

<b>RECORD OF DECISION TAKEN UNDER DELEGATED AUTHORITY</b>
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**All requests for action to be taken in accordance with established delegated authority must be accompanied by an appropriate report setting out all relevant considerations, in particular legal and financial considerations, and with a clear recommendation[s] for action, in order for an appropriate decision to be taken in accordance with the provisions of current legislation.**

<b>Log No.</b>
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<b>Title of Report:</b>
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<b>Report of Public Consultation for parking in the Woodside area</b>
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<b>Reason for relevant paragraph for authority under scheme of delegation</b>
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## **1.0 Purpose**

- 1.1 The purpose of this report is to inform the Leader of the feedback received from public consultation undertaken in September/October 2009 on parking issues within the Woodside ward.
- 1.2 To seek approval to proceed with the recommendations as set out in section 11 of this report.

## **2.0 Background**

- 2.1 Following the extension of the Wood Green Outer CPZ in March 2009, residents of the uncontrolled section of Perth Road and roads to the east of Perth Road, approached their local ward councillors to highlight their concerns with displacement parking.
- 2.2 In view of the representations meetings were arranged with officers from Sustainable Transport, Neighbourhood Management and the Woodside Ward Councillors to discuss a way forward to address this issue.
- 2.3 It was agreed that officers would arrange for a Focus Group of local resident representatives, council officers and ward councillors to discuss the issue and agree consultation processes and boundaries to engage with the wider community.
- 2.4 The recommendations as set out in this report are in accordance with the following objectives:

**a) Parking Service Business Action Plan**

The introduction of CPZs, where required, will help create a cleaner, greener environment.

**b) Local Implementation Plan (LIP)**

- 2.5 The Council's Local Implementation Plan (LIP) sets out the Council's intention to improve parking conditions in the borough, which includes the allocation of on-street kerb space within the defined hierarchy of parking need. It also seeks to maximise road safety throughout the borough through the fair and consistent enforcement of parking restrictions. The plan contains the policy framework for both parking and road safety and is summarised below.
- 2.6 **Parking:** Section 7.0 of the Parking and Enforcement Plan (the 'PEP'), which forms part of the LIP, reiterates the Council's intentions to improve parking conditions in the borough. The overall aim of the PEP is to support a better and safer environment in the borough.
- 2.7 Key PEP policies include:
- The Council will assess the need for parking controls at junctions.
  - The Council will allocate on-street kerb space in accordance with the Council's defined hierarchy of parking need.
  - The Council will monitor, manage and review on-street pay and display parking to help manage long-stay commuter parking and promote short stay and visitor parking.
  - The Council will undertake a review of new CPZs one year after implementation.
  - The Council will maximise road safety throughout the Borough through the fair and consistent enforcement of parking restrictions.
  - The Council recognises the need for a robust, systematic framework for future CPZ implementation in the Borough.
- 2.8 **Road Safety:** Section 6.0 of the LIP contains the Council's Road Safety Strategy which details initiatives to make borough roads safer for all road users. The Council's Unitary Development Plan (UDP) also contains strategic transport policies for the benefit of road safety. The key policies include:
- To tackle congestion by reducing the level and impact of traffic in town centres and residential areas.
  - To make the borough's streets safer and more secure, particularly for pedestrians and other vulnerable road users through traffic management measures
  - To manage better use of street spaces for people, goods and services, ensuring that priority is allocated to meet the objectives of the strategy.

- To improve the attractiveness and amenity of the borough's streets, particularly in town centres and residential areas.
- Encourage the use of more sustainable modes of transport.

### 3.0 Informal Public Consultation process

- 3.1 Through the Focus Group meetings consultation boundaries consisting of the existing Wood Green CPZ to the South, The Roundway to the East, Perth Road to the West and Gospatrick Road to the North were agreed.
- 3.2 Public consultation documents consisting of background information, location plan, pre-paid cut-out questionnaire and translation sheet were delivered, by hand, to all properties within the agreed consultation area between the 22 and 25 September 2009. The deadline for responses was 23 October 2009. However this was extended by 6 days to 3 November 2009 to account for the postal strike. See Appendix I of this report for a copy of the consultation document.
- 3.3 As part of the consultation process 2 drop-in sessions were organised to give residents/traders the opportunity to discuss parking issues with council officers prior to completing the questionnaire.
- 3.4 Both drop-in sessions were held at the Baptist Church, Eldon Road. The first drop in session was held on Wednesday 14 October 2009 from 4-8pm and was attended by over 50 people. The second drop-in session was held on the 17 October 2009, from 6pm – 8pm and was attended by 10 people.
- 3.5 To encourage response from the business community, a council officer visited businesses along Lordship Lane on the 21 and 22 October 2009. The officer collected the documents on 23 October 2009 and a total of 29 completed questionnaires were received from businesses along Lordship Lane.

### 4.0 Summary of feedback received during consultation

- 4.1 The consultation area has 1195 properties. In total 296 responses were received by the extended deadline of 1 November of which 292 were acceptable for Analysis. This represents a 24% response rate.
- 4.2 To question 3a of the consultation document: **Would you like to have a Controlled Parking Zone introduced in your road?** The response for the whole of the consultation area was as follows:
  - 35% (102) Yes
  - 61 % (179) No
  - 1% (2) No reply
  - 3% (9) Don't Know

- 4.3 To question 3b of the consultation document: **If the answer is No but you neighbouring roads are included in a zone, would you then agree that a Controlled Parking Zone in your road may be needed?** Of those who responded “No” to question 3a the feedback was as follows:
- 16 % (47) Yes
  - 51 % (148) No
  - 29% (84) No reply
  - 4% (13) Don't Know
- 4.4 To question 4 of the consultation document: **If a CPZ were introduced in your area, what do you think would be the most appropriate operating hours for parking controls?** The response was as follows:
- 20% (59) 2 Hours a day (e.g. noon-2pm)
  - 9% (27) 2x2 Hours a day ( e.g.10-noon & 4-6pm)
  - 21% (62) All Day ( e.g. 8:30am-6.30pm)
  - 14% (42) All Day plus evening (e.g. 8:30am-10pm)
  - 22% (63) Other
  - 13% (39) No Reply
- 4.5 To question 5 of the consultation document: **If a CPZ were introduced in your area, what do you think would be the most appropriate operating hours for parking controls?** The response was as follows:
- 44% (128) Monday-Friday
  - 14% (42) Monday –Saturday
  - 13% (37) Seven days a week
  - 29% (85) No Reply
- 4.6 Overall, the feedback indicates that the majority of those who responded are opposed to the introduction of parking controls. This is often the case when consulting a large area as residents living in different areas will experience differing levels of parking pressures and respond accordingly.
- 4.7 The consultation document clearly stated that the council is not proposing the introduction of a CPZ to the whole area. The objective of the consultation was to identify roads that would support parking controls and any scheme developed would be based on feedback analysed on a road by road basis.
- 4.8 Overall, the feedback on possible operational hours indicated a preference for an all day operation during weekdays only. Should a CPZ be approved for implementation, we would base the operational days/hours on the feedback received from those roads included in the proposed zone only.

- 4.9 All returned consultation documents are available for public inspection by contacting the Council's Transport Policy and Projects Group on 0208 489-1326
- 4.10 When analysed on a road by road basis it is clear that there is support for the introduction of parking controls in a number of roads closest to the existing Wood Green (Outer) CPZ. A detailed road-by-road breakdown of the responses can be found in Appendix II of this report.
- 4.11 In addition to the consultation feedback the council received two petitions objecting to the introduction of parking controls. One petition consisted of 22 individual letters signed by businesses along Lordship Lane. The other petition originated from residents of New Road and contained 56 signatories predominately from residents of New Road. The feedback from returned questionnaires from these two roads also returned a majority opposed to parking controls.
- 4.12 A Focus Group meeting of 27 November 2009, after the public consultation period, was held to provide feedback to the group of the responses received and possible way forward, subject to delegated approval.
- 4.13 Residents opposed to the introduction of a CPZ for the area have formed an action group and attended the Focus Group meeting of 27 November 2009. They raised concerns regarding the consultation process and claimed that according to a door to door survey they had carried out there was very little support for the introduction of a CPZ. Officers responded that the consultation feedback is available for public inspection during normal office working hours. No request has been received to view the responses.
- 4.14 A meeting was held with Cllr Meehan and Cllr Egan on 11 December 2009 to discuss the feedback received and possible way forward. It was agreed that as there was evidence of support from a defined area that the council should proceed to the statutory consultation stage for the introduction of a Woodside CPZ. The Cllrs did however make the proviso that should feedback through this process be negative that a CPZ should not progress further but that consideration should be given to introducing double yellow lines at junctions within the area to restrict obstructive parking.

