>The council has shown bias in its approach, and relevant information was omitted from the consultation letter. News that the area could be split, a map indicating which roads were under consultation, the permit cost and, crucially, who was eligible to participate. The map that was eventually produced was out of date by 13 years and did not consider the new developments in the area.</p> <p>On a personal note:</p> <p>i live in a 'car-free development' and was sold my property and was assured (by sanctuary housing) that there were no local parking permits required. I also contacted the council upon purchasing my property and was informed that there were no parking permits or plans to introduce them.</p> <p>Many require their car for work, so as they would be unable to park on the streets any longer would they be expected to hire an extremely costly parking space (if this is even possible)? Or just get stuffed and find a few job? Again, to introduce this in the current cost-of-living crisis is extremely careless and will financially impact many people beyond simply the cost of a permit.</p> <p>One solution would be to allow those of us in 'car-free developments' to apply for permits - i am aware this a 'london-wide mayoral' policy, but please consider that you are proposing to upend many lives and livelihoods.</p> <p>I have also observed significant objection in the local community (posters, stickers, online groups), not just by residents but also local businesses. There is clearly very little support for this parking zone being introduced (again, 6.3%!!) And it will simply result in very avoidable fees for some, and total upending of lives for others. Please listen to the feedback and reconsider this proposal.</p>
Business	Partlyobject	<p>If the proposal goes ahead it will become even more difficult to park in the streets not included eg north view road where i live. I have often had to park on another street without a local cpz, so when it comes into force on local.atreet it will he even.harder. Therefore i propose the streets that opted against cpz be given another chance to become part of it.</p>
Resident	Whollyobject	<p>We do not want more parking restrictions in our road as we have very few people parking here just to go to the shops. Almost all our parking is used by residents of the street.</p>

Resident	Partlyobject	<p>I understand the potential need for a cpz in our area. However, the consultation asked for residents' views on a single area that covered more than the area now proposed. The residents were not asked for their views on the eventual proposed area and excluded streets. Therefore it seems that the council did not consult in a legally compliant manner nor did it generate the required data to support the eventual proposed and excluded areas.</p> <p>However, if the council is planning to process and interpret the consultation data in any way necessary to push through the cpz – which seems likely based on the eventual adoption of a street-by-street analysis that was not mentioned in the consultation – i would strongly urge the council to consider adding the key roads in the palace view area (north view road, south view road, hawthorn road) that have been excluded, so as to avoid a completely unmanageable situation for many families in this area that may persist for years until another consultation can be undertaken. Many of these families have mobility challenges related to old age or young families and so on that are not sufficient to register as disability, but which would be extremely difficult to manage amid the significant displacement issues that the modified scheme will create – and which the council is surely very aware of. I understand that there are many residents who are not actively campaigning to stop the scheme outright who also support the view that the council should include all roads in the hornsey north area if the cpz is to go ahead.</p> <p>In short, this feedback represents a direct request for south view road to be included in the proposed cpz.</p> <p>I would also like to request data from the council following this feedback process to understand how many households have made similar requests and on what basis they have been quantified and considered.</p>
Resident	Whollyobject	<p>I have to object to increasing the time from 10:00 - 12:00 to 8:00 - 18:30. This seems to be a money-gathering exercise. The two hours has stopped vehicles being left for ages. There is no need to increase the hours further.</p>

Commuter	Whollyobject	<p>Good afternoon. I am writing to object to your proposed changes to the parking restrictions on newland road, and the surrounding nearby roads. I am a police officer who works out of quicksilver patrol base on western road, and i commute into work from outside of london. I currently park on the roads which you propose to make permitted, as parking at the station is extremely limited. As i live outside of london it is often not viable to use the train as due to the varying shifts i work, sometimes i finish work when national rail trains are not running. This makes driving necessary for me, and if the roads around newland road are permitted, i will either have to pay daily for parking in a public car park, or park significantly further away from my workplace. Additionally, it would appear that i would be unable to apply for a council parking permit as, from the research i have done, police officer is not a profession which qualifies for an essential workers permit. I would greatly appreciate if the above was taken into consideration. Kind regards.</p>
Resident	Whollyobject	<p>Creation of this cpz will result in people parking cars in nearby streets not in the cpz, such as my street. This will make it harder for me to park near my house</p>
Visitor	Whollyobject	<p>I live in a road that borders this zone. The consultation around it has been biased from the outset. Harringey have done everything possible to skew it to the outcome they wanted. The traffic has already been massively increased by the lunacy in wightman road - these latest plans are going to make the area a no go zone.</p>
Resident	Whollyobject	<p>Cpz hornsey north i dont want cpz there is allways places to park my son and daughter come a few times a day to make shore i'm ok and to do shopping for me take me to appointments i can not afford permits i suffer from arthritis please think again</p>

Resident	Whollyobject	I think it's wrong to put in cpz here there is no problem to park and my son and daughter come at least 3 times a day to see how i am or if i need anything i suffer from arthritis i cannot afford to be buying permits i'm a pensioner
Resident	Whollyobject	<p>I live on an estate road which lies within the cpz boundary. Thus i am personally affected by the decision to introduce a cpz in my area. Moreover, the estate owner (haringey council) could choose to authorise the introduction of the cpz by removing estate parking, which would not require a consultation. Thus my objections should be recognized as equally valid to those from residents of roads that will be affected from the start.</p> <p>First of all, i object tout court to the introduction of a cpz in hornsey north because of the following important reasons:</p> <ol style="list-style-type: none"> 1) i need a car to transport my children but cannot afford to pay the extra cost, i am already struggling to pay my bills; 2) the reduced number of parking bays means i might not even find a parking space, and neither will my visitors. 3) i rely on support from carers/my parents/friends but i cannot afford to pay for visitor permits. 4) the system is discriminatory and affects people like me who can't afford to pay most. <p>Secondly, should you decide to proceed with a cpz regardless of my objection above, i object to the introduction of all-day (8:00 to 18:30, m-f) operating hours for the cpz because it means i can't even arrange for my visitors/ tradespeople/ carers to come outside of cpz hours. I won't be able to have visitors even though i depend on them.</p> <p>If the cpoz is introduced, it should only be for 2 hours a day so i can have visitors at other times. Less than one-third of respondents in the 20 roads within the proposed area wanted all-day operating hours so the introduction of all-day controls is undemocratic.</p> <p>Thirdly, should you still proceed with the introduction of a cpz, regardless of my two objections above, the operating hours should be 12:00 to 14:00. This gives me the best opportunity to organise the visits i need from helpers, relatives, and tradespeople.</p>
Resident	Partlyobject	I object to the restrictions on parking being all day. I would like it to be restricted to 2 hours in the day like other cpzs.

Resident	Whollyobject	<p>The 8am-6:30pm parking restrictions proposed for our neighbouring streets will cause a parking problem on this road. Currently it is possible to park here but if car owners from nightingale, beechwood etc. Want to avoid buying permits they are likely to park here.</p> <p>In addition it is entirely unclear how a response rate of 11.5% can possibly justify the extreme restrictions that are proposed. If there were a high demand for such measures there would undoubtedly have been a considerably higher response rate.</p> <p>Finally, the consultation notices were not even displayed on this road despite the scheme having a direct impact on us.</p>
Resident	Whollyobject	<p>I oppose the motion for a cpz in this area.</p> <p>- as a resident in the vicinity, my road which is next to the proposed zone will become de facto free parking. I have lived here for 4 years and never problem with parking. This will now change and i will be unable to park as everyone who lives within the new cpz will now try and park here, along with all their visitors and tradespeople, which is a huge amount of people. This also means that what was once a quiet road will now have an endless stream of cars trying to park, increasing pollution (against haringey's own efforts to reduce pollution) and making my property very noisy and polluted when before it had been very peaceful and a quiet residential road. I will not be able to have visitors during the week as i won't be able to access a permit or any parking to offer. This is extremely stressful.</p> <p>Additionally, there are numerous errors in the way you have presented data and the administration system around permits which isn't fit for purpose, including:</p> <ol style="list-style-type: none"> 1. There are numerous posts on local social media groups complaining about the virtual permit system. People are being issued penalty notices when they have paid for visitor permits, or having problems accessing permits. It is very callous not even to have a permit system which is fit for purpose at a time when people are facing a huge rise in the cost of living. 2. The consultation letter 24th february 2021 stated, "residents and local groups have written to us stating that parking pressures are now more intense in the area." A foi request apparently revealed that only six people had corresponded with the council regarding parking over the previous three years, arguably none requesting a cpz and none of the local groups referred to at all. This would imply haringey council has misrepresented its residents. 3. The statutory consultation letter reports that 307 of the residents in the east of the hornsey north area responded to the consultation. It does not report that the response rate for the area with 2629 households and businesses was just 11.5%. This demonstrates that there is very little support for a cpz.

		<p>4. The map used in the public engagement letter 13th July 2022 indicates all roads in favour of CPZ but only 1 of the eight roads against CPZ. This gives residents a distorted impression. There were many other roads not included in this map which had voted against a CPZ.</p> <p>5. The consultation process looks to have revealed numerous flaws in Haringey's parking policy and a catalogue of errors and discrepancies in the Hornsey North consultation process. No Haringey resident can be confident in any data used to justify the implementation of the CPZ.</p> <p>Most importantly, the Traffic Management Act (TMA) 2004 is a crucial piece of legislation for parking management. The TMA requires that arrangements be based on the principles of fairness, consistency and transparency. The consultation, the analysis and the proposed implementation don't appear to be factually accurate or fair.</p>
Resident	Partly object	<p>Re: Hornsey North CPZ proposal.</p> <p>I am not in favour of a CPZ; however, if Nightingale Lane does gain a CPZ, then it will be necessary for a CPZ to be introduced into Beechwood Road, as drivers seeking free parking will first be pushed into Beechwood Road.</p> <p>I am concerned about the proposed timings for the CPZ, as the only time I currently experience difficulty parking in Beechwood Road is after 6.30 in the evening/when arriving home late from work or for other reasons. Please could the Council consider how this issue would best be addressed. I am doubtful that an all-day, daytime restriction is going to help us much.</p>

Resident	Whollyobject	There is already no street parking provided for any visitors or trades people that need to visit my property on cross lane. I have relatives with disabilities and babies and they need to drive to visit me. A cpz will make it absolutely impossible for guests or a trades person to visit my property.
Resident	Partlysupport	I live on north view road and supported the cpz from the outset. I am worried that by excluding north view road from the proposed cpz, our road will become even more congested due to displaced cars, especially beechwood road. Not only will non-residents continue to park here on the roads excluded from the cpz, but residents and visitors to beechwood rd and the rest of the cpz will seek to park here to avoid the cost of permits. I urge you to extend the scheme to include north view road.
Resident	Whollyobject	<p>First of all, i object tout court to the introduction of a cpz in hornsey north because 1) the cost of parking and visitor permits is unaffordable for a large number of local residents and is an unacceptable additional burden at a time when many are struggling to pay for rent, food, heating, and children’s needs, as well as other costs. 2) the quite extensive reduction in the number of parking bays means that the parking pressures will actually increase rather than lessen, and threatens a situation where essential support people like care workers and tradespeople are unable to find places to park and cannot provide their urgently required services to local residents. The statement on the consultation page ‘introduction of cpz controls into public highway roads will prioritise parking and ease local parking pressures for residents and businesses’ is thus completely misleading. 3) the impact on isolated and struggling residents who rely on support from parents or friends will be particularly hard if they cannot afford to pay for visitor permits, and visitors are unable to find a parking space even where a permit is available. 4) the large number of people in the local area who are not fluent in english and/or do not have access to internet services, and the lack of support services for such people, means that many will struggle to access the permit system and may then be subject involuntarily to unaffordable fines. 5) the system is discriminatory and will affect the poorest, most marginalized, and least able disproportionately.</p> <p>Secondly, should you decide to proceed with a cpz regardless of my objection above, i object to the introduction of all-day (8:00 to 18:30, m-f) operating hours for the cpz because it removes the option for those for whom visitor permits are unaffordable to arrange for visits from carers, tradespeople, friends, and relatives outside of cpz hours. It is discriminatory, because it facilitates visitor parking for those who have sufficient funds to pay, while making it extremely challenging for those who need services and support most. In order to maintain the present options for visitors for as wide a group of residents as possible, in the event of the cpz being introduced, the operational hours should be restricted to a 2-hour window.</p> <p>Only 29% of respondents in the 20 roads within the proposed</p>