## **5.0 Chief Finance Officer Comments**

- 5.1 The cost of consultation in 2009-10 can be met from the £600k Capital budget for the Parking Plan in 2009-10. There is a further allocation of £600k for the Parking Plan in the draft budget for 2010-11. It may be possible for any implementation measures required following consultation to be funded from this budget if approved. However it is important that the 2010-11 Parking Plan is subject to review in March

2010 so that all commitments brought forward from 2009-10 are fully budgeted for.

- 5.2 A full financial appraisal will be provided in the delegated report that will be agreed after statutory consultation.

**5.3 Service Finance comments**

- 5.4 There is no budget provision for this scheme however if the revised parking plan is approved there will be an allocation of £16550 which can be used for Woodside area statutory consultation. The approved allocation will be sufficient to cover the cost of the statutory consultation.

**6.0 Environmental Implications**

- 6.1 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 ("RTRA")1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations1996. All objections received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
- 6.2 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.
- 6.3 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.
- 6.4 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:-
- (a) The desirability of securing and maintaining reasonable access to premises.

- (b) The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
- (c) The national air quality strategy.
- (d) Facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
- (e) Any other matters appearing to the Council to be relevant.

## **7.0 Comments of the Head of Legal Services**

- 7.1 The legal position and statutory requirements for consultation are set out in Paragraph 6 of the report. Public consultation has been undertaken and due consideration given to representations by the public. As long as the statutory consultation is undertaken and due consideration similarly given to representations made, there is no reason why the Council should not be entitled to proceed with its proposals. Any objections received as a result of the further consultation of Saxon Road should be considered before omitting or including that street in the final scheme, as stated at paragraph 10.3.

## **8.0 Equal Opportunities**

- 8.1 The consultation documents were distributed to all households/businesses within an agreed area.
- 8.2 The consultation document included a section offering translation into minority languages.
- 8.3 During statutory consultation, any interested party can submit a representation regardless of where they live or work.

## **9.0 Staff Side Comments**

- 9.1 N/A

## **10.0 Summary**

- 10.1 Although respondents were evenly split over whether they felt there was a parking problem in their road, the overall consultation responses did not support the introduction of a CPZ.
- 10.2 There was however support from a defined area bordering the existing Wood Green CPZ and it is therefore recommended to proceed to statutory consultation for the introduction of parking controls in these roads.

- 10.3 As the southern section of Perth Road is already within the Wood Green CPZ it is recommended to included the remaining uncontrolled section and Fife Road (cul-de-sac of Perth Road) in the existing CPZ.
- 10.4 It is further recommended to propose a new Woodside CPZ to cover Eldon Road, Elm Road, Granville Road, Melrose Avenue, Saxon Road and Paisley Road. The operational days/hours indicate support for Monday to Friday 8:00am – 6:30pm.
- 10.5 Although the feedback from Saxon Road was opposed to parking controls it is evident that they will experience displacement should an extension of the Wood Green CPZ go forward. It is therefore recommended to included Saxon Road in the statutory process and consider their response accordingly.
- 10.6 The feedback from Eldon Road overall was against parking controls. However on closer inspection it can be seen that the majority of feedback against originated north of it's junction with Homecroft Road where 8 of the 17 responses against were from. It is recommended that the entire length of Eldon Road form part of further proposals.
- 10.7 The feedback from the rest of the consultation area was opposed to any parking controls for their roads, with the exception of Grainger Road. This Road is surrounded by roads that are against the introduction of CPZ and is isolated from the area in support. It is not therefore feasible to include this road in further proposals. It is therefore not recommended to consider introducing CPZ to the remaining roads at this present time.
- 10.8 Through Focus Group meetings with residents and ward councillors it has been requested that the council consider the introduction of waiting restrictions in areas throughout the consultation area to address road safety problems. Consideration will be given to this request when developing any future detailed design.

## **11.0 Recommendations**

- 11.1 Note the feedback from the consultation and additional comments set out in this report.
- 11.2 Authorise council officers to proceed to statutory consultation for the extension of the Wood Green Outer CPZ to include:
- Perth Road (from its junction of Paisley Road)
  - Fife Road
- 11.3 Authorise council officers to proceed to statutory consultation for the proposed introduction of a new Woodside CPZ to include:

- Eldon Road
- Paisley Road
- Saxon Road
- Melrose Avenue
- Granville Road (from its junction of Lordship Lane and Eldon Road)

It is proposed that the scheme operate from 8am-6:30pm, Monday to Friday.

- 11.2 Authorise council officers to proceed with the introduction of double yellow lines at all junctions in the original consultation area.
- 11.3 Inform all residents/traders of the original consultation area of the council's decision.

## **12.0 Conclusion**

- 12.1 It is clear from the feedback received that there is support for parking controls in a number of roads in the area. It is also evident that the highest levels of support are from roads adjacent to existing CPZs.
- 12.2 It is therefore recommended that an extension to the Wood Green Outer CPZ and the introduction of a new Woodside CPZ be approved. See Appendix IV for a location plan of proposed new CPZ extension and the proposed new Woodside CPZ.
- 12.3 Through the Focus Group meetings it was identified that parking at junctions resulted in safety and obstruction issues. It is therefore intended to address this problem through the introduction of double yellow line waiting restrictions at all junctions within the original consultation area. This is in line with our policy to introduce double yellow line restrictions at all junctions in the borough.
- 12.4 If the recommendations of this report are approved, the key milestones in the lead up to statutory consultation and reporting of findings will be as follows:
 


• Finalise drawings and TMO	25 January - 5 February 2010
• Advertise Notice of Intention	11 February 2010
• Consider comments and objections	11 February -12 March 2010
• Report back to March Cabinet	23 March 2010
- 12.5 In view of the timescales required for consultation and analysis, it may not be possible to provide a full and detailed report of representations received in the Cabinet report. Additional feedback and analysis will therefore be reported verbally to the Cabinet at its meeting of 23 March 2010.

### 13.0 Use of Appendices

Appendix I	Consultation document
Appendix II	Road by Road Breakdown of Feedback
Appendix III	Feedback from Anti CPZ committee and petitions against
Appendix IV	Plan of proposed extension and visual interpretation of feedback

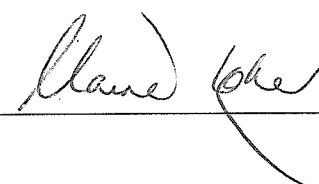
#### Decision of Chief Officer

I approve the recommendation as set out in the attached report.

Signature  Date 23<sup>rd</sup> January 2010,

#### Concurrence of relevant Cabinet Member

I concur with the above decision.

Signature  Date 28<sup>th</sup> January 2010

# **APPENDIX I**

## **Public Consultation Documents**

# **Local community Controlled Parking Zone (CPZ) consultation – Woodside Area**

Your views are important in helping us decide the best way forward to address any parking issues in your local area



**Closing date: 23 October 2009**

## Local community Controlled Parking Zone consultation

Dear Resident or Trader,

Following feedback from the local community regarding parking pressures in the area, we are asking you for your views on parking issues in your road and how you would like us to address your concerns.

### **Background**

We have received a number of representations from the area, requesting that we consider introducing parking controls to address the parking pressures experienced in the area. Taking this into account, the council would like to give you an opportunity to consider whether parking controls would be of benefit to you.

To help us understand the concerns of the local community, we held resident focus group meetings in May and August 2009 to discuss parking in your area at the Baptist Church, Eldon Road. The focus group meeting gave local residents, ward councillors and council officers an opportunity to discuss the issues, identify a consultation area and explore how we should consult the local community.

The main issues raised during the meetings were:

- Displaced parking is a problem in the area
- Road safety concerns such as general traffic flow, pedestrian and vehicle visibility, bus accessibility etc.
- The need to ensure full consultation is carried out with the community
- Ensuring the community is aware of possible displacement parking if a scheme is introduced

### **Addressing parking problems with a possible CPZ**

In addition to the introduction of double yellow line waiting restrictions, another way that may alleviate parking problems is to introduce a Controlled Parking Zone (CPZ).

The aim of a CPZ is to prioritise parking for residents by restricting non-resident and commuter parking. Some of the improvements that could also be provided by a CPZ are:

- Better traffic management – by reducing illegal and disruptive parking.
- Improving access for emergency vehicles and waste collection vehicles.
- Improving safety for all road users, including pedestrians and cyclists through improved visibility.

**There are, however, some downsides to a CPZ, most notably displacement parking on roads just outside the zone. It is therefore important to give careful consideration to the effects – particularly the increase in parking pressure that may be experienced in your road if a CPZ is introduced in your neighbouring roads.**

If a CPZ is introduced, this means you will need to apply and purchase a parking permit. It also means that visitors would need to display a permit when visiting you during the hours of operation of the zone. We have compiled a 'Useful information' section on page 7 which explains what a CPZ is and how it will work, the costs and types of parking permits available and how the CPZ would affect residents.

## **Have your say**

**Even if you don't own a car your views are important.**

This is your opportunity to provide us with comments on parking issues in your road or area. The consultation area is shown on the map at the back of this leaflet. The consultation will run for four weeks, to give you time to consider the issues before completing the questionnaire.

Your feedback is very important to us as it provides us with guidance on what the local community wants and allows us to develop proposals that more closely reflect your wishes. Completing this questionnaire is the best way to give your views. Please complete and return the questionnaire by **23 October 2009**.

You are invited to attend any of the drop-in sessions which will be held at the Baptist Church, Eldon Road, N22 5DT on **Wednesday 14 October 2009 between 4pm-8pm** and **Saturday 17 October 2009 between 10am-1pm**. The drop-in session will give you an opportunity to speak to council officers before completing and returning your questionnaire.

**It is important to note that this consultation is not a vote on whether the whole area should receive a controlled parking zone. The feedback received will be analysed on a road by road basis to help us identify roads or areas that are in favour of measures and those roads or areas that are not in favour. This feedback will also enable us to determine the way forward regarding the possible introduction of a zone or zones to address identified parking problems.**

**It is possible that a CPZ can be introduced in a neighbouring road that supports parking controls but not in a road that is against.**

**Please note that the council would not expect to carry out a review of any new measures for at least two years after their introduction.**

## **What will happen next?**

The feedback received from the consultation will be presented in a report to the December 2009 meeting of the Council's Cabinet, which will consider the

consultation results, along with other factors such as safety implications and the need to ensure traffic flow is maintained, when making a decision on the way forward.

If the council approves the introduction of parking management measures, then the proposal would be subject to a further statutory notification. At this stage the council will provide detailed plans of our intended parking controls and provide a three week statutory period for any interested parties to provide their views.

You can find more information on our consultation policy at [www.haringey.gov.uk](http://www.haringey.gov.uk)

We expect that the consultation results will be available to view on the Haringey website by early December 2009.

If you have any questions about the questionnaire or consultation process, please write to:

Haringey Council  
Transport Policy and Projects  
River Park House  
1st Floor South  
225 High Road  
Wood Green N22 8HQ

Alternatively contact the consultation officer, Daniel Thomas on 020 8489 1326 or the project engineer, Vincent Valerio on 020 8489 1325 or email us at [frontline.consultation@haringey.gov.uk](mailto:frontline.consultation@haringey.gov.uk)

Thank you for taking the time to read this leaflet and I hope you will give us your views.

**Please remember the closing date for responses is: 23 October 2009.**

Yours faithfully,



**Councillor Brian Haley**  
Cabinet Member for Environment and Conservation

## A possible Controlled Parking Zone (CPZ) Consultation questionnaire

**Please note** that due to provision of the Local Government (Access to Information) Act 1985, we cannot promise you confidentiality, as all replies will be available for public inspection. You do not need to put your name on this, but your address and postcode are essential.

Name (optional) \_\_\_\_\_

Address (essential) \_\_\_\_\_

Postcode (essential) \_\_\_\_\_

**Instructions:** Please tick (✓) one response only unless otherwise stated

**Please remember to refer to the useful information section at the back of these documents if you need to when answering these questions.**

**Please remember the closing date for responses is: 23 October 2009.**

### 1. Is the above address?

☐ Your home    ☐ Retail premises    ☐ Office

☐ Other (please specify) \_\_\_\_\_

### 2. Do you think there is a parking problem in your road?

☐ Yes    ☐ No    ☐ I don't know

**If yes, please provide comments on why.** \_\_\_\_\_

### 3a. Would you like to have a Controlled Parking Zone introduced into your road?

☐ Yes    ☐ No    ☐ I don't know

### 3b. If the answer to 3a is NO but your neighbouring roads are included in a zone, would you then agree that a Controlled Parking Zone in your road may be needed?

☐ Yes    ☐ No    ☐ I don't know

### 4. If a CPZ were introduced in your area, what do you think would be the most appropriate operating hours for parking controls?

☐ Two hours a day (for example 12noon-2pm)

☐ Two two-hour periods (for example 10-12noon and 4-6pm)

☐ All day (for example 8:30am-6:30pm)

☐ All day plus evening (for example 8:30am-10pm)

☐ Other (please specify) \_\_\_\_\_

**5. If a CPZ were introduced in your area, which days of the week would you like there to be parking controls?**

☐ Monday to Friday    ☐ Monday to Saturday    ☐ Seven days a week

**6. Do you have off-street parking?**

☐ Yes    ☐ No    ☐ I don't know

**If yes, number of off-street parking spaces (please write in)** \_\_\_\_\_

**6b. Does your household have a vehicle?**

☐ Yes    ☐ No

**If yes, number of cars (please write in)** \_\_\_\_\_

**7. Do you have any further comments?** *(please use separate sheet if necessary)*

*Please note that it will not be possible to reply individually to completed questionnaires but all comments will be considered.*

## Useful information

### What is a Controlled Parking Zone (CPZ)?

- A Controlled Parking Zone (CPZ) is an area where all on-street parking is controlled either by yellow lines or designated parking bays.
- CPZs ease congestion caused by illegal and obstructive parking by introducing waiting restrictions where parking is undesirable.
- CPZs give priority to residents and the local community, and their visitors, who must display permits or vouchers to show they are entitled to park.
- CPZs are usually located in town centres and areas surrounding underground and rail stations where parking pressure most affects local residents. Some roads further away from stations are included in the zone to prevent displaced motorists from parking in these roads.
- Outside the hours of operation parking remains unrestricted, unless otherwise stated.
- Double yellow lines prohibit parking at any time regardless of the CPZ.
- A permit for one CPZ does not allow the holder to park in any other CPZ.
- A CPZ does not guarantee you a space outside your house.
- Residents must purchase parking permits and must purchase visitor vouchers for their visitors, should they wish to park or enable their visitor to park during the hours of operation of the zone.

### How do CPZs work?

CPZs work by ensuring that vehicles park in designated bays at certain times of the day. Outside of the operating hours of the CPZ, the parking bays do not apply and parking is unrestricted, except where yellow lines operate for longer periods. CPZs operate at different times of the day depending on the parking demand, with each zone designed to deal with the specific problem in the area.

Different types of bays are provided for specific groups of motorists. In this instance, there are three main types of bay provided:

- Residential – for residents of the roads in the area and their visitors
- Business – for businesses that require a vehicle for business use
- Pay and display parking bays – these are parking bays where people can park after buying a pay and display ticket.
- There are also other types of bays that allow a combination of the above.

Any vehicles that are parked illegally are liable to receive a parking ticket, issued by uniformed Civil Enforcement Officers who would regularly patrol the area.

If you have off-street parking, you will not be able to park across your driveway during the hours of the CPZ. A CPZ requires all kerb space within a CPZ to be controlled with either waiting restrictions or a parking place. Outside the hours of a CPZ parking is uncontrolled.



## Operating hours of the CPZ

There are a number of issues that affect the hours and days when parking controls should operate, and these will be tailored to the needs of the area.

- **Short periods (eg two hours)** are often used around rail/tube stations to prevent commuters parking all day and continuing their journey by public transport. Outside these hours, parking will generally remain unrestricted. This would not deter all commuter parking and would provide little protection against non-commuter parking demand from outside the area. This would, however, provide greater flexibility for visitors, carers, workmen and customers of local shops. Schemes of this time period operate in areas within Highgate.
- **All day controls** are effective in removing all day commuter and shopper parking from residential roads, but would place greater restrictions on visitors and customers of local shops who come to the area by car. All day controls, operate in Wood Green and Green Lanes Controlled Parking Zones.
- **Mixed operating hours.** It is possible for operating hours to differ within one zone. For example, the Wood Green CPZ is split into an inner and outer zone to reflect the differing parking pressures of the area. The inner zone, with its shops, restaurants, bars, cinemas and tube station, attracts high levels of commuter parking throughout the week, and therefore operates Monday to Sunday between 8am and 10pm. The outer zone, which has less parking pressure in the evening and at weekends, operates Monday to Saturday between 8am and 6.30pm.

Regardless of the hours of a CPZ, you are not guaranteed a space outside your home. A parking permit is only required if your vehicle is parked in the zone during its hours of operation. Outside of these hours, no permit is required. However, you should note that the price of a resident's parking permit remains the same regardless of the operating hours of the zone.