		<p>area opted for all day operating hours, 58% wanted either no hours or 2 hours even when the 'no hours' responses are discounted, less than half of respondents opted for all-day controls. Thus introduction of all day controls is both undemocratic and against the spirit, if not the letter of interpretation, of the initial consultation.</p> <p>Thirdly, should you still proceed with the introduction of a cpz, regardless of my two objections above, the operating hours should be 12:00 to 14:00. This provides the maximum opportunity for residents to organise visits from service providers and tradespeople, as well as for those collecting children to take them to, and bring them home from school, or to take care of them during school holidays.</p>
Resident	Whollyobject	It's incredibly difficult to park as it is, i don't support a cpz. This does not support the local residents, nor business' and will not reduce pollution in the area.
Resident	Whollyobject	Putting a cpz with the hours of operation proposed will lead to a spillover of cars to the hornsey south cpz. The hornsey south cpz has much shorter hours of operation and would lead to cars that can't park in the proposed zones to park in hornsey south instead. The proposed cpz needs to have shorter hours to prevent this.

Resident	Whollyobject	I do not think that having a cpz during the hours of 8am-6.30pm is going to solve the parking problem. It is after 8pm that we struggle to find parking in the area. During the day it is fine and never a problem. I think it would be a waste of money for the residents if it's not going to solve the problem of parking in the late evenings. In this time of financial crisis, i am unwilling to pay £300 or more on 2 cars each year as well as guest permits. I don't think people can afford it. If there is going to be a cpz, i think the whole area would agree that it should be in the evenings as there is never any space to park.
Resident	Whollyobject	I can't afford more expense per year
Resident	Whollyobject	<p>I live on an estate road which lies within the cpz boundary. Thus i am personally affected by the decision to introduce a cpz in my area. Moreover, the estate owner (haringey council) could choose to authorise the introduction of the cpz by removing estate parking, which would not require a consultation. Thus my objections should be recognized as equally valid to those from residents of roads that will be affected from the start.</p> <p>First of all, i object tout court to the introduction of a cpz in hornsey north because</p> <ol style="list-style-type: none"> 1) the cost of parking and visitor permits is unaffordable for a large number of local residents and is an unacceptable additional burden at a time when many are struggling to pay for rent, food, heating, and children's needs, as well as other costs. In particular, the lack of a system of carer permits relevant to the needs of the majority (multiple carers on a changing rota, often for multiple visits a day) means that care at home for many will be jeopardized. 2) the quite extensive reduction in the number of parking bays means that the parking pressures will actually increase rather than lessen, and threatens a situation where essential support people like care workers and tradespeople are unable to find places to park and cannot provide their urgently required services to local residents. The statement on the consultation page 'introduction of cpz controls into public highway roads will prioritise parking and ease local parking pressures for residents and businesses' is thus completely misleading. 3) the impact on isolated and struggling residents who rely on support from parents or friends will be particularly hard if they cannot afford to pay for visitor permits, and visitors are unable to find a parking space even where a permit is available. 4) the large number of people in the local area who are not fluent in english and/or do not have access to internet services, and the lack of support services for such people, means that many will struggle to access the permit system and may then be subject involuntarily to unaffordable fines. 5) the system is discriminatory and will affect the poorest, most marginalized, and least able disproportionately. <p>Secondly, should you decide to proceed with a cpz regardless of my objection above, i object to the introduction of all-day (8:00 to 18:30, m-f) operating hours for the cpz because it removes the option for those for whom visitor permits are unaffordable to arrange for visits from carers, tradespeople, friends, and relatives outside of cpz hours. It is discriminatory, because it facilitates visitor parking for those who have sufficient funds to pay, while</p>

		<p>making it extremely challenging for those who need services and support most. In order to maintain the present options for visitors for as wide a group of residents as possible, in the event of the cpz being introduced, the operational hours should be restricted to a 2-hour window.</p> <p>Only 29% of respondents in the 20 roads within the proposed area opted for all day operating hours, 58% wanted either no hours or 2 hours even when the 'no hours' responses are discounted, less than half of respondents opted for all-day controls. Thus introduction of all day controls is both undemocratic and against the spirit, if not the letter of interpretation, of the initial consultation.</p> <p>Thirdly, should you still proceed with the introduction of a cpz, regardless of my two objections above, the operating hours should be 12:00 to 14:00. This provides the maximum opportunity for residents to organise visits from service providers and tradespeople, as well as for those collecting children to take them to, and bring them home from school, or to take care of them during school holidays.</p>
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Other	Whollyobject	<p>First of all, i object tout court to the introduction of a cpz in hornsey north because :</p> <p>1) i visit my child every week being separated from my child's mother and it is very costly to pay for parking permits just to visit my child because of my marriage problems. In these times, i cannot afford to pay the extra cost as i am already struggling to pay my bills for my child's needs, alimony, my own expenses (rent, food, heating) as well as other living costs especially being separated from my family.</p> <p>2) the reduced number of parking bays means i might not even find a parking space when i come over to visit my child. The quite extensive reduction in the number of parking bays means that the parking pressures will actually increase rather than lessen making me lose precious time to visit and spend time with my child.</p> <p>The statement on the consultation page 'introduction of cpz controls into public highway roads will prioritize parking and ease local parking pressures for residents and businesses' is thus completely misleading!!</p> <p>Secondly, should you decide to proceed with a cpz regardless of my objection above, i object to the introduction of all-day (08:00 to 18:30 hours, monday-friday) operating hours for the cpz because it means i can't even visit my child during cpz hours without paying more money just to spend quality time with them. If the cpz is introduced, it should only be for 2 hours a day so that it enable me to visit my child at time that they call for me.</p> <p>Only 29% of respondents in the 20 roads within the proposed area opted for all day operating hours, 58% wanted either no hours or 2 hours even when the 'no hours' responses are discounted, less than half of respondents opted for all-day controls. Thus introduction of all day controls is both undemocratic and against the spirit, if not the letter of interpretation, of the initial consultation.</p> <p>Thirdly, should you still proceed with the introduction of a cpz, regardless of my two objections above, the operating hours should be 12:00 to 14:00 hours. This gives me the best opportunity to organise my visits to my child. I sometimes help with the sending and picking up from school, or to take care of them during school holidays.</p> <p>Please do consider the objections of the actual residents (my family) living on these affected roads especially those with a car.</p>
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Resident	Whollyobject	<p>First of all, i object tout court to the introduction of a cpz in hornsey north because :</p> <p>1) i need a car to transport my child but cannot afford to pay the extra cost, as i am already struggling to pay my bills for rent, food, heating, and child’s needs, as well as other living costs especially being a single working parent.</p> <p>2) the reduced number of parking bays means i might not even find a parking space, and neither will my visitors, mainly my child's father who visits him on a weekly basis. The quite extensive reduction in the number of parking bays means that the parking pressures will actually increase rather than lessen, and threatens a situation where essential support people like care workers and tradespeople (like the the engineers contracted by my housing association to fix our boilers, plumbing, electrical and other maintenance issues occurred at our flats) are unable to find places to park and cannot provide their urgently required services to local residents. The statement on the consultation page ‘introduction of cpz controls into public highway roads will prioritize parking and ease local parking pressures for residents and businesses’ is thus completely misleading!!</p> <p>3) i rely on support from friends/child's father but i cannot afford to pay for visitor permits and my visitors might be unable to find a parking space even where a permit is available.</p> <p>4) the system is discriminatory and affects people like me who can’t afford to pay most who are the residents of these roads affected by this consultation.</p> <p>Secondly, should you decide to proceed with a cpz regardless of my objection above, i object to the introduction of all-day (08:00 to 18:30 hours, monday-friday) operating hours for the cpz because it means i can’t even arrange for my visitors/ tradespeoples to come outside of cpz hours. I won’t be able to have visitors (child's father) even though i depend on them as it removes the option with the visitor permits being unaffordable . If the cpz is introduced, it should only be for 2 hours a day so that i can have visitors at other times.</p> <p>Less than one third of respondents (only 29%) in the 20 roads within the proposed area wanted all day operating hours so the introduction of all day controls is undemocratic!! The remaining 58% of us wanted either no hours or 2 hours. Even when the ‘no hours’ responses are discounted, less than half of respondents opted for all-day controls. Thus introduction of all day controls is both undemocratic and against the spirit, if not the letter of interpretation, of the initial consultation.</p> <p>Thirdly, should you still proceed with the introduction of a cpz, regardless of my two objections above, the operating hours should be 12:00 to 14:00 hours. This gives me the best opportunity to organise the visits i need from my child's father and tradespeople and as well as for when sending or collecting my child to and from school, or to take care of them during school holidays.</p> <p>Please do consider the objections of the actual residents living on these affected roads especially those with a car. We have a car for a reason, it is a means of transport at times when we can't use the public transport or walk for whichever reason they may be. I appreciate that haringey council thinks they are doing the residents good but the council is not a local resident on the affected roads and therefore does not have the same considerations as the actual residents living here, like me.</p>
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Resident	Whollyobject	I object to the proposed cpz scheme. You're too greedy haringey calm the fuck down
Resident	Whollyobject	<p>These restrictions are not going to improve life for us. Living in the area for 3 years and i always parked in a reasonable distance from home. I don't see the pressures. I have also read some valid objections from other residents who explained to me that the process to implement this measure has been a mess. It seemed that data were crunched just to fit the desired outcome (eg reducing the area of the original proposal).</p> <p>It is not clear if my development is car free, but if it is, my apartment comes without a parking. This would push me to move outside of my house just to have a car :/ this is really sad. I hope it doesn't go ahead</p>
Resident	Whollyobject	<p>I am a resident of fyfe house, which lies within the new river village (nrv) development, on the private road chadwell lane. I am writing to object in to the proposed hornsey north cpz, unless a change described below can be made.</p> <p>I have never had any difficulty obtaining a parking space on the streets covered by the cpz, and therefore question the rationale for its introduction.</p> <p>More specifically, i strongly object to my address being excluded from those allowed to purchase residents' or visitors' permits to park inside the proposed cpz.</p> <p>My address is listed in the schedule to the proposed written order as one of those eligible to apply for residents' and visitors' permits, but this is negated by the statement that residents of these addresses are eligible only "provided their property is not on a private ... development".</p> <p>I ask that this specific exception be removed from the proposal. Its consequence is that no resident of the nrv development is eligible to purchase permits.</p> <p>However, while all residents of the nrv development are haringey council tax payers resident within the cpz, not all of them have access to the development's private carpark. This proposal also exclusionary in that it renders it impossible for nrv residents to have visitors arriving in cars.</p>

Resident	Whollyobject	Locals have checked the sources cited by the council and found they have lied to us regarding the response and need for this extended parking zone. I cannot afford to buy permits for visitors or tradesman to park in my street. Plenty of others are in a similar position, due to the current state of the economy.
Resident	Whollyobject	<p>We need our car for travel to work and currently have to park it in the proposed cpz as we weren't able to secure a parking space with our new flat.</p> <p>The rules of our development prohibit us from buying a permit in cpz so we would be unable to park our car anywhere near our house if the cpz went ahead. Private parking spaces seem to cost £150 a month which is a ridiculous amount. We are strongly against these proposals.</p>
Resident	Whollyobject	There is no need for any parking restrictions here, there's always a lot of space to park. People need cars for their jobs and if you live in any of the new builds you can't get a permit so you're making it really difficult for people to get to and do their jobs if they can't park their car.
Resident	Whollyobject	<p>I moved into this area because parking was free, so that when friends with cars visit me they can park a short walk from my house. Changing this now while ignoring all the feedback of residents that are against it is neither democratic nor the right thing to do! Stop stealing people's money!</p> <p>The council isn't able to sort out their appeals process when people get fined incorrectly! Sort that out first and stop the fraud!</p>
Resident	Whollyobject	This scheme is not needed and will make parking worse in neighbouring area

Business	Whollyobject	<p>I run a local business. Implementing a cpz in this area will have a permanent impact on my business, particularly at a time of economic hardship. I employ 5 local people in a firm that has been established in hornsey 65 years, this would be the final straw for my business & i would close down because you are making the people of haringey's lives a misery, you are supposed to be helping us ? Not killing off local business.</p>
Resident	Whollyobject	<p>1 the council has shown bias in its approach, and relevant information was omitted from the consultation letter. The fact that the area could be split into different road-by-road areas is what alarms me most. The council must realise that by implementing a cpz on some roads, they are putting extra pressure in other areas that have clearly demonstrated they do not want a cpz. This will, ultimately, force the hand of a greater and greater number of roads and to me represents a very backhanded way of ultimately forcing through a cpz across the whole area, despite public wishes.</p> <p>2 when i purchased my property, i was informed that on-street parking was free of charge and was not informed of the plans to implement a cpz, nor was i told about the previous consultation in 2017, for which there was very little support.</p> <p>3 the consultation letter 24th february 2021 stated, "residents and local groups have written to us stating that parking pressures are now more intense in the area." A foi request revealed that only six people had corresponded with the council regarding parking over the previous three years, demonstrating the consultation is not resident-led.</p> <p>4 the statutory consultation letter reports that 307 of the residents in the east of the hornsey north area responded to the consultation. It does not report that the response rate for the area with 2629 households and businesses was just 11.5%. Haringey council did not report this figure as it would have demonstrated that there is very little support for a cpz. Furthermore, as many of the responses would likely have been multiple votes from the same household, the 10% required response rate would not have been reached.</p> <p>5 the map used in the public engagement letter 13th july 2022 indicates all roads in favour of cpz but only 1 of the eight roads against cpz. This gives residents a distorted impression. There were many other roads not included in this map which had voted against a cpz.</p> <p>6 the map that was eventually produced was out of date by 13 years and did not consider the new developments in the area.</p> <p>7 the consultation process has revealed numerous flaws in haringey's parking policy and a catalogue of errors and discrepancies in the hornsey north consultation process. No haringey resident can be confident in any data used to justify the</p>

		implementation of the cpz or, indeed, of the competence of the parking schemes department.
Resident	Whollyobject	This will disproportionately affect residents of new river village who will access to neither permits not parking on the development or surrounding streets
Resident	Whollyobject	The council has failed to consider the additional, unnecessary cost for householders, which will put an extra squeeze on households in the context of rising prices for energy and other essential goods.

Resident	Whollyobject	<p>The statutory consultation letter reports that 307 of the residents in the east of the hornsey north area responded to the consultation. It does not report that the response rate for the area with 2629 households and businesses was just 11.5%. Haringey council did not report this figure as it would have demonstrated that there is very little support for a cpz. Furthermore, as many of the responses would likely have been multiple votes from the same household, the 10% required response rate would not have been reached</p>
Resident	Whollyobject	<p>I did not receive the consultation letter in february 2021 and was unaware of the consultation.</p>
Resident	Whollyobject	<p>The statutory consultation letter reports that 307 residents east of the hornsey north area responded to the consultation. It does not say that the response rate for the area with 2629 households and businesses was just 11.5%. Haringey council did not report this figure as it would have demonstrated little support for a cpz. Furthermore, as many of the responses would likely have been multiple votes from the same household, the 10% required response rate would not have been reached.</p>
Resident	Whollyobject	<p>I voted in favour of the cpz but was aware of a strong body of opinion against it. I voted for it because of the number of vans/other commercial vehicles parked which impede residential parking and would vote for it again if given the chance. I also voted, i think, with the impression that any cpz would be for 2 hours as the rest of crouch end. All day is excessive in my opinion.</p> <p>Having nightingale lane and beechwood within a new cpz will force commuters cars onto the three remaining roads - bw, svr and nvr. Also any residents who do not want to pay the permit may also move their cars to these three roads.</p> <p>I strongly believe that either all roads should be in a cpz or none of them. This halfway house arrangement will please very few people, myself included.</p> <p>I hope you will consider my comments favourably.</p>

Resident	Whollyobject	<p>I see no benefit to this other than a revenue generator. If we are to have something to help us as residents then it must be times permits morning and evening to avoid non residents just dumping their vehicles. Whilst the scheme is not planned for north view, south view or hawthorn rd, surely it is absolutely plain to see the proposed implementation zones will simply create a really big problem for our streets as just pushes parking into what will soon be recognised as free parking streets. We will not be able to park in our own streets. And no alternative as rest will be cpz. I don't see why we should be penalised.</p>
Resident	Whollyobject	<p>I was one of the residents questioned in the original fact-finding by council members. I was opposed then as we do not experience any parking problems. The parking has become even better without restrictions as now it is impossible for non-residents to enter much of the area due to the school (campesbourne) and the restricted access penalties in force twice a day.</p> <p>So it is that i am still of the opinion that this proposal is even less needed now than when i was questioned before.</p>

Resident	Whollyobject	<p>Hello, i'm writing to express our clear objection to the proposed cpz zone.</p> <p>The proposal says they told us we asked for the consultation, but we didn't. When we called them out on this point, they told us they were led by the councillors. We put this to our councillors; not only was this not the case, but our ward councillors also had very little involvement and did not know about the final decision until we did.</p> <p>The zone has been split into 2. This possibility was not mentioned in the consultation letter of february 2021.</p> <p>Only 305 people out of 2629 households in the proposed zone responded, with just 163 in favour of a cpz.</p> <p>The council website states '1 vote per household'; however, this isn't the case either. Only 11.4% of households or residents (who knows) responded, just 1.4% over the required threshold of 10%. Any less than 10%, the scheme should be abandoned.</p> <p>This scheme is being introduced when families are facing increasing financial hardship.</p> <p>The scheme will undoubtedly hurt local businesses and shops in times of economic uncertainty and rising costs.</p> <p>Since yellow lines and other markings will reduce parking spaces, there is no guarantee that parking will be any more accessible than it now is.</p> <p>There are numerous and consistent discrepancies in the data that haringey council's parking schemes department publishes. How can we be sure that any of the information supplied is accurate or verifiable?</p> <p>The traffic management act (tma) 2004 is a crucial piece of legislation for parking management. The tma requires that arrangements be based on the principles of fairness, consistency and transparency. The consultation, the analysis and the proposed implementation of the cpz have been everything but.</p> <p>We await your response.</p>
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Resident	Whollyobject	<p>As a long term resident, i am utterly fed up with repeated cpz consultations being foisted upon me every few years. Virtually no one asks for them. Every time they are rejected yet our council seems determined to instigate a cpz by sheer persistence. Although we've once again said "no", will you produce yet another consultation in a few years time?</p> <p>Meanwhile, like the rest of us, i've finally seen the figures, the details. Why was it so hard to get the information from our own council?</p> <p>This time, it almost seems that mathematical equations are being applied to the consultation reponse in order to instigate a cpz at least in a section of the area. It appears as if figures and statistics are being manipulated until it shows that swathes of people in certain roads support the idea. I live here, most people do not!</p> <p>I want a council that responds to tax payers requests, not one that produces it's own schemes and finds a way of implementing through various methods that appear to be brought about by public demand, appear to be democratic. I don't know if that's the intention but, sorry, it looks that way.</p> <p>I am a labour party member, i support you as my representatives in the borough to which i contribute via council tax. Don't challenge my political allegiance.</p> <p>Tear up this plan and leave it in the bin until we pressure you for controlled parking outside our homes.</p> <p>Thank you.</p>
Business	Partlysupport	<p>I write this on behalf of our business, registered on south view road. We would like cpz to be extended to cover south view road in order to preserve our ability to operate the business from the property with the appropriate amount of on-street parking during office hours.</p> <p>We are also residents at the same address and believe a cpz would help us ensure access to the property. We have a newborn child and would prefer not to have to walk a great distance back and forth to our vehicle.</p>