**Residents and Traders should note that differing hours in adjacent CPZs can lead to parking displacement outside the hours of operation. For example if a CPZ operates for two hours and an adjacent CPZ has all day restrictions it is likely that motorists will park in the CPZ operating for two hours when the restrictions are not in operation.**

## Types and Costs of Parking Permits

You will only need to display a parking permit during the hours of operation of the CPZ. A permit can be obtained by phone, post or in person at Council offices. We will send you further information about parking permits before any scheme is introduced. Charges for parking permits are used to cover the costs of operating and enforcing the scheme. Any surplus money is 'ringfenced' for reinvestment in the public highway.

**Residential permits** – Those living within the CPZ area are entitled to apply for a residential permit. Residents who display a valid permit can park in residents' bays and some shared-use bays.

**Short-stay visitor permits** – Visitors to the area (eg friends, relatives, health visitors or trades people) can either:

- Park in a shared-use bay and purchase a pay and display ticket from a machine.
- Obtain a 1 or 2 hour visitor's permit from the person they are visiting and display it in their windscreen. (Visitors' permits must be purchased in advance by residents).

**Costs:** £8 for 20 cards

**Daily Visitor permit** – Daily permits can be purchased by residents in advance

**Costs:** £8 per voucher (minimum purchase of 4 vouchers)

**Weekend visitor permits** (*only applicable if the scheme operates on weekends*) –

Weekend permits can be purchased by residents in advance.

**Costs:** £5 from noon Friday to noon Monday

**Long-stay visitor permits** – those visiting for longer periods (including trades people) may use long-stay visitor permits, which allow parking for two weeks. These can also be used by residents who hire a car for a short period. (Long-stay visitor permits must be purchased in advance by residents)

**Costs:** £8 for two weeks

**Business Permits** – Specific parking bays will be provided for businesses within the area for vehicles used in the course of business

**Costs:** £225 for 12 months (Can be used in business bays only)

#### **Residential permits**

Permit charges are now based on the CO2 emissions of your vehicle as set out on page 11.

Or for vehicles registered before 23/03/2001 the charging structure will be based on the vehicle's engine size.

**Administration Fee:** £10 payable for lost/damaged or transferred permits.

Please note there is no concessionary rate for residential permits.

### **Further Features of a CPZ**

#### **Parking for Businesses, Services and Community Users**

One of the major objectives of CPZs is that the parking requirements of businesses, services and community users are also catered for.

Commercial businesses may apply for a business permit, which allows parking in business bays or shared-used permit holder bays.

There are strict eligibility criteria for business permits. You must demonstrate that you:

- Require regular and unavoidable use of a vehicle to run your business
- By necessity transport bulky and/or high value goods on a regular basis
- Require staff to work unsociable hours, when public transport is not readily available

Permits are not available solely for travelling to work by car, unless these journeys have to be made at unsociable hours.

**Vehicle emissions**

	<b>CO2 Emission Band</b>	<b>First Permit (Annual)</b>	<b>Second &amp; Subsequent Permit per Household</b>
1	(up to 100 CO2 g/km - including electric vehicles)	£15	£15
2	(101-150 CO2 g/km)	£30	£60
3	(151-185 CO2 g/km)	£60	£100
4	(186 CO2 g/km and over)	£90	£150

**Engine size**

<b>Engine Size</b>	<b>First Permit (Annual)</b>	<b>Second &amp; Subsequent Permit per Household</b>
1549cc or less	£30	£60
1550cc to 3000cc	£60	£100
3001cc and above	£90	£150

Non-commercial essential employers (eg local schools and health providers) may apply for essential user permits to park within the zone. However this is subject to strict criteria and assessed on individual circumstances.

**Loading and Unloading**

A vehicle may load and unload for a maximum period of 40 minutes in any part of the zone when delivering or collecting goods, unless loading/unloading restrictions are in place. Loading/unloading must be continuous and must involve heavy/bulky goods (not normally shopping).

An exception to this is for moving house, when vehicles may wait longer than 40 minutes while being loaded/ unloaded, provided they are not causing an obstruction.

#### **Suspension of Parking Places**

In certain circumstances the police or Council may suspend parking bays, eg to allow for building operations, domestic removals, weddings, funerals or special events.

#### **Driveways and pedestrian crossings**

Parking bays will not be placed in front of a driveway or at a pedestrian crossing point. These will be marked by a yellow line to enable the Council and the police to carry out enforcement during the operational hours of the CPZ.

#### **Signs and Environmental Issues**

Signs will be placed on existing lamp columns or on boundary walls of properties where possible. Additional sign posts will only be erected where absolutely necessary.

#### **Special Parking Groups**

Disabled Badge Holders (blue or orange badge holders) – Any vehicle displaying a valid Disabled Badge will be able to park without a permit:

- in any resident bay within the zone
- on yellow lines without loading restrictions for a maximum of three hours, provided they are not causing an obstruction
- in any disabled bay, without time limit

**Doctors** – Existing designated doctors' parking bays for exclusive use by doctors will remain and no additional charges will be made.

**Motorcycles** – These can park in any of the parking bays, free of charge, apart from designated disabled or doctor parking bays.

## Local community Controlled Parking Zone (CPZ) consultation



**Controlled  
ZONE**



Shqip



Për një kopje në gjuhën tuaj të kësaj letre ligjore konsultimi që përmban informata mbi Propozimin mbi Zonën e Kontrolluar të Parkimit në zonën Woodside, ju lutem shënjoni ✓ kutinë, plotësoni formularin dhe dërgojeni tek adresa e mëposhtme me postim falas.

Polski



Polską wersję oficjalnego listu konsultacyjnego zawierającego informacje dotyczące proponowanej strefy kontrolowanego parkowania CPZ w rejonie Woodside można otrzymać po zaznaczeniu odpowiedniej rubryki, wypełnieniu formularza i przesłaniu go na podany poniżej bezpłatny adres.

Français



Pour obtenir un exemplaire de cette lettre de consultation statutaire qui fournit des informations sur la zone de stationnement contrôlé proposée du quartier de Woodside dans votre langue, veuillez cocher la case, compléter le formulaire et le renvoyer à l'adresse en port payé ci-dessous.

Soomaali



Si aad u hesho koobbi ah warqaddan ah wada tashiga qaanuuniga ah ee ay ku qoranyihiin macluumaadka ku saabsan mandaqadda baarkinka xadaysan ee la soo jeediyay ee mandaqadda Woodside oo luqaddaada ku qoran, fadlan claamadi sanduuqa, buuxi foomka oo ku soo celi cinwaanka boostiisu lacag la'aanta yahay ee hoose.

Kurdî Kurmancî



Ev nameya şêwirdarîya hiqûqî li ser Pêşniyara Herêma Parkkirina Kontrolkirî li devera Woodside agahîyê dide, heke hun wê bi zimanê xwe dixwazin, ji kerema xwe qutîkê îşaret bikin, formê tije bikin û ji navnîşana posta bêpere ya jêrîn re bişînin.

Türkçe



Woodside bölgesinde Önerilen Kontrollü Park Bölgesi'ne ilişkin bilgiler içeren, yasa gereği hazırlanmış bu danışma mektubunun kendi dilinizde bir kopyasını istiyorsanız, lütfen kareyi işaretleyip formu doldurarak aşağıda verilen, posta ücreti gerektirmeyen adrese gönderiniz.

Please tell us if you would like a copy of this leaflet in another language that is not listed above or in any of the following formats, and send the form to the Freepost address below.

☐ In large print

☐ On audio tape

☐ In Braille

☐ In another language, please state:



Name:

Tel:

Address:

Email:

Please return to: Freepost RLXS-XZGT-UGRJ, Haringey Council,  
Translation and Interpretation Services, 8th Floor, River Park House, 225 High Road, London N22 8HQ

Haringey Council offers this translating and interpreting service to Haringey residents. We can translate this document into one language per resident ONLY.

CPZ consultation – Woodside Area



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# **APPENDIX II**

## **Road by Road Breakdown of Public Consultation Feedback**

## Woodside CPZ - Results

Leaflets printed	1600
Leaflets distributed	1195
Total Returned	296
Total Acceptable for Analysis	292
Percentage Returned	24%

Returns	
Croxford Gardens	1
Eldon Road	31
Ellenborough Road	11
Elm Road	0
Fife Road	2
Grainger Road	3
Granville Road	34
Homecroft Road	10
James Gardens	5
Lordship Lane	34
Melrose Avenue	19
New Road	19
Norman Avenue	26
Norman Close	1
Paisley Road	8
Perth Road	29
Sandra Close	3
Sandford Avenue	27
Saxon Road	13
The Crossway	6
The Roundway	1
Tintern Road	9
<b>TOTAL</b>	<b>292</b>

# Woodside CPZ - Results

Q1. Is the above address your?