Resident	Whollyobject	<p>Hello, i'm writing to express our clear objection to the proposed cpz zone.</p> <p>The proposal says they told us we asked for the consultation, but we didn't. When we called them out on this point, they told us they were led by the councillors. We put this to our councillors; not only was this not the case, but our ward councillors also had very little involvement and did not know about the final decision until we did.</p> <p>The zone has been split into 2. This possibility was not mentioned in the consultation letter of february 2021.</p> <p>Only 305 people out of 2629 households in the proposed zone responded, with just 163 in favour of a cpz.</p> <p>The council website states '1 vote per household'; however, this isn't the case either. Only 11.4% of households or residents (who knows) responded, just 1.4% over the required threshold of 10%. Any less than 10%, the scheme should be abandoned.</p> <p>This scheme is being introduced when families are facing increasing financial hardship.</p> <p>The scheme will undoubtedly hurt local businesses and shops in times of economic uncertainty and rising costs.</p> <p>Since yellow lines and other markings will reduce parking spaces, there is no guarantee that parking will be any more accessible than it now is.</p> <p>There are numerous and consistent discrepancies in the data that haringey council's parking schemes department publishes. How can we be sure that any of the information supplied is accurate or verifiable?</p> <p>The traffic management act (tma) 2004 is a crucial piece of legislation for parking management. The tma requires that arrangements be based on the principles of fairness, consistency and transparency. The consultation, the analysis and the proposed implementation of the cpz have been everything but.</p> <p>We await your response.</p>
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Resident	Whollysupport	<p>It is very common for drivers to park on brook road all day, people who are clearly not residents since i see them then walk to the high street, and the cars do not stay there overnight . They are also often running their engines for extended periods at the start and end of the day whilst they eat or use their phones and turn out rubbish from their cars into the kerbside making the place ugly and clogging the drainage. These things are easy to verify with just a walk along the street on most any weekday..</p> <p>As a result of this extra parking, on a residential street, it is difficult for me to receive home deliveries during the day. As a home worker this is frustrating.</p> <p>As a local resident i don't think it's fair that i should have to endure these numerous types of pollution, especially, and believe a cpz will incentive these people to move their vehicles to more appropriate parking, improving the area significantly for those of us who live here...including children and the elderly.</p> <p>I am very grateful to the council for pressing on with this.</p>
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Resident	Whollyobject	<p>I live on an estate that at present has controlled estate parking. This estate road lies within the proposed hornsey north cpz. The decision to introduce the cpz will have an impact on me personally as haringey council, who own the estate, could choose to remove the controlled estate parking and authorise the introduction to cpz, which would not require a consultation. Therefore i feel that my objections should be just as equally valid and recognised to those from residents that live on surrounding roads that will be affected from the start.</p> <p>Firstly, i object to the introduction of the cpz, as, with the rise of the cost of living, having to find the extra money for yearly parking permits, and visitor permits will have an extra financial burden at a time when many, myself included, are struggling to pay bills. Also, there will no doubt be a limit to the amount of visitor permits each household would be entitled to purchase, so the council dictating to me the amount of visitors i can have visiting me. Again, having another financial cost for my visitors and myself to have to pre buy the permits ,and making sure i have permits ready for unexpected visitors. I would have to pre plan family/ friends visits. In case of workmen needing to come, again, i would have to make sure i have permits already purchased. The online system used at present for pre applying and buying permits has proven to be inadequate and often the system is down, and delayed, and then unaffordable fines will be issued. There would be reduced number of parking bays, which would mean pressure on trying to find a free bay, if the cpz was introduced, which could mean i might not even find a parking space, and neither would my visitors. The pressures would increase the burden not lessen them.</p> <p>Secondly, if the decision to proceed with the cpz, was to proceed, i am objecting to the operating hours. All day, -8.00-18.30 m-f, is excessive, it will mean, i can't arrange just to have visitors, workmen or my support network out of these hours, as financially i wouldn't be able to afford visitor permits. I rely on my support network. The system is discriminatory and affects people who, like myself, can't afford the extra expense and who can't afford to pay most. If the introduction of the cpz goes ahead it should be only for 2 hours a day so that i can have visitors during the day and not wait till the hours of restriction has finished. If the operating hours were to go ahead, then i would like the following to be considered, 12-14.00, or 11.00-13.00, this gives me the best opportunity to organise the visits from family and friends. Less than one third of respondents (29%) in the 20 roads within the proposed area wanted all day operating hours so the introduction of all day controls is undemocratic.</p>
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Resident	Whollyobject	<p>I live on an estate road which lies within the cpz boundary. Thus i am personally affected by the decision to introduce a cpz in my area. Moreover, the estate owner (haringey council) could choose to authorise the introduction of the cpz by removing estate parking, which would not require a consultation. Thus my objections should be recognized as equally valid to those from residents of roads that will be affected from the start.</p> <p>First of all, i object tout court to the introduction of a cpz in hornsey north because 1) the cost of parking and visitor permits is unaffordable for a large number of local residents and is an unacceptable additional burden at a time when many are struggling to pay for rent, food, heating, and children's needs, as well as other costs. 2) the quite extensive reduction in the number of parking bays means that the parking pressures will actually increase rather than lessen, and threatens a situation where essential support people like care workers and tradespeople are unable to find places to park and cannot provide their urgently required services to local residents. The statement on the consultation page 'introduction of cpz controls into public highway roads will prioritise parking and ease local parking pressures for residents and businesses' is thus completely misleading. 3) the impact on isolated and struggling residents who rely on support from parents or friends will be particularly hard if they cannot afford to pay for visitor permits, and visitors are unable to find a parking space even where a permit is available. 4) the large number of people in the local area who are not fluent in english and/or do not have access to internet services, and the lack of support services for such people, means that many will struggle to access the permit system and may then be subject involuntarily to unaffordable fines. 5) the system is discriminatory and will affect the poorest, most marginalized, and least able disproportionately.</p> <p>Secondly, should you decide to proceed with a cpz regardless of my objection above, i object to the introduction of all-day (8:00 to 18:30, m-f) operating hours for the cpz because it removes the option for those for whom visitor permits are unaffordable to arrange for visits from carers, tradespeople, friends, and relatives outside of cpz hours. It is discriminatory, because it facilitates visitor parking for those who have sufficient funds to pay, while making it extremely challenging for those who need services and support most. In order to maintain the present options for visitors for as wide a group of residents as possible, in the event of the cpz being introduced, the operational hours should be restricted to a 2-hour window.</p> <p>Only 29% of respondents in the 20 roads within the proposed area opted for all day operating hours, 58% wanted either no hours or 2 hours even when the 'no hours' responses are discounted, less than half of respondents opted for all-day controls. Thus introduction of all day controls is both undemocratic and against the spirit, if not the letter of interpretation, of the initial consultation.</p> <p>Thirdly, should you still proceed with the introduction of a cpz, regardless of my two objections above, the operating hours should be 12:00 to 14:00. This provides the maximum opportunity for residents to organise visits from service providers and tradespeople, as well as for those collecting children to take them to, and bring them home from school, or to take care of them during school holidays.</p>
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Resident	Whollyobject	<p>Thank you for the chance to object, i do so on the basis that the consultation itself has been poorly executed and that the results do not reflect the true wishes of the residents or indeed business owners. In the first instance, the survey was poorly designed, with ambiguity, if submitted as an instrument in professional organisations or academia, it would have been thrown out. Secondly, the response rate is pitifully low and anything less than 20% suggests something has gone wrong, that the majority of responses were via paper is very odd. Thirdly, there is clear confusion as to whether business owners received the consultation at all, there were no results presented for business owners. Fourthly, the results have been wrongly presented, at best, this might be some simple excel spreadsheet error, at worst, it could be that the la is paying for incompetent and unprofessional managers to do a rubbish job. Finally, the consultation in my mind is invalid because the goal posts were changed halfway through the process. This cannot be right. I ask that you throw out the proposal and schedule a future cpz review for 2026 when maybe the appetite from residents to pay to park in their own street might be different. Finally, and since we the taxpayer are paying for the managers in the parking department, can i ask that their lack of professional standards be addressed. In organisations i work with, and academia, their shoddy work would be a cause for a performance review. Thank you for listening, i hope this objection makes sense and a reply would be great.</p>
Business	Whollyobject	<p>I object to this proposal and won't be happy to pay for a permit. Also customers won't be able to park anywhere and visit any shops or cafes.</p>
Business	Whollyobject	<p>I object to this proposal and won't be happy to pay for a permit. Also customers will not be able to park anywhere when they visit shops and cafes</p>

Resident	Partlysupport	<p>I am writing in response to the statutory consultation for the hornsey north controlled parking zone, i would like south view road to be included in the cpz. The fact of the excessive hours and close proximity of roads within the cpz would likely cause a lot of displacement (as has happened with rectory gardens) making it virtually impossible to park anywhere near our homes. The residents of south view road submitted a petition once we realised what the boundary would be and noting the effect of likely displacement. There are 121 households in total on south view road, of which 67 voted to be included (55%), 12 voted no (10%) and there were no responses from 42 households. We are aware that north view road and hawthorn road have also conducted petitions with majority support to be included in the cpz. We have been told that if the council were to receive a large number of such responses, this would require consideration and recommendations on how to proceed set out in the resulting statutory consultation report.</p>
Resident	Whollyobject	<p>I live on clovelly road and object to this road not being included. The new area proposed will simply exacerbate the problem on the remaining few streets where residents parking is not implemented meaning it will become even more difficult for us to park.</p>
Resident	Whollyobject	<p>Parking controls are not required. And no explanation has been provided as to why they might be needed. The introduction of controls appears to be to generate additional revenue for the council and is unfair on those that cannot afford to pay for parking permits.</p>
Resident	Whollyobject	<p>I believe the net effect of this new cpz will be to increase the number of vehicles using the adjoining streets where there are no restrictions to park, thereby making it more difficult for those residents to park near their homes. This will inevitably lead both to the creation of more off street parking driveways and the loss of front gardens as well as a cpz creep.</p>

Resident	Whollyobject	<p>It seems that the information given to us has been skewed to make it look as though many people are in favour of the cpz when this is far from the case. In the initial survey of the 4319 properties a majority voted against it 52.9% as opposed to 38.9%. That should have been the end of the matter, but because the council want to bring it in they split the area in tiny chunks in order to find some roads where there is a majority. On our part of the estate - 4 roads - north view, south view, beechwood and hawthorne - it is ridiculous to bring the cpz in in just one of these roads - on the basis of 1 vote there will be a cpz in beechwood. This is a political decision rather than a practical one - as this will have such a detrimental effect on the parking in the other 3 streets.</p> <p>The wishes of the residents have been wilfully disregarded. In the list of the 20 roads there are several where there is not a majority for the cpz, yet this is being forced on them.</p> <p>The hours of operation chosen for the cpz are being based on 83 households out of 4319. You seem to be using the figures that 48.2% of the households from the 19 roads who voted in favour - 173. This is ridiculous. Having parking restrictions for the entire day is certainly not necessary. In central crouch end and muswell hill it is for 2 hours only, so it does not need to be all day for an area that is primarily residential.</p> <p>At a time when everyone is tightening their belts and trying to make cost savings the additional cost of these permits is something many people cannot afford. Most people do not have a car on a whim, many people need them for numerous reasons.</p>
Resident	Whollyobject	<p>This is unfair and not in local people's interests. Rich houses will have free parking and poorer areas not. Many other reasons listed in my previous objection.</p>

Resident	Whollyobject	<p>First, i object tout court to the introduction of a cpz myddelton road) i cannot afford to pay the extra cost, i am already struggling to pay my bills.</p> <p>2) the reduced number of parking bays means i might not even find a parking space, and neither will my visitors. 3) i rely on support from carers/my parents/friends but i cannot afford to pay for visitor permits. 4) i find it difficult to access the internet and i am worried that i won't be able to apply for permits system and may then be subject involuntarily to unaffordable fines. 5) the system is discriminatory and affects people like me who can't afford to pay most.</p> <p>Secondly, should you decide to proceed with a cpz regardless of my objection above, i object to the introduction of all-day (8:00 to 18:30, m-f) operating hours for the cpz because it means i can't even arrange for my visitors/ tradespeople/ carers to come outside of cpz hours. I won't be able to have visitors even though i depend on them. If the cpz is introduced, it should only be for 2 hours a day so that i can have visitors at other times.</p> <p>Less than one third of respondents in the 20 roads within the proposed area wanted all day operating hours so the introduction of all day controls is undemocratic.</p> <p>Thirdly, should you still proceed with the introduction of a cpz, regardless of my two objections above, the operating hours should be 12:00 to 14:00. This gives me the best opportunity to organise the visits i need from helpers, relatives, and trades people</p>
Resident	Whollyobject	<p>I fully object to the proposal as it will hugely impact the availability of parking in the area. There is currently no crowding in the area for parking so no need for a cpz money making scheme to be put in place. Furthermore, flats with private parking, but do not have a parking space with the flat, do not have the ability to apply for a parking permit - so what are we suppose to do with our cars?! It will hugely negatively impact those who rely on their cars for work and family arrangements as they will be at a loose end as to where they can park their car. There is currently no issue with the current set up, so what are you trying to fix?</p>

Resident	Partly support	<p>Firstly, let me start with saying, i am very happy to finally see this cpz be implemented, it's been years overdue and the parking issues faced in the area could have been completely avoided if it had been implemented earlier.</p> <p>Secondly, while i support the proposal, i would like to see longer hours for the resident parking bays. You currently have a proposed time of 08:00-18:30. I would extend the time to 19:00 or 19:30 (monday to saturday) please, to allow those of us who travel far (by car) for work to get back in time to grab a parking space. Let's not forget; many of the new builds/blocks in this area are supposed to be car free anyway.</p> <p>Thirdly, will the resident parking permit allow us to park in other zones for a period of time (albeit a reduced time)? For example, will i be able to park in crouch end resident parking area for two or three hours to shop? This is a parking model implemented in other london boroughs that works very well (for example, tower hamlets).</p> <p>Finally, i have no issues at all in paying for an annual parking permit especially if i'm more or less guaranteed a parking space.</p>
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Resident	Whollyobject	<p>I live on an estate road which lies within the cpz boundary. Thus i am personally affected by the decision to introduce a cpz in my area. Moreover, the estate owner (haringey council) could choose to authorise the introduction of the cpz by removing estate parking, which would not require a consultation. Thus my objections should be recognized as equally valid to those from residents of roads that will be affected from the start.</p> <p>First of all, i object tout court to the introduction of a cpz in hornsey north because it is going to push traffic to the bottom of newland road, which is narrow and already trafficated. It's already dangerous, it has low visibility. Such a proposal will make this road more dangerous while increasing traffic. While other councils have got towards policies that reduce traffic in residential neighborhoods, haringey is introducing policies that would increase traffic.</p> <p>This proposal is not adheerring a democratic procedure: residents have opposed to the cpz but the council is going ahead betraying the trust in the democratic procedures that the members of the public expect.</p> <p>This proposal will increase the inequalities in hornsey. Rich areas, like the ones around park avenue south, have been left out, while poorer areas with more social housing are the only one affected. This is disgraceful.</p> <p>The public transport services of the area are below acceptable standards: bus lines are inadequate; hornseeey station is not accessible for people with disabilities and parents with prams. We are in one of these categorieis and need our car since we can't easily use the train station. This is directly going to affect us and hundreds of families in this small area.</p> <p>Should you decide to proceed with a cpz regardless of my objection above, i object to the introduction of all-day (8:00 to 18:30, m-f) operating hours for the cpz because it means i can't even arrange for my visitors/ tradespeople/ carers to come outside of cpz hours. I won't be able to have visitors even though i depend on them. If the cpoz is introduced, it should only be for 2 hours a day so that i can have visitors at other times.</p> <p>Less than one third of respondents in the 20 roads within the proposed area wanted all day operating hours so the introduction of all day controls is undemocratic.</p> <p>Thirdly, should you still proceed with the introduction of a cpz, regardless of my two objections above, the operating hours should be 12:00 to 14:00. This gives me the best opportunity to organise the visits i need from helpers, relatives, and tradespeople.</p>
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Resident	Whollyobject	<p>I live on an estate road which lies within the cpz boundary. Thus i am personally affected by the decision to introduce a cpz in my area. Moreover, the estate owner (haringey council) could choose to authorise the introduction of the cpz by removing estate parking, which would not require a consultation. Thus my objections should be recognized as equally valid to those from residents of roads that will be affected from the start.</p> <p>First of all, i object tout court to the introduction of a cpz in hornsey north because the system is discriminatory and affects people like me who can't afford to pay most.</p> <p>Secondly, should you decide to proceed with a cpz regardless of my objection above, i object to the introduction of all-day (8:00 to 18:30, m-f) operating hours for the cpz because it means i can't even arrange for my visitors/ tradespeople/ carers to come outside of cpz hours. I won't be able to have visitors even though i depend on them. If the cpz is introduced, it should only be for 2 hours a day so that i can have visitors at other times.</p> <p>Less than one third of respondents in the 20 roads within the proposed area wanted all day operating hours so the introduction of all day controls is undemocratic.</p> <p>Thirdly, should you still proceed with the introduction of a cpz, regardless of my two objections above, the operating hours should be 12:00 to 14:00. This gives me the best opportunity to organise the visits i need from helpers, relatives, and tradespeople.</p>
Resident	Partlysupport	<p>Sorry i just spotted. You have it as no waiting outside my house 163 which is a perfectly fine residents spot especially now you've granted planning for the shit design at the far end which will likely have another car. I would also please ask for something on saturday or sunday mornings when it can be impossible to park for local residents due to kids swimming parents (who should live nearby surely) or the farmers market when at the school.</p>
Resident	Whollysupport	<p>I live it at 163 nightingale. I wholly support this and am pleased to see the time of the residents section is until 1830 as i often struggle to park outside my house during peak hours because of workers at the school or parents. I couldn't see what the rule was on saturdays and sundays but i would welcome some resident restrictions on weekends because it is a similar problem.</p>

Resident	Partlyobject	The current proposal for cpz in homsey north represents a patchy approach to road inclusion. As a boundary road (south view road) which has not been included in the current plans or consultation and ask that my road (south view road) also be included in the proposed cpz, along with north view and hawthorn road.
Resident	Whollyobject	Objection to haringey north cpz
Resident	Whollyobject	Objections raised in the attached word document
Resident	Whollyobject	Objection to haringey north cpz
Resident	Whollyobject	Object the haringey north cpz
Business	Whollyobject	Total objection of cpz
Resident	Whollyobject	I totally object for parking restrictions
Resident	Whollyobject	<p>I wholly object to the introduction of hornsey north cpz on the following grounds:</p> <ul style="list-style-type: none"> - i do not believe the process has been conducted fairly, transparently or representatively from the beginning. It has become apparent from resident discussions that, for example, not all properties received correct or adequate information about the proposed cpz, the figures reported by the council have contained errors and are untrustworthy, and i do not believe there is in fact any majority in favour of the cpz, businesses in the affected areas were not consulted about the impact it would certainly have on them, and the proposals did not take account of privately-managed parking roads such as chadwell lane and new river avenue. - it makes no sense whatsoever to include privately permit managed roads in the cpz - overall it causes confusion and i believe many residents of new river village who may have received the initial consultation documentation will have disregarded or misunderstood it as not relevant, as our parking is already managed under permit. We do not currently have any parking issues in our private roads and i believe the introduction of the cpz would actually introduce issues, likely increasing the need for privately contracted permit monitoring/clamping and these costs will certainly be passed to residents in the service charge. - in summary, i see no evidence of a problem to solve or a desire for a cpz among the residents who would be affected, and therefore no justification for its introduction.
Business	Whollyobject	I work here and it would be impossible for me to get to work and park safely i need a car due to domestic violence. We run a business this would be detrimental to our business that supports the community.

Resident	Whollyobject	I wholly object to this proposal, as did most of the residents when asked to vote on this. There is currently no issue with parking so this is entirely unnecessary and will only cause problems to residents and push parking into my road which is currently absolutely fine for parking, despite being right next to a huge public park.
Resident	Whollysupport	I live in campsbourne road and i constantly see abandoned cars and struggle to find a parking. A cpz is definitely needed in my opinion.
Business	Whollyobject	<p>I object to the proposed implementation of a cpz in hornsey north because there has been no consideration of business owners, with no data being shared giving their opinions on a possible cpz and any possible impact on their businesses and local jobs. Implementing a cpz in our area will permanently impact my business, particularly during economic hardship.</p> <p>The council reports that there were 308 responses submitted in the area; this represents just 11.5% of the 2629 households. This percentage rate would have been even less if haringey council had upheld its own policy and accepted just one response per household. They have accepted multiple responses per household.</p> <p>The council has said a majority is in favour, when there were 12 positive and 11 negative responses in a street of 60+ homes. That is a positive rate of less than 20%, not the 50% the council suggests.</p> <p>The council has shown bias in its approach, and relevant information was omitted from the consultation letter. News that the area could be split, a map indicating which roads were under consultation, the permit cost and, crucially, who was eligible to participate. The map that was eventually produced was out of date by 13 years and did not consider the new developments in the area.</p> <p>There has been a complete lack of transparency. There are inaccuracies, and numerous mistakes have been made in the reporting of the consultation, all in favour of supporting a cpz. The scheme should be scrapped as the consultation process is flawed, the data produced by the parking schemes department can not be relied upon, and there is no local support for the scheme.</p> <p>To insist on implementing a cpz in the eastern sector of the zone consulted would be a travesty of due process - a fact that would be obvious to any independent arbitrator. As such, this consultation should be declared null and void, and the proposal for a north hornsey cpz should be entirely abandoned.</p>

Resident	Whollyobject	<p>When the original cpz vote was proposed to affected residents there was no mention of an augmented outcome. This proposal was not what affected residents were voting on. I live on hawthorn rd, the cpz was only just voted out by our residents ie *almost half (of voters) wanted the cpz. This latest iteration will obviously severely affect hawthorn rd residents..we will be spending years of battling to find parking anywhere near the road nevermind near our properties. Many hawthorn rd residents will be wishing..had they known this augmentation of boundaries was on the cards they had voted *for the cpz. This latest proposal was not illustrated within the vote & therefore a separate proposal *must be offered again for residents to vote on. This latest proposal certainly for hawthorn rd is the worst case scenario. We are already finding it hard to find *any space on our road from about 6pm onwards. I take an elderly neighbour on north view rd shopping once a week. If this proposal goes ahead i am, not only going to find parking near her house very difficult to impossible (with the ripple out effect of people parking further afield) but will not be wanting to leave any parking space i may have on my own road. Life is hard enough at the moment this sort of thing is going to make this area a battleground..of your doing.</p>
Resident	Whollyobject	<p>I oppose these proposals in their entirety - they do not reflect the needs or wants of local people and should be thrown out.</p>
Resident	Whollyobject	<p>I object to the parking restrictions on nightingale lane, beechwood road and surrounding areas. The 8am - 6pm restriction imposed is excessive & damaging to local businesses. Surely a 2-hour restriction in the middle of the day would suffice? Or start with that and see how things go? We've also been told that only 10% responded to the cpz questionnaire - this is not enough of a response to get a true indication of what is needed in this area - a more thorough investigation is required.</p>
Resident	Whollyobject	<p>My street will not be part of the cpz. So where do i park once i get the overspill from the surrounding streets? This is going to be major problem unless you allow me to buy a permit for nightingale lane.</p>

Business	Whollyobject	<p>I object to the proposed implementation of a cpz in hornsey north because there is an absence of any consideration of business owners, with no data being shared giving their opinions on a possible cpz and any possible impact on their businesses and local jobs.</p>
Resident	Whollyobject	<p>Dear council,</p> <p>i am currently living in the proposed cpz zone and would like to object for the following reasons:</p> <p>i live in a car-free development. When i moved in my property, i made an enquiry to haringey council regarding on-street parking. I was informed that parking was free of charge. I was not informed of the plans to implement a cpz, nor was i told about the previous consultation in 2017, for which there was very little support.</p> <p>I did not receive the consultation letter in february 2021 and was unaware of the consultation.</p> <p>The statutory consultation letter reports that 307 of the residents in the east of the hornsey north area responded to the consultation. It does not report that the response rate for the area with 2629 households and businesses was just 11.5%. Haringey council did not report this figure as it would have demonstrated that there is very little support for a cpz. Furthermore, as many of the responses would likely have been multiple votes from the same household, the 10% required response rate would not have been reached.</p>