	Base	No Reply	Home	Retail	Office	Other
Base Number	292	3	252	26	3	8
Percentage		1%	86%	9%	1%	3%
Road Name						
Croxford Gardens	1	-	1	-	-	-
		-	100%	-	-	-
Eldon Road	31	-	28	1	1	1
		-	90%	3%	3%	3%
Ellenborough Road	11	-	11	-	-	-
		-	100%	-	-	-
Elm Road	-	-	-	-	-	-
		-	-	-	-	-
Fife Road	2	-	2	-	-	-
		-	100%	-	-	-
Grainger Road	3	1	2	-	-	-
		33%	67%	-	-	-
Granville Road	34	-	33	1	-	-
		-	97%	3%	-	-
Homecroft Road	10	-	10	-	-	-
		-	100%	-	-	-
James Gardens	5	-	5	-	-	-
		-	100%	-	-	-
Lordship Lane	34	1	6	21	2	4
		3%	18%	62%	6%	12%
Melrose Avenue	19	-	18	-	-	1
		-	95%	-	-	5%
New Road	19	-	19	-	-	-
		-	100%	-	-	-
Norman Avenue	26	-	24	1	-	1
		-	92%	4%	-	4%
Norman Close	1	-	1	-	-	-
		-	100%	-	-	-
Paisley Road	8	-	8	-	-	-
		-	100%	-	-	-
Perth Road	29	-	29	-	-	-
		-	100%	-	-	-
Sandra Close	3	-	3	-	-	-
		-	100%	-	-	-
Sandford Avenue	27	-	27	-	-	-
		-	100%	-	-	-
Saxon Road	13	1	11	-	-	1
		8%	85%	-	-	8%
The Crossway	6	-	5	1	-	-
		-	83%	17%	-	-
The Roundway	1	-	-	1	-	-
		-	-	100%	-	-
Tintern Road	9	-	9	-	-	-
		-	100%	-	-	-

# Woodside CPZ - Results

Q2. Do you think there is a parking problem in your road?

	Base	No Reply	Yes	No	I Don't Know
Base Number	292	4	143	135	10
Percentage		1%	49%	46%	3%
Road Name					
Croxford Gardens	1	-	-	1	-
		-	-	100%	-
Eldon Road	31	-	20	10	1
		-	65%	32%	3%
Ellenborough Road	11	1	7	2	1
		9%	64%	18%	9%
Elm Road	-	-	-	-	-
		-	-	-	-
Fife Road	2	-	-	2	-
		-	-	100%	-
Grainger Road	3	-	2	1	-
		-	67%	33%	-
Granville Road	34	-	31	3	-
		-	91%	9%	-
Homecroft Road	10	-	4	6	-
		-	40%	60%	-
James Gardens	5	-	-	4	1
		-	-	80%	20%
Lordship Lane	34	-	14	19	1
		-	41%	56%	3%
Melrose Avenue	19	1	12	5	1
		5%	63%	26%	5%
New Road	19	-	3	15	1
		-	16%	79%	5%
Norman Avenue	26	-	7	19	-
		-	27%	73%	-
Norman Close	1	-	-	1	-
		-	-	100%	-
Paisley Road	8	-	6	2	-
		-	75%	25%	-
Perth Road	29	-	22	5	2
		-	76%	17%	7%
Sandra Close	3	-	1	2	-
		-	33%	67%	-
Sandford Avenue	27	1	1	25	-
		4%	4%	93%	-
Saxon Road	13	1	5	5	2
		8%	38%	38%	15%
The Crossway	6	-	-	6	-
		-	-	100%	-
The Roundway	1	-	1	-	-
		-	100%	-	-
Tintern Road	9	-	7	2	-
		-	78%	22%	-

## Woodside CPZ - Results

Q2a. Those who answered 'YES' to Question 2, please provide comments on why?

SNAP REFERENCE	COMMENTS
1	because other people from different areas park on this road and they go to the tube station and that's why i cannot park my car in front in my house
3	garage on the corner. cars park in street obstructing other cars from parking
4	after cpz came in order on my neighbouring road, people moved their cars to our road. cpz was a bad idea and unnecessary
5	vehicles from snadra close flats constantly too lazy to park in the flats where they live, park outside houses in new road and the tyre shop bring lots of vehicles every day, 6 days a week
11	because parking is free everyone can park there for shopping or going somewhere for whole day or for a couple of days and it's difficult for us to park in front of my house or in my street
15	people from other areas park in our road
17	getting harder to park in my road compared to previous years
20	half of perth road is a cpz and everybody parks their cars in the other half
24	because you installed a cpz on surrounding roads which is annoying
29	only during night time hours, no problem during the day
33	due to cpz in neighbouring roads, forcing cars to use eldon road to park in
35	no free parking spaces for my visitors and bus stops are not accessible to get on the bus or off due to the volume of cars parked at the bus stops
36	people from outside the area are using the road as a free carpark making life impossible for local residents
37	because of the cpz's round us, people from outside our neighbourhood park here, no room for locals
38	teachers from local school and cafe on lordship lane. no off-road parking
39	sometimes people leave their cars for days
40	displacement parking and commuter parking
44	too many vehicles park on this road who are not residents
47	because bus drivers tube drives and other people park car down rd because its the closest place to wood green high road
48	there's no where to park
49	the situation has now become impossible to park in our road

51	because of cafe bar and internet shop, lots of people come to cafe and bar. not many roads have free parking. sometimes they leave car for the whole day and then go to work
57	displacement from nearby cpz
58	people from other streets park here. i cannot always park in my street
61	i think many cars coming from other areas to park in granville rd and i have to park far away from home
62	more people have started parking at our end of the road because of cpz in force at other end of the road
63	non residents park their cars on eldon road for a long time
64	during the school run, you cannot get any parking in the road. also due to people visiting the local shops
65	cars get broken into in sections of the roads with no houses in front
68	because there is no cpz (wood green outer zone) yet people park here.
71	non residents taking all the space, broken down vehicles left there for weeks and people going on holiday and leaving their vehicles outside residents houses
75	there are too many cars on my road and no where to park cars
77	no space to park. non residents tend to leave their car here in the morning before catching tube at wood green and collect car after morning
84	recent cpz in perth rd had rushed car parking into norman ave and surrounding roads included in the zone
87	school parents' parking all over the road
92	because of the cpz
94	too many spaces only for residence
95	loading bay is always full
96	you cannot park along lordship lane and the side roads are cpz anyway
99	bus lane restricts parking for myself and my customers outside the shop. also displaced parking from noel park estate means no parking in adjacent roads here but only because the cpz in the noel park area has caused problems on this side of lordship lane
101	extension of other zones has caused chaos. especially the long operating hours
105	caused by cpz zone introduced into neighbouring areas 3 recent double yellows in granville
106	due to extension of cpz on noel park estate and other roads
107	unable to park day or night - caused by displacement from controlled parking zones
110	pupils of lordship lane school parents parking also people from shops and cafes in lordship lane
114	i have no parking for my customers
116	no spaces
119	the cpz down perth rd has pushed cars up to us. problems caused by footballers using the park opposite as well as from the car boot sales at new river and haringey fc. dont want a stand alone zone
120	since cpz was introduced in perth road to avoid paying most of the residents of perth rd park on our road and we end up having to look for parks elsewhere
127	since you built high rise flats at the end of granville rd and granger rd on the a10
130	not enough

133	displaced parking in the street, hard to get a parking place.
134	unable to park outside home, very busy roadm very heavy traffic, safety issue, cut illegal parking
137	no loading
140	too many people parking
141	constant double parking of cars and delivery vans obstruct traffic trying to enter the road. Commuters parking in the road and getting the bus to wood green to avoid paying for parking.
145	people park and commute
149	recently since cpz on noel park estate and scotch estate
152	residence is on a bus lane (controlled times) 7am-10am, 4pm-7pm
153	residents from neighbouring cpz park here
154	impossible to find a parking space
155	people from other streets use the parking as it's free, thus we the residents cannot find spaces
157	introduction of cpz on part of perth rd has made parking difficult
161	cpz in perth rd has caused the problem
162	commuters and shoppers from outside the area park here
165	at the junction of eldon and granville 24/7
166	vehicles left for long time that do not belong to residents of perth rd
175	impossible to find parking spaces
176	due to cpz further down road now people are parking here
177	people can no longer park in remainder of road due to cpz
178	too many disabled bays not being used due to change of circumstances, past away residence
191	displaced parking from nearby controlled zone & proximity of school and law courts
193	pressure on spaces due to displacement parking
197	since cpz moved to perth rd our rd has become a commuters carpark. people leave cars here for days
199	we are unable to park on our road since you introduced cpz on perth rd. people on perth rd do not permits and park on our rd
200	commuters parking in our road
201	commuters are parking in our road
206	commuters are using our road
207	displacement parking occurs in our road
208	commuters and workers parking in our road
209	now resident and commuter parking plus mini cabs using yellow lines for their own parking and jumping in empty spaces left by other cabs
211	getting displacement parking
216	no space to park constant traffic
217	due to cpz in adjoining areas parking has become impossible due to commuter and car owners in other cpz areas
219	cpz on perth rd has forced other non-residents to park on saxon rd and use the pathway to perth rd as a cut through