Resident	Whollyobject	<p>Dear council,</p> <p>i am currently living in the proposed cpz zone and would like to object for the following reasons:</p> <p>i live in a car-free development. When i moved in my property, i made an enquiry to haringey council regarding on-street parking. I was informed that parking was free of charge. I was not informed of the plans to implement a cpz, nor was i told about the previous consultation in 2017, for which there was very little support.</p> <p>I did not receive the consultation letter in february 2021 and was unaware of the consultation.</p> <p>The statutory consultation letter reports that 307 of the residents in the east of the homsey north area responded to the consultation. It does not report that the response rate for the area with 2629 households and businesses was just 11.5%. Haringey council did not report this figure as it would have demonstrated that there is very little support for a cpz. Furthermore, as many of the responses would likely have been multiple votes from the same household, the 10% required response rate would not have been reached.</p>
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Resident	Whollyobject	<p>I wholly object to the introduction of daily parking controls in beechwood road. The majority of respondents living in the campsbourne estate area do not support this proposal and singling out only beechwood road is unlikely to alleviate parking pressure. I understand that there was a low response rate of 11.5%, which may include multiple responses from single households. This response does not seem to indicate an outcome supportive of cpz in the area.</p> <p>On a personal notes - as a single older black woman living alone my family, friends, and community are extremely important to my overall wellbeing. The pressure that may be created from the difficulty for my visitors would be infinitely greater than the minor parking problems we may sometimes experience. Indeed, my visitors and i generally have no difficulty parking unless the council have agreed to large events at alexander palace, which i should not have to pay/suffer for. I understand that a foi request revealed minimal correspondence (6 in 3 years) to the council about parking pressures, and no request form local groups of residents for cpz, which indicates that is may be council driven. There is also the issue of yet another cost being foisted on me at a time when there is a substantial cost of living crisis to deal with.</p> <p>In conclusion, i object to the proposal for cpz in hornsey north, which also does not appear to be supported by the majority of residents. In my opinion this proposal to alleviate parking pressure is not needed and it may cause personal pressure for me and other residents who rely on informal support from others, and additional expense at a time of considerable anxiety about rising prices.</p>
Business	Whollyobject	<p>I object to the proposed implementation of a cpz in hornsey north because there is an absence of any consideration of business owners, with no data being shared giving their opinions on a possible cpz and any possible impact on their businesses and local jobs.</p>
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Business	Whollyobject	I object to the proposed implementation of a cpz in hornsey north because there is an absence of any consideration of business owners, with no data being shared giving their opinions on a possible cpz and any possible impact on their businesses and local jobs.
Visitor	Whollyobject	<p>I oppose the proposed parking zones for the reason that one should not need to pay for further parking in the area. Paid parking has a detrimental effect on local businesses and people visiting residents in the area.</p> <p>Also in a time of financial crisis the local council should be saving money and not taxing the motorist or residents any more than they do currently.</p> <p>Please take into consideration the facts above.</p>
Stakeholdergroup	Whollyobject	I am a member of a walking group which meets twice a week to make ample use of the green space of alexandra palace park. Many of our members drive to the meeting point in northview road and will be severely inconvenienced if they have to park outside of the cpz proposed. In addition, the instructor's business will suffer as she is a resident of northview road and is concerned that fewer people will enrol on her classes. The hours of operation are far too draconian. At a time when we're all being encouraged to enjoy the council's open spaces to keep fit, this proposal is counter-productive to this objective.
Business	Whollyobject	I object to the proposed implementation of a cpz in hornsey north because there is an absence of any consideration of business owners, with no data being shared giving their opinions on a possible cpz and any possible impact on their businesses and local jobs.

Resident	Whollyobject	<p>I strongly disagree that making us the residence pay for parking will solve the problem of no parking spaces. The only thing that this will do is make poor residents poorer by having additional bill to cover. Rather than helping us with financial difficulties you are only making it worse.</p> <p>Thanks</p>
Resident	Whollyobject	<p>I wholly object to the removal of the free parking space along cross lane. The removal of these spaces will make brief visits from family, contractors, friends or any other visitors more difficult than they already are due to the huge lack of parking spaces.</p> <p>Signposting one to buy a visitor's permit is not a good solution, firstly because of the difficulty most users experience when attempting to buy a permit on the haringey council website and secondly because this is not a realist exercise for one to complete for brief visits when you only sell "all day" passes.</p>

Business	Whollyobject	<p>I object to the proposed implementation of a cpz in hornsey north because there is an absence of any consideration of business owners, with no data being shared giving their opinions on a possible cpz and any possible impact on their businesses and local jobs.</p> <p>We did not receive the original consultation letter dated 24 february 2021. I was unaware that the consultation was taking place until well after the consultation period and was therefore not given the opportunity to repose.</p> <p>I did not receive the public engagement letter dated july 2022 or the statutory consultation notice dated october 2022. The fact that i have not received this communication demonstrates how little regard haringey council have for local businesses, all of whom pay business rates and employ local people.</p> <p>Implementing a cpz in this area will permanently impact my business, particularly during economic hardship and in an area with a high proportion of social housing and low-income families.</p>
Resident	Whollyobject	<p>This scheme is completely unnecessary in this area and is only being implemented as a revenue generating scheme, which for many residents who are already facing severe financial hardship is particularly disturbing. Please reject this scheme.</p>

Business	Whollyobject	<p>I object to the proposed implementation of a cpz in hornsey north because there is an absence of any consideration of business owners, with no data being shared giving their opinions on a possible cpz and any possible impact on their businesses and local jobs.</p> <p>We did not receive the original consultation letter dated 24 february 2021. I was unaware that the consultation was taking place until well after the consultation period and was therefore not given the opportunity to repose.</p> <p>I did not receive the public engagement letter dated july 2022 or the statutory consultation notice dated october 2022. The fact that i have not received this communication demonstrates how little regard haringey council have for local businesses, all of whom pay business rates and employ local people.</p> <p>Implementing a cpz in this area will permanently impact my business, particularly during economic hardship and in an area with a high proportion of social housing and low-income families.</p> <p>The council reports that there were 308 responses submitted in the area; this represents just 11.5% of the 2629 households. This percentage rate would have been even less if haringey council had upheld its own policy and accepted just one response per household. They have accepted multiple responses per household.</p> <p>The area has a large proportion of individuals who do not have english as a first language. Translations of the initial consultation documents were not made available to these communities.</p> <p>The council has shown bias in its approach, and relevant information was omitted from the consultation letter. News that the area could be split, a map indicating which roads were under consultation, the permit cost and, crucially, who was eligible to participate. The map that was eventually produced was out of date by 13 years and did not consider the new developments in the area.</p> <p>There has been a complete lack of transparency. There are inaccuracies, and numerous mistakes have been made in the reporting of the consultation, all in favour of supporting a cpz. The scheme should be scrapped as the consultation process is flawed, the data produced by the parking schemes department can not be relied upon, and there is no local support for the scheme.</p> <p>To insist on implementing a cpz in the eastern sector of the zone consulted would be a travesty of due process - a fact that would be obvious to any independent arbitrator. As such, this consultation should be declared null and void, and the proposal for a north hornsey cpz should be entirely abandoned.</p>
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Resident	Partlysupport	<p>We (husband and i) wholly support the introduction of a cpz in nightingale lane, which has become difficult to park in since the introduction of controls in rectory gardens (which i also support). However i would prefer a shorter enforcement time period such as 10am to 2pm or even 1pm to 4pm rather than 8.30am to 6.30pm. I feel a shorter period would catch those parking all day in the road, but would allow some flexibility for visitors. I feel this would benefit rectory gardens as well. But if it is a choice between no cpz and an all day one, i would definitely go for the cpz. We live at the priory road end of nightingale lane which is particularly badly affected.</p>
Business	Whollyobject	<p>I object to the implementation of the hornsey north cpz in the strongest terms. I own a small sandwich shop in hornsey high street. I have been running my business from this shop for 18 years and have watched the slow decline of the high street. Implementing a cpz in this area in the middle of an economic crisis will probably be the final nail in my coffin. I did not receive the original consultation letter dated 24 february 2021. I was unaware that the consultation was taking place until well after the consultation period as i did not receive the letter and therefore did not have the chance to respond. I have learnt that there were subsequent letters in july and a statutory consultation notice was distributed last week which i did not receive.</p> <p>The council reports that there were 308 responses submitted in the area; this represents just 11.5% of the 2629 households. This percentage rate would have been even less if haringey council had upheld its own policy and accepted just one response per household. They have, in fact, accepted multiple responses per household.</p> <p>The area has a large proportion of individuals who do not have english as a first language. Translations of the initial consultation documents were not made available to these communities.</p> <p>The council has shown bias in its approach, and relevant information was omitted from the consultation letter. News that the area could be split, a map indicating which roads were under consultation, the permit cost and, crucially, who was eligible to participate. The map that was eventually produced was out of date by 13 years and did not consider the new developments in the area.</p> <p>There has been a complete lack of transparency. There are inaccuracies, and numerous mistakes have been made in the reporting of the consultation, all in favour of supporting a cpz. The scheme should be scrapped as the consultation process is flawed, the data produced by the parking schemes department can not be relied upon, and there is no local support for the scheme.</p> <p>To insist on implementing a cpz in the eastern sector of the zone consulted would be a travesty of due process - a fact that would be obvious to any independent arbitrator. As such, this consultation should be declared null and void, and the proposal for a north hornsey cpz should be entirely abandoned.</p>

Resident	Whollyobject	<p>I am objecting to the implementioan of a cpz in the strongest terms. I live a 3 bedroom, 2nd floor flat with my 5 children all under 9. I would find life extermly difficult without a car but i have no disposbl income, i use the food bank on a regular basis and can't afford a parking permit. I have family and firends who visit on a regular basis to help with the children, this would be an additional cost to me as i cannot expect them pay for parking. Furthermore i understand that there are numeropus compliants on social media in regards to the the permit payment system, which does not work. There is no way i could pay a fine and the stress of appelling the fine would be too much for me. This scheme is ill timed with everything costing so much more at the moment. I know many of my neighbours are agaisnt the parking scheme. I also know that the consultation producre has not been fair and that only 308 residents in the area responded and that there was only 22 people more voted in favour of a cpz than are not. I am also very concened tht once the scheme is in place the costs will rise further. This scheme should not go ahead.</p>
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Resident	Whollyobject	<p>I am a resident of new river village. As such, apparently, i am not and will not be eligible to purchase an annual parking permit for the surrounding roads.</p> <p>If the roads become permitted and i am not allowed to purchase a permit (which i'd be perfectly happy to do) then you are introducing a system which effectively prevents me and other residents from having a car.</p> <p>I depend on my car for my family circumstances. Other people depend on theirs for their livelihoods. This pair of rules puts people like me in dire/impossible circumstances.</p> <p>Either, we have to maintain non-permitted roads that people living on the estates in the area can access, or we have to give estate-dwellers equal opportunity to the permits.</p> <p>The current proposal where we, as residents, cannot access either is unacceptable. It disproportionately and unfairly impacts and penalises people who live on private estates.</p> <p>Retrospectively introducing this rule without provision or solution for current residents is indefensible and unworkable.</p> <p>I have lived and parked in these roads for 6 years without once having trouble finding a space. I know of no one who has ever had an issue. There is no problem with overcrowding on these roads. This scheme is therefore being introduced, presumably, to make money for the council, rather than to solve a parking problem – because there is no parking problem to solve.</p> <p>I pay the same council tax as the residents who are allowed to purchase permits. We don't get a reduction for living on a private estate. I pay my road tax. I live in the area. I must be enabled to purchase a permit to park my car, or some other provision must be made for residents such as myself.</p> <p>Alternatively, you could cancel the proposed scheme which is unnecessary from a parking perspective and will cause huge problems and great distress to many, many people who live in the area - for no defensible reason.</p> <p>Looking forward to hearing from you.</p>
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Resident	Whollyobject	<p>The council has failed to consider the additional, unnecessary cost for householders, which will put an extra squeeze on households in the context of rising prices for energy and other essential goods.</p> <p>I have no disposable income and cannot afford to pay for an annual permit.</p> <p>I live in a car-free development. I will have nowhere to park my car and when signing a lease, i was informed that parking was free of charge. I was not informed of the plans to implement a cpz, nor was i told about the previous consultation in 2017, for which there was very little support.</p>
Resident	Whollyobject	<p>The council has failed to consider the additional, unnecessary cost for householders, which will put an extra squeeze on households in the context of rising prices for energy and other essential goods.</p> <p>I have no disposable income and cannot afford to pay for an annual permit.</p> <p>I live in a car-free development. I am a teacher. I will have nowhere to park my car and when signing a lease, i was informed that parking was free of charge. I was not informed of the plans to implement a cpz, nor was i told about the previous consultation in 2017, for which there was very little support.</p>