224	commuters park in road	
225	too many residents have more than one car. other people from neighbouring roads use melrose for parking to get to wood green station	
226	people park here to get to public transport	
229	people from surrounding areas park here	
230	difficulty in finding a parking space	
231	no place for customers to park	
234	people put bins to reserve parking spaces	
235	by extending cpz in the noel park and scotch estates the council is causing the problem	
237	large supermarket on corner - take away	
238	long stay parking have one instance of 3 month outside our house	
240	residents cannot park near their homes weekdays	
241	because residents from surrounding roads park their vehicles directly outside my house as well as all down my road	
243	shoppers and workers taking up space, there is never any parking available for residents	
245	too many cars and vans from other cpz zones	
248	sometimes only because this area is the only place with no cpz	
250	cpz on perth rd has caused parking to move out to our street	
254	because of cpz on the other side of lordship lane	
257	because of parking restrictions on noel park	
258	because you introduced cpz on the nearby roads	
259	since the introduction of no parking as far as paisley rd	
260	too many cars to one house. people leave cars and then go to work	
261	too many cars	
263	expensive and insufficient. p&d closer to wood green shopping city and tube station. residents in existing cpz's parking here	
270	more cars than spaces, seven days a week	
272	because of scotch estate and noel park estate	
275	not enough spaces. cars in road by non residents	
280	not enough parking spaces	
281	since cpz has been introduced in neighbouring streets, particularly perth rd	
283	when cpz scheme came into place around lordship lane and perth rd cars have moved into our area, however less cars park here now than when the scheme first introduced	
287	commuters, users of the crown court and people avoiding the wood green outer cpz all use saxon rd	
292	since haringey council fast tracked cpz in half of perth rd without consulting the rest of scotch estate especially the other half of perth rd	

# Woodside CPZ - Results

Q3. Would you like to have a Controlled Parking Zone introduced in your road?

	Base	No Reply	Yes	No	I Don't Know
Base Number	292	2	102	179	9
Percentage		1%	35%	61%	3%
Road Name					
Croxford Gardens	1	-	-	1	-
		-	-	100%	-
Eldon Road	31	1	11	17	2
		3%	35%	55%	6%
Ellenborough Road	11	-	5	5	1
		-	45%	45%	9%
Elm Road	-	-	-	-	-
		-	-	-	-
Fife Road	2	-	-	2	-
		-	-	100%	-
Grainger Road	3	-	2	1	-
		-	67%	33%	-
Granville Road	34	-	26	7	1
		-	76%	21%	3%
Homecroft Road	10	-	4	6	-
		-	40%	60%	-
James Gardens	5	-	1	4	-
		-	20%	80%	-
Lordship Lane	34	-	4	29	1
		-	12%	85%	3%
Melrose Avenue	19	-	10	8	1
		-	53%	42%	5%
New Road	19	-	1	16	2
		-	5%	84%	11%
Norman Avenue	26	-	4	22	-
		-	15%	85%	-
Norman Close	1	-	-	1	-
		-	-	100%	-
Paisley Road	8	-	6	2	-
		-	75%	25%	-
Perth Road	29	-	19	9	1
		-	66%	31%	3%
Sandra Close	3	-	-	3	-
		-	-	100%	-
Sandford Avenue	27	1	-	26	-
		4%	-	96%	-
Saxon Road	13	-	5	8	-
		-	38%	62%	-
The Crossway	6	-	-	6	-
		-	-	100%	-
The Roundway	1	-	-	1	-
		-	-	100%	-
Tintern Road	9	-	4	5	-
		-	44%	56%	-

# Woodside CPZ - Results

**Q4. If your neighbouring roads are included in a zone, would you then agree that a Parking Zone in your road may be needed?**

	Base	No Reply	Yes	No	I Don't Know
<b>Base Number</b>	<b>292</b>	<b>84</b>	<b>47</b>	<b>148</b>	<b>13</b>
<b>Percentage</b>		<b>29%</b>	<b>16%</b>	<b>51%</b>	<b>4%</b>
<b>Road Name</b>					
<b>Croxford Gardens</b>	1	-	-	1	-
		-	-	100%	-
<b>Eldon Road</b>	31	13	2	14	2
		42%	6%	45%	6%
<b>Ellenborough Road</b>	11	5	1	4	1
		45%	9%	36%	9%
<b>Elm Road</b>	-	-	-	-	-
		-	-	-	-
<b>Fife Road</b>	2	-	-	2	-
		-	-	100%	-
<b>Grainger Road</b>	3	1	1	1	-
		33%	33%	33%	-
<b>Granville Road</b>	34	21	5	7	1
		62%	15%	21%	3%
<b>Homecroft Road</b>	10	4	3	3	-
		40%	30%	30%	-
<b>James Gardens</b>	5	1	-	4	-
		20%	-	80%	-
<b>Lordship Lane</b>	34	3	5	24	2
		9%	15%	71%	6%
<b>Melrose Avenue</b>	19	7	6	5	1
		37%	32%	26%	5%
<b>New Road</b>	19	1	1	16	1
		5%	5%	84%	5%
<b>Norman Avenue</b>	26	3	4	16	3
		12%	15%	62%	12%
<b>Norman Close</b>	1	-	-	1	-
		-	-	100%	-
<b>Paisley Road</b>	8	4	2	2	-
		50%	25%	25%	-
<b>Perth Road</b>	29	14	6	8	1
		48%	21%	28%	3%
<b>Sandra Close</b>	3	-	-	3	-
		-	-	100%	-
<b>Sandford Avenue</b>	27	-	6	20	1
		-	22%	74%	4%
<b>Saxon Road</b>	13	4	3	6	-
		31%	23%	46%	-
<b>The Crossway</b>	6	-	-	6	-
		-	-	100%	-
<b>The Roundway</b>	1	-	-	1	-
		-	-	100%	-
<b>Tintern Road</b>	9	3	2	4	-
		33%	22%	44%	-

## Woodside CPZ - Results

Q5. If a CPZ were introduced in your area, what do you think would be the most appropriate operating hours for parking controls?

	Base	No Reply	2 hours a day (eg: 12noon-2pm)	2x 2 hour periods eg: (10-12noon & 4-6pm)	All day (eg: 8.30am- 6.30pm)	All day plus evening (eg: 8.30am- 10pm)	Other
Base Number	292	39	59	27	62	42	63
Percentage		13%	20%	9%	21%	14%	22%
Road Name							
Croxford Gardens	1	-	-	-	-	-	1
		-	-	-	-	-	100%
Eldon Road	31	4	3	4	8	3	9
		13%	10%	13%	26%	10%	29%
Ellenborough Road	11	3	2	1	3	1	1
		27%	18%	9%	27%	9%	9%
Elm Road	-	-	-	-	-	-	-
		-	-	-	-	-	-
Fife Road	2	1	1	-	-	-	-
		50%	50%	-	-	-	-
Grainger Road	3	-	1	-	1	-	1
		-	33%	-	33%	-	33%
Granville Road	34	1	4	3	15	7	4
		3%	12%	9%	44%	21%	12%
Homecroft Road	10	-	5	1	3	1	-
		-	50%	10%	30%	10%	-
James Gardens	5	-	2	-	-	1	2
		-	40%	-	-	20%	40%
Lordship Lane	34	12	7	2	4	2	7
		35%	21%	6%	12%	6%	21%
Melrose Avenue	19	3	3	4	4	5	-
		16%	16%	21%	21%	26%	-
New Road	19	6	3	1	2	2	5
		32%	16%	5%	11%	11%	26%
Norman Avenue	26	3	6	3	2	2	10
		12%	23%	12%	8%	8%	38%
Norman Close	1	-	-	-	-	-	1
		-	-	-	-	-	100%
Paisley Road	8	-	2	-	4	2	-
		-	25%	-	50%	25%	-
Perth Road	29	2	4	2	13	6	2
		7%	14%	7%	45%	21%	7%
Sandra Close	3	-	2	-	-	-	1
		-	67%	-	-	-	33%
Sandford Avenue	27	1	8	5	-	3	10
		4%	30%	19%	-	11%	37%
Saxon Road	13	3	3	-	1	3	3
		23%	23%	-	8%	23%	23%
The Crossway	6	-	1	-	-	-	5
		-	17%	-	-	-	83%
The Roundway	1	-	-	1	-	-	-
		-	-	100%	-	-	-
Tintern Road	9	-	2	-	2	4	1
		-	22%	-	22%	44%	11%

105

11

15

11

32  
30.48%

20

16

## Woodside CPZ - Results

Q6. If a CPZ were introduced in your area, which days of the week would you like there to be parking controls?

	Base	No Reply	Monday to Friday	Monday to Saturday	Seven days a week
Base Number	292	86	128	42	37
Percentage		29%	44%	14%	13%
Road Name					
Croxford Gardens	1	1	-	-	-
		100%	-	-	-
Eldon Road	31	12	10	6	3
		39%	32%	19%	10%
Ellenborough Road	11	2	5	2	2
		18%	45%	18%	18%
Elm Road	-	-	-	-	-
		-	-	-	-
Fife Road	2	1	1	-	-
		50%	50%	-	-
Grainger Road	3	-	1	1	1
		-	33%	33%	33%
Granville Road	34	3	15	9	7
		9%	44%	26%	21%
Homecroft Road	10	-	7	1	2
		-	70%	10%	20%
James Gardens	5	1	4	-	-
		20%	80%	-	-
Lordship Lane	34	19	11	3	1
		56%	32%	9%	3%
Melrose Avenue	19	4	9	5	1
		21%	47%	26%	5%
New Road	19	8	10	-	1
		42%	53%	-	5%
Norman Avenue	26	10	14	-	2
		38%	54%	-	8%
Norman Close	1	1	-	-	-
		100%	-	-	-
Paisley Road	8	-	4	3	1
		-	50%	38%	13%
Perth Road	29	3	11	8	8
		10%	38%	28%	28%
Sandra Close	3	1	2	-	-
		33%	67%	-	-
Sandford Avenue	27	9	16	-	2
		33%	59%	-	7%
Saxon Road	13	4	4	2	3
		31%	31%	15%	23%
The Crossway	6	5	1	-	-
		83%	17%	-	-
The Roundway	1	-	1	-	-
		-	100%	-	-
Tintern Road	9	2	2	2	3
		22%	22%	22%	33%

Total=

107

24

43

25

15

# Woodside CPZ - Results

## Q7. Do you have off-street parking?

	Base	No Reply	Yes	No	I Don't Know
Base Number	292	10	54	220	8
Percentage		3%	18%	75%	3%
Road Name					
Croxford Gardens	1	-	1	-	-
		-	100%	-	-
Eldon Road	31	2	7	22	-
		6%	23%	71%	-
Ellenborough Road	11	1	-	10	-
		9%	-	91%	-
Elm Road	-	-	-	-	-
		-	-	-	-
Fife Road	2	-	1	1	-
		-	50%	50%	-
Grainger Road	3	-	-	3	-
		-	-	100%	-
Granville Road	34	1	6	27	-
		3%	18%	79%	-
Homecroft Road	10	1	-	8	1
		10%	-	80%	10%
James Gardens	5	-	2	2	1
		-	40%	40%	20%
Lordship Lane	34	1	5	28	-
		3%	15%	82%	-
Melrose Avenue	19	1	-	17	1
		5%	-	89%	5%
New Road	19	-	9	10	-
		-	47%	53%	-
Norman Avenue	26	-	3	22	1
		-	12%	85%	4%
Norman Close	1	-	1	-	-
		-	100%	-	-
Paisley Road	8	-	-	8	-
		-	-	100%	-
Perth Road	29	2	12	12	3
		7%	41%	41%	10%
Sandra Close	3	-	3	-	-
		-	100%	-	-
Sandford Avenue	27	1	2	24	-
		4%	7%	89%	-
Saxon Road	13	-	-	13	-
		-	-	100%	-
The Crossway	6	-	2	3	1
		-	33%	50%	17%
The Roundway	1	-	-	1	-
		-	-	100%	-
Tintern Road	9	-	-	9	-
		-	-	100%	-

## Woodside CPZ - Results

Q8. If yes, number of off-street parking spaces?

	Base	No Reply	1	2	3	More than 3
Base Number	64	18	28	11	2	5
Percentage		28%	44%	17%	3%	8%
Road Name						
Croxford Gardens	1	-	-	1	-	-
		-	-	100%	-	-
Eldon Road	9	3	5	-	1	-
		33%	56%	-	11%	-
Ellenborough Road	1	1	-	-	-	-
		100%	-	-	-	-
Elm Road	-	-	-	-	-	-
		-	-	-	-	-
Fife Road	1	-	-	1	-	-
		-	-	100%	-	-
Grainger Road	-	-	-	-	-	-
		-	-	-	-	-
Granville Road	7	2	3	-	-	2
		29%	43%	-	-	29%
Homecroft Road	1	-	1	-	-	-
		-	100%	-	-	-
James Gardens	2	-	-	2	-	-
		-	-	100%	-	-
Lordship Lane	6	4	-	-	1	1
		67%	-	-	17%	17%
Melrose Avenue	1	1	-	-	-	-
		100%	-	-	-	-
New Road	9	1	7	1	-	-
		11%	78%	11%	-	-
Norman Avenue	3	-	3	-	-	-
		-	100%	-	-	-
Norman Close	1	-	-	-	-	1
		-	-	-	-	100%
Paisley Road	-	-	-	-	-	-
		-	-	-	-	-
Perth Road	14	3	7	4	-	-
		21%	50%	29%	-	-
Sandra Close	3	2	-	-	-	1
		67%	-	-	-	33%
Sandford Avenue	3	1	1	1	-	-
		33%	33%	33%	-	-
Saxon Road	-	-	-	-	-	-
		-	-	-	-	-
The Crossway	2	-	1	1	-	-
		-	50%	50%	-	-
The Roundway	-	-	-	-	-	-
		-	-	-	-	-
Tintern Road	-	-	-	-	-	-
		-	-	-	-	-

# Woodside CPZ - Results

Q9. Does your household have a vehicle?

	Base	No Reply	Yes	No
Base Number	292	8	233	51
Percentage		3%	80%	17%
Road Name				
Croxford Gardens	1	-	1	-
		-	100%	-
Eldon Road	31	2	25	4
		6%	81%	13%
Ellenborough Road	11	2	6	3
		18%	55%	27%
Elm Road	-	-	-	-
		-	-	-
Fife Road	2	-	1	1
		-	50%	50%
Grainger Road	3	-	3	-
		-	100%	-
Granville Road	34	-	29	5
		-	85%	15%
Homecroft Road	10	-	8	2
		-	80%	20%
James Gardens	5	-	3	2
		-	60%	40%
Lordship Lane	34	3	28	3
		9%	82%	9%
Melrose Avenue	19	-	16	3
		-	84%	16%
New Road	19	1	18	-
		5%	95%	-
Norman Avenue	26	-	23	3
		-	88%	12%
Norman Close	1	-	-	1
		-	-	100%
Paisley Road	8	-	5	3
		-	63%	38%
Perth Road	29	-	21	8
		-	72%	28%
Sandra Close	3	-	1	2
		-	33%	67%
Sandford Avenue	27	-	22	5
		-	81%	19%
Saxon Road	13	-	10	3
		-	77%	23%
The Crossway	6	-	5	1
		-	83%	17%
The Roundway	1	-	1	-
		-	100%	-
Tintern Road	9	-	7	2
		-	78%	22%

## Woodside CPZ - Results

Q10. If yes, number of cars?