Resident	Whollyobject	<p>The reasons for my objections to the parking scheme are as follows:</p> <p>the council has failed to consider the additional unnecessary cost for householders, which will put an extra squeeze on households in the context in rising prices for energy and other essential goods. Especially as the area where the cpz is proposed has the highest concentration of social housing in the west of the borough which will be the families most heavily impacted by the current cost of living crisis.</p> <p>I am sure if you have undertaken an equalities impact assessment it would show that the impact is disproportionate on families from ethnic minority backgrounds and with disabilities as there is a higher concentration of these groups living in social housing.</p> <p>The consultation letter of 24th february stated "residents and local groups have written to us stating that parking pressures are more intense in the area." a foi revealed that only six people has corresponded with the council regarding parking over the previous three years, arguably none requesting a cpz and none of the local groups referred to at all. Clearly, the consultation is not not resident - led but council -led haringey council has misrepresented its residents. Especially as a resident who has lived here for over 20 years the position with parking has remained the same.</p> <p>I was unaware that multiple responses were accepted per household. This was not mentioned in the consultation letter dated 24th february 2021. This put my family of 4 at a disadvantage compared to people who did submit multiple responses.</p> <p>The statutory consultation letter reports that 207 residents in the east of the hornsey north area responded to the consultation. It does not report that the rate for the area with 2629 households and businesses was just 11.5%. Haringey did not report this figure as it would have demonstrated that there is very little support for a cpz. Furthermore, as many of the responses would have been multiple votes from the same household the 10% required response rate would not have been reached.</p> <p>The map used in the public engagement letter indicates all roads in favour of cpz but only 1 of eight roads against the cpz. This gives residents a distorted impression. There were many other roads not included in this map that had voted against.</p> <p>The council has shown bias in its approach, and relevant information was omitted from the consultation letter. News that the area could be split on the map, a map indicating which roads were under consultation, the permit cost and, crucially who was eligible to participate. The map which was eventually produced was out of date by 13 years and did not consider the new development in the area.</p> <p>The consultation process has revealed numerous flaws in the haringey parking policy and a catalogue of errors and discrepancies in the hornsey north consultation process. The data does not justify the implementation of the cpz.</p>
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Resident	Partlysupport	<p>I object to the length of time you propose in your parking restrictions. 8am to 6.30pm is far too long and unnecessary. If these parking restrictions are to stop commuters then 10am to 12pm is surly enough, like the highgate restrictions. Thus stops commuters parking but allows families and friends to still visit residents and allows the high street to blossom. You know the minute you put restrictive residents parking in the community dies and puts strain on those roads not restricted. Please consider a 10am to 12pm restriction for the community's wellbeing.</p>
Resident	Whollyobject	<p>. We would not be able to park or even buy a permit to park on surrounding rounds. It will be almost impossible for visitors to park.</p> <p>I have never had an issue with getting space to park in the surrounding roads. It is a complete non issue.</p> <p>For instance, i often park on, and direct guests to park on newland road, next to the park. There are always multiple spaces available here. It is completely unfair that we are penalised in this way.</p>
Business	Whollyobject	<p>There is an absence of any consideration of business owners, with no data being shared giving their opinions on a possible cpz and any possible impact on local jobs.</p> <p>I run a local business. Implementing a cpz in this area will have a permanent impact on my business, particularly at a time of economic hardship.</p> <p>I own a business in the homsey north area and did not receive the original consultation letter dated 24 february 2021. I was unaware that the consultation was taking place until well after the consultation period.</p>

Resident	Whollyobject	<p>This proposal has no backing in the local community, and serves to further disadvantage those with limited incomes by restricting parking to a financial contribution.</p> <p>Furthermore the area benefits from allowing visitors, who would not be able to do so if you continue with this unbacked proposal.</p>
Resident	Whollyobject	<p>Firstly, i do not understand why this is even being considered. I have never had an issue parking in this area, not once have i been unable to find a parking space and i made that abundantly clear when the consultation first took place. But you seem to be ignoring the majority, who you (by which i mean haringey) even admit do not want this!</p> <p>My mum lives on a road in tottenham which was free to park, then as soon as they made it a cpz it was a complete nightmare for her. The permit system was a shambles, visitors and my dad's carers we're getting tickets even when they had correct permits , and the price of it all was extortionate.</p> <p>I have two young children, i have a work van and my partner has a family car, both vehicles are essential to us. We are already struggling with cost of living so the added cost of a permit for both vehicles is a massive stress for us, and a wholly unnecessary one. Furthermore we have constant in-laws and childminders coming to the house to help with the kids while we work, so there is the added cost to them now as well. Totally and utterly unnecessary!</p> <p>I have done research on this proposal and found that the consultation letter 24th february 2021 stated, "residents and local groups have written to us stating that parking pressures are now more intense in the area." A foi request revealed that only six (!) People had corresponded with the council regarding parking over the previous three years, arguably none requesting a cpz and none of the local groups referred to at all. Clearly, the consultation is not resident-led but council-led.</p> <p>I do not know what the motives are for this cpz, but every single resident and friend in the area who i have spoke to are against it. Please no not allow it to go through. We don't want it!</p>
Resident	Whollyobject	#name?
Resident	Whollyobject	<p>I'm against having more cpz in the area. It works as it is without any issues. So i hope this is rejected.</p>
Resident	Whollyobject	<p>I see no need to introduce cpz in the area. It works as it is without any issues. This would only benefit making money from parking which is unnecessary for us residents. Speaking with others in north horsney everyone is against it so far. So i'm hoping this won't be implemented.</p>

Business	Whollyobject	I object to this proposal because i don't want to be paying to park and neither do my colleagues. We already make barely any money as it is.
Resident	Partlysupport	<p>I feel the area would benefit for the parking permit, few people have so many cars and it's not good for the environment and the community, with traffic and parking spaces.</p> <p>With this change, i'd also like to see more electric charging stations as there are none and people who wants to pay the parking permit should be able to recharge their electric cars.</p>
Resident	Whollyobject	<p>I object to the implemeation of the hornsey north cpz on the grounds that the consultation process is severely flawed. There has been a lack of information, incorrect information, out-of-date information, numerous mistakes made, manipulated figures, and rules changed. The parking schemes department has not followed its own policy and is clearly not up to the job. The scheme should be scrapped entirely.</p> <p>This was the first example of how haringey council's parking schemes department distorted the facts.</p> <p><small>11 SEP</small> residents and local groups have written to us stating that parking pressures are now more intense in the area.”</p> <p>A foi request revealed that only six (!) People had corresponded with the council regarding parking issues over the previous three years, arguably none requesting a cpz and none of the local groups referred to at all. Regardless of where the parking department sourced its information to instigate the consultation, this is the line fed to residents and was clearly not the case.</p> <p>I was unaware that multiple responses were accepted per household. This was not mentioned in the consultation letter dated 24 february 2021. This put me at a disadvantage compared to people who did submit multiple responses.</p> <p>The statutory consultation letter reports that 307 of the residents in the east of the homsey north area responded to the consultation. It does not report that the response rate for the area with 2629 households and businesses was just 11.5%. Haringey council did not report this figure as it would have demonstrated that there is very little support for a cpz. Furthermore, as many of the responses would likely have been multiple votes from the same household, the 10% required response rate would not have been reached.</p> <p>The council supplied no figures in the consultation document of even average charges to residents.</p> <p>I live in a car-free development. When i purchased my property, i made an enquiry to haringey council regarding on-street parking. I was informed that parking was free of charge. I was not informed of the plans to implement a cpz, nor was i told about the previous consultation in 2017.</p> <p>Numerous posts on local social media groups complain about the virtual permit system. People are being issued penalty notices when they have paid for visitor permits. Haringey council</p>

		<p>needs to ensure the payment system works before they consider implementing any cpz, let alone one that clearly does not have support.</p> <p>Introducing paid parking to residents of this area, many of whom are low-income families in the current economic climate, shows how little regard Haringey Council has for its residents.</p> <p>We can not be sure that any of the data supplied by this department is accurate and truthful. Not only should the scheme be scrapped but this department should be investigated.</p>
Resident	Whollyobject	No to cpz
Resident	Partlyobject	<p>South view road must be included in this proposal. To impose a blanket controlled parking zone across the whole area and exclude a small number of roads would mean those excluded roads becoming overwhelmingly congested with vehicles from adjoining roads owned by people who don't wish to pay for permits, and would continue to allow out of area vehicles to be stored for long periods (something which frequently happens today). As the area is bounded by the park, and does not have access to other roads it will be very difficult to find parking if this scheme goes ahead in its current form. The most recent consultation showed that South View Road had the second highest appetite for a controlled parking scheme but it has not been included in the proposal. Please include South View Road in this scheme. Should South View Road be excluded where will residents park?</p>

Resident	Whollyobject	<p>I wholly object to the proposed hornsey north cpz.</p> <p>I did not receive the original consultation letter.</p> <p>From speaking to other residents in smithfield square it was not made clear at any point in this process that ss residents were not eligible for parking permits.</p> <p>Ss residents, who constitute a significant presence in the vicinity, will be disproportionately impacted by these plans with the majority of residents being forced to park very far away from their flats.</p> <p>This poses particular problems for people with mobility issues.</p> <p>It has potential to cause splits and division in the local community as ss residents feel shunned.</p> <p>I have concerns that in response to the initial consultation, more then one response per household was submitted and i understand this has been confirmed by a foi request. This calls into question the validity and legitimacy of the consultation.</p>
Resident	Whollyobject	I don't want to pay for myself or for my visitors parking permit.
Resident	Whollyobject	We object against this, we cant afford any more yearly costs as a family. Please do not do this.
Resident	Whollyobject	<p>Half of boyton road can not speak english and therefore people were not aware of the parking regulations trying to made.</p> <p>The statstics are unfair and not real, people have elderly family and carers where will they park?</p> <p>Not even starting with the cost crisis right now, just for once think about your borough and dont do this. People are suffering with the costs of everything as hornsey we stand against this.</p>

Resident	Whollysupport	<p>I support the introduction of additional parking controls. My feedback concerns specifically the current parking regulations in cross lane which is a particular problem due to the layout of the road and the current nonsensical parking restrictions in the context of the ongoing works and development of the former pool motors site on the east of cross lane. The road is already extremely narrow and the lack of parking enforcement means that cars park anywhere and everywhere with no consideration for access. Coupled with the pointless bollards at the north of cross lane this means that any vehicle larger than a medium passenger car often cannot get through the small gap left by parked cars on either side. Currently there is a single yellow lime stretch on the west side of cross lane which is used by cars to park outside of the restricted times. On several occasions i have seen not only delivery vehicles but emergency services vehicles being unable to get through. Our apartment complex at 11 cross lane has had a number of fire alerts where the fire brigade has had to attend. Their vehicles have been unable to get through the time gap left by parked cars. I have photo and video evidence of this. This poses a massive risk to life and property. The west side of the road must be completely restricted at all times with a double yellow or double red line. To prevent other forms of antisocial parking on the east side (on pavements and blocking other points of access to buding) i support the introduction of enforced parking restrictions, no matter the cost but with the removal of the bollards at the north end of cross lane. These do not serve any legitimate purpose and only serve to restrict legitimate access for emergency and other service vehicles who do not have ready access to the keys necessary to take down the bollards.</p>
Resident	Whollyobject	<p>I strongly oppose this. I am someone who struggles with health issues. My family regularly visits me, i cannot afford to have multiple visitor permits. This will have a very negative effect on me and i'm sure others too. I always see empty parking spaces so i don't even see the value of a controlled parking zone.</p>

Resident	Whollyobject	<p>I am writing to you with regard to the most recent consultation on cpz in north hornsey where i live. I am very much against a cpz in my area and i feel that the way haringey has gone about this consultation has been somewhat underhanded and the results of the consultation have not truly reflected the residents' opinions in the east of the hornsey north area. My reasons for this are as follows: -</p> <ul style="list-style-type: none"> • firstly with regard to the consultation letter dated 24th february 2021 regarding residents requests for a cpz it stated "residents and local groups have written to us stating that parking pressures are now more intense in the area." I have been informed that this was in fact not correct and that a fol request revealed that only six people had corresponded with the council regarding parking over a period of three years and these it appears were not about requesting a cpz. This suggests that it is the council who are pushing for a cpz rather than it being representative of the residents' views in the area. Haringey appears therefor to have misrepresented its residents. In addition, the previous (in fact quite recent) cpz consultation's outcome was that the majority of residents were against a cpz so why did haringey need to spend money so soon after on yet another consultation? • secondly but my main point. The statutory consultation letter reports that 308 of the residents in the east of the hornsey north area responded to the consultation. The 308 responses amount to 11,5% of 2629 households in the area plus businesses, this does not fully reflect the opinions of anywhere near the amount of residents in this area. My question is – how effective and thorough was haringey's consultation? Surely with such a low response haringey should have evaluated the outcome and improved their methods of consulting people in this area and not drawn up their actions for a cpz based on only 11.5% of households' responses. <ul style="list-style-type: none"> - this area consists of numerous blocks of flats so with multiple households – i ask - how did haringey ensure that every household received notification of the consultation? Having posted leaflets myself in this area it is very difficult to ensure that each household receives notifications as entering buildings to access letter boxes is not always easy. - in addition, there are also numerous households where residents have english as an additional language, who might not be so confident in responding to consultations, even if some information is given in community languages (though i seem to remember that that there were no translations even of main content of the consultation.) So how did haringey ensure the views of these residents with english as an additional language were met? - i also noted the map also appeared to be 13 years out of date which did not reflect new developments in e area or give a true picture of consultation outcomes for the residents • residents were also not made aware that it was possible for households to make multiple responses. This therefore not reflect true responses if some households submitted multiple responses and others did not. • the consultation also omitted relevant information, including about the possible outcomes of the consultation - who was eligible to participate, the permit costs, or how the area could be split. When responding to consultations people need to know possible outcomes, especially where there is a cost involved. • haringey residents already pay high rates of council tax and it appears that the council has not taken into consideration the unnecessary cost for households at a time when households are having to tighten their belts with rising costs for energy and
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		<p>essential food items. This east area of hornsey includes a large number of social housing.</p> <ul style="list-style-type: none"> • the council has also not seemed to take into consideration on how antisocial cpzs are, especially those with extended hours as is suggested in haringey's new cpz area for the east of hornsey north area . There are many people who rely on visits from family and friends for help, support and companionship. Cpz parking restrictions make it very difficult for people to visit residents especially if their visits are time restricted, plus there is the additional cost of parking for residents or visitors. My son who has mental health problems lives in an area where there is a cpz and with parking payments limited to just one hour, it is therefore often very difficult to offer longer help to him, if ,for a variety of reasons, i need to use the car to visit him. As my son does not have a car himself, he does not have any parking permits nor does he have the money to purchase them, which i feel would be a problem for some other residents too. • the consultation process has revealed numerous flaws in the way it has been carried out and reflects that haringey is not an equal opportunity council as when it come to parking and the views of its residents, it does not take into consideration the needs of all members of the community.
Resident	Partlyobject	<p>Re your letter of 19 october 2022 to residents: if i understand correctly, the proposed cpz affecting certain roads will restrict parking between 8am and 6.30 pm (monday to friday). If the purpose is to prevent non-residents from parking all day, this, however, will create problems for households -- particularly older people -- whose friends or family members visit during daylight hours. Paying for visitors' permits could be burdensome, especially at this time of financial hardship. May i suggest that the restriction is reduced to only 1 or 2 hours, say 12 noon to 1 pm? Generally, i suggest that the length of the period of restricted parking is determined by the specific reasons for controlled parking. Thank you for considering my suggestion.</p>
Resident	Whollyobject	I object the parking restriction
Resident	Whollyobject	I object the the parking restrictions

Resident	Whollyobject	The way that this is intended to be implemented will cause displacement of parking to north view south view and hawthorn roads where there is currently no real pressure on parking. Residents on those streets will not be able to buy parking permits (if they want to) nor will they be easily displaced to other surrounding roads as north view is a dead end so no access to clovelly road or park ave north without driving out onto priory road. Wholly unacceptable poorly thought out and unnecessary what parking pressure survey was undertaken prior to this scheme being consulted on?
Resident	Whollysupport	I am supportive of these proposals. No further comments to add.
Resident	Whollyobject	I disagree with the parking restrictions
Resident	Whollyobject	No parking restrictions
Resident	Whollyobject	I reject the parking restrictions
Resident	Whollyobject	I reject the parking proposal
Resident	Whollyobject	I object the parking decision
Resident	Whollyobject	I object the parking proposal
Resident	Whollyobject	I object the parking restrictions
Visitor	Whollyobject	This will make it very hard to visit my sick father
Resident	Whollyobject	I object
Resident	Whollyobject	I do not agree with a strategy to implement parking restrictions in the area.
Business	Whollyobject	Wholly object to the proposal on 2 grounds. I work at an opticians on priory road and are patients need to be able to park to attend the practice. If parking restrictions go ahead we may have to close. I live on south view road n8 7lx, which has objected to the proposal and if it goes through in other surrounding areas, people will park in our road and we will not be able to park. Also, being so close to alexandra park it is so unfair to put restrictions on parking - the park is for everyones use and people should not have to pay for parking. Why have restrictions from 8am - 18.30- so acessive.

Business	Whollyobject	<p>08:00 - 18:30 is an unnecessary amount of time to restrict parking for this area. The implications to local businesses, shoppers/patients and non cpz roads will be unfair.</p> <p>As an opticians we have many elderly/infirm patients coming to our practice who need to drive and park close by. These restrictions will cause any non cpz parking areas outside of the zone to be filled by non permit holders who would ordinarily park in the cpz zone, which in turn will leave no space for transient visitors to the shops/practice.</p> <p>Your measures are complete overkill for a problem that doesn't exist.</p>
Resident	Whollyobject	<p>I do not consent to the introduction of cpz parking controls on beechwood road. You have in your letter highlighted that upon the last vote of which only 25% of the population voted, it was found that 53.6% voted against the introduction of cpz controls. You then basically allude to fixing the figures by breaking down the areas into sub-zones in order so that you could try to find a majority and allude to it. The vote was cast the result is 53.6% voting against the introduction of cpz controls in hornsey. That is it, it is done no cpz period.</p>

Resident	Whollyobject	<p>The consultation letter 24th february 2021 stated “residents and local groups have written to us stating that parking pressures are now more intense in the area.” A foi request revealed that only six (!) People had corresponded with the council regarding parking over the previous three years, arguably none requesting a cpz and none of the local groups referred to at all. Clearly, the consultation is not resident-led but council-led. Haringey council has misrepresented its residents.</p> <p>I was unaware that multiple responses were accepted per household. This was not mentioned in the consultation letter dated 24 february 2021. This put my family at a disadvantage compared to people who did submit multiple responses.</p> <p>The statutory consultation letter reports that 307 of the residents in the east of the homsey north area responded to the consultation. It does not report that the response rate for the area with 2629 households and businesses was just 11.5%. Haringey council did not report this figure as it would have highlighted that there is very little support for a cpz. Furthermore, as many of the responses would likely have been multiple votes from the same household, the 10% required response rate would not have been reached.</p> <p>The map used in the public engagement letter 15th july 2022 indicates all roads in favour of cpz but indicates only 1 of the eight roads against cpz. This gives residents a distorted impression.</p> <p>The council has failed to consider the additional, unnecessary cost for householders, which will put an extra squeeze on households in the context of rising prices for energy and other essential goods.</p> <p>The council has shown bias in its approach, and relevant information was omitted from the consultation letter. News that the area could be split, a map indicating which roads were under consultation, the permit cost and, crucially, who was eligible to participate. The map that was eventually produced was out of date by 13 years and did not consider the new developments in the area.</p> <p>The consultation process has revealed numerous flaws in haringey’s parking policy and a catalogue of errors and discrepancies in the homsey north consultation process. No haringey resident can be confident in any data used to justify the implementation of the cpz or, indeed, of the competence of the parking schemes department</p>
Resident	Whollyobject	<p>Due to the significantly rising costs of living i do not support this project. I have a small car, and never struggle with finding the parking around my home. I think majority is looking to reduce the cost where possible. Would be great if the parking stayed free around this residential area.</p>

Resident	Whollyobject	I don't support the proposed hornsey north cpz with the current cost of living crisis people are already facing, with almost double the energy price and food price it will be another blow to the local residents. If you really care, then give out 1 free parking permit per household that some london boroughs offering for long.
Business	Partlyobject	A reduced parking restriction period, say 2 hours, would enable visitors to attend the businesses. A full day restriction will create serious problems for customers coming from other areas.
Resident	Whollysupport	There are too many cars parking in boyton close, a combination of vehicles reversing and pavement parking means that cars dominate what is a small cul de sac
Business	Whollyobject	I work at the optician near nightingale lane. My colleagues travel and park on local roads. We have elderly patients who need to drive to us and need parking spaces. The restriction is far too long a period.
Resident	Whollyobject	Cpz in this side of hornsey is extremely unnecessary there's no local shops there's no businesses around here as to why we would need cpz and to try and import it all day is absolutely ridiculous there is not all day restrictions anywhere around crouch end of muswell hill home swap where there are businesses cinemas and places to go to
Resident	Partlysupport	We have had a cpz in our street, rectory gardens, for some time. It is a vast improvement on what it was like before. However many of us are concerned that if we are part of a cpz that includes other roads we will once again be unable to park anywhere near our homes. Currently there are five empty houses in the road. Once these houses are lived in again the road will be parked to capacity. Therefore a few of us would prefer that rectory gardens has its own cpz rather than be part of a much larger one especially as two spaces are going to be taken up with electrical charging points.

Resident	Whollyobject	I object to all parking restrictions on beechwood road, as a parent /carer of an autistic child who. Does not hold a blue badge i am not exempt from having to purchase visitors passes which i cannot afford. My sons carer will not be able to park outside or near my home when picking up and dropping off my child who has no sense of danger particularly when he is upset and a quick entrance to my home would be necessary at these times. I also have health issues that with time will deteriorate which i believe will put myself and my child at an unfair disadvantage to others without health problems and people with social development issues.
Resident	Whollyobject	Object
Resident	Whollyobject	Hi, i object for many reasons but my main concern is that this was raised due to the fact that there isn't enough parking spaces. This isn't because people park where ever. It is because of the ratio of flats and the amount of parking spaces . For example my road alone has 5 different blocks of flats (tivendale, stokely court, 40 nightingale lane, the old pub and now a new block oppersite the pub) that's a lot of people for just a small road. Most of the road chosen to have these parking permits are on roads where there are flats. And most of these people are on low income so will barely afford to pay these prices especially with the economic crisis. It's unfair, unnecessary and just outrageous. It's not the way to make people pay if they don't have parking on there road because of the ratio, we need access to a car park and i know that's probably hard to do but making people pay what they barely have it's really not the way, they will be having to chose between heating, food or a car space to park... thank you for having the time to read what i have to say
Resident	Whollyobject	I am a resident who had not moved in during the public engagement exercise.

Resident	Whollyobject	Absolutely do not want cpz it's just there for the council to rake in money. Ridiculous being charged to park outside your own house.. Just another thing to add to this cost of living crisis, as if things aren't bad enough.....big no for me
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