	Base	No Reply	1	2	3	4	More than 4
Base Number	241	36	135	59	9	1	1
Percentage		15%	56%	24%	4%	0%	0%
Road Name							
Croxford Gardens	1	-	-	1	-	-	-
		-	-	100%	-	-	-
Eldon Road	27	7	15	4	1	-	-
		26%	56%	15%	4%	-	-
Ellenborough Road	8	2	3	3	-	-	-
		25%	38%	38%	-	-	-
Elm Road	-	-	-	-	-	-	-
		-	-	-	-	-	-
Fife Road	1	-	1	-	-	-	-
		-	100%	-	-	-	-
Grainger Road	3	-	2	1	-	-	-
		-	67%	33%	-	-	-
Granville Road	29	1	20	8	-	-	-
		3%	69%	28%	-	-	-
Homecroft Road	8	-	7	1	-	-	-
		-	88%	13%	-	-	-
James Gardens	3	-	1	2	-	-	-
		-	33%	67%	-	-	-
Lordship Lane	31	13	9	6	2	-	1
		42%	29%	19%	6%	-	3%
Melrose Avenue	16	2	10	3	1	-	-
		13%	63%	19%	6%	-	-
New Road	19	2	10	7	-	-	-
		11%	53%	37%	-	-	-
Norman Avenue	23	2	14	6	1	-	-
		9%	61%	26%	4%	-	-
Norman Close	-	-	-	-	-	-	-
		-	-	-	-	-	-
Paisley Road	5	-	4	1	-	-	-
		-	80%	20%	-	-	-
Perth Road	21	1	13	6	-	1	-
		5%	62%	29%	-	5%	-
Sandra Close	1	-	1	-	-	-	-
		-	100%	-	-	-	-
Sandford Avenue	22	2	13	5	2	-	-
		9%	59%	23%	9%	-	-
Saxon Road	10	1	5	4	-	-	-
		10%	50%	40%	-	-	-
The Crossway	5	1	3	1	-	-	-
		20%	60%	20%	-	-	-
The Roundway	1	1	-	-	-	-	-
		100%	-	-	-	-	-
Tintern Road	7	1	4	-	2	-	-
		14%	57%	-	29%	-	-

## Woodside CPZ - Results

Q11. Do you have any other comments?

1	it would make our life so much easier if you could make this area cpz and please do the yellow lines as you drive to pickering court entrance because other cars are parked on the bend at all the times and this does make it very difficult for us to get in
4	i have lived here for almost two years and stating that, when cpz was made in neighbourhood parking became more difficult, but still possible. never
5	we cannot park outside our own home because of the tyre shop (situated on corner of the roundway number 53) and because of residents in sandra
6	please note that on eldon road there are always free spaces available for parking. we are not going to pay to park the car on the street or for friends
7	there are some garages and spaces - 32 flats and a barrier to drive into grounds. i still prefer no change to the parking in sandra close. it already has
9	sandford avenue is very quiet - no congestion as it is not a through road or a main road. fife road is blocked off to sandford ave so allows the road to
10	there really is no issue with parking on norman avenue. there are less cars parked during the day than at night so i dont believe commuters use the
12	i dont need any parking controls in my road do u understand
14	both cars are driven by disabled drivers and need access to home
15	this is an unfair proposal - why should i have to pay to park outside my own house? this is an unsophisticated approach. if the cpz goes ahead then
17	although parking is proving harder i still dont want cpz. cpz makes parking more difficult and frustrating. i also object to having to pay to park outside
18	we have chosen not to have a car due to the good transportation links in the area and in order to reduce environmental impact. pedestrian safety is
20	it is chaotic in half of perth road where there is no cpz. residents have problems parking their own cars and there no room for people visiting me.
22	sandra close is a block of flats with off-street parking. the surrounding roads (new road, granville road etc) are quiet and always have parking
24	we have lived here for 25 years plus. we have never had a problem ever with parking cpz restrictions on perth road. this resulted in not the people
25	many people park their cars at granville road and go to work all day
26	there is no need for a cpz in this area at all and there is enough area to park cars 24 hours a day
27	i've been living at this address since 1998. never had a problem with parking.
28	cpz on a cal de sac... illogical
29	i believe this will be of no use to any resident on the street. there is no problem with parking at any time during the day. the street is also far away
30	i am an elderly person. it is important that people who visit me are not too inconvenienced by the cpz. can parking permits ????? by phone or via
31	please do it asap
32	this and surrounding roads are being used for parking by commuters and illegal business dealing in motor vehicles. sooner the better
33	parking problems have increased for both residents and visitors due to cpz introduced in neighbouring roads and commuters who use wood green
34	the area shown on survey map has never had any parking problems as far as space is concerned. these roads are not busy and introducing a cpz
35	my son and workmen have difficulty parking when visit me. i cannot understand why perth rd has been divided into 2. we have had problems with
36	the current situation needs to be resolved urgently as the parking problems are making life intolerable for residents particularly since cpz was

37	the situation, since the establishing of two cpz's nearby has become intolerable. we've always had a problem with non-locals parking here and
38	there is also a traffic flow problem - cars travelling in opposite directions cannot pass - narrow roads. converting all of granville, ellenborough and
39	cpz would be very good. i am strongly in favour of it and we would be very happy and more comfortable
41	there are currently no know parking issues in new road or its adjoining roads. new road is not affected by commuter parking as the nearest tube/bus
43	there is no need to have cpz in this road. i have been residents and house owner here past 15 years and i have had no problem finding a place to
44	i can very rarely park outside my home and i have 2 young toddler which makes it difficult when i have to park all the way down the street. also it is
45	this is pointless - no one on the road seems to have an issue about parking and i like to have the freedom of friends to visit without parking permits
46	i cannot see any reason for a controlled zone on my road, that if done we should be a victim of aggression by the control gods. not needed
49	we find it hard to believe that the existing cpz was introduced along perth road and to stop halfway along the road. this has caused displacement
50	fees for visitors are too high and there are two unused disabled parking bays in the road a waste of space
52	there is no need for a cpz in this street. sandford ave has restricted access to it and the only cars in it are residents and learner drivers as the road is
54	we have been having meetings re: this consultation and we are yet to come across anybody who is in favour of this. this is nothing but an opportunity
57	it would be preferable if a full review of the entire wood green cpz was undertaken rather than this creeping piecemeal approach that just creates
59	no to cpz
60	we have no problems with parking in our neighbourhood and do not want any changes to be made. we are happy the way it is
62	although we have off street parking people continually park in front of the driveway even though we have a dropped kerb
63	sometimes cars have been left on eldon road for more than a month to avoid paying cpz from neighbouring roads. on several occasions cars left
64	we are an elderly disables couple and on many occasions find that my disabled parking bay is also taken due to the parking problems in our street.
68	all residents have expressed there is a parking problem on granville road and the council must address it.
71	i have witnessed 2 fights breaking out between non-residents parking outside residents homes. i have also witnessed cars reversing into parked
72	i resent having to pay haringey for something that is currently free when our council tax is already excessively high. i cannot afford to run a car so
75	we need a zebra crossing on perth rd and speed cameras.
78	even though you've sent these silly questionnaires you're going to do it anyway. all you want is money
79	when you introduce cpz everybody parks their vehicles just outside of this zone making it impossible to park your car when you go to the local shops.
80	james gdns is a small no through road with no parking problems and no problems in the surrounding area. it over 1 mile from tube stations and we
81	we dont want cpz because we cannot get the money and even if we paid the money other drivers will use the parking
83	the road copes adequately at the moment, without costing us a penny. i do not see any need to have to pay to park in my road nor to pay for my
84	cpz will effect our disabled bay. we dont see why we have to pay for parking
85	no parking issues in our road. no to cpz in my road and neighbouring roads
88	we have 16 drivers in our road and we lose them if cpz was introduced which is a problem. we are fine as is
90	my road is slightly tight midday for about an hour
91	the existing cpz in neighbouring streets are completely unnecessary. the introduction of cpz is merely a revenue raising activity rather than
92	there is no where for my customers to stop. we have no loading bays and lorries cant stop. disabled customers cannot stop outside. i have to park
94	always empty places in rush hours even everyone wants to pay, not enough for customer parking. no loading bays, difficult to run my business
96	you have restricted this area enough without extending the cpz zone. businesses are suffering around here as it is without having to drive around
98	cpz not welcome. shoppers unable to park. deliveries for shop

99	please see attached
101	if cpz were limited to near stations or shopping centres for i hour only a day there would be 1). no cars left all day ie: commuters 2). local shops and
102	cpz introduced in our area will kill our business. i hope this doesnt happen
103	i do not think introducing cpz is necessary for our road
104	cpz not necessary. SEE HARD COPY
105	SEE HARDCOPY
106	SEE HARDCOPY
107	please see attached letter
108	no need for cpz
109	no cpz
111	cpz causes more problems than solutions. cpz is getting out of control. this scheme is for generating money
112	do not need
115	no to cpz
116	finding a parking space is difficult
117	we do not want cpz in our area
119	SEE HARDCOPY
120	SEE HARDCOPY
121	SEE HARDCOPY
123	SEE ATTACHED LETTER
124	cpz will cause congestion in our road. not in favour and causes unnecessary stress
125	SEE HARDCOPY
126	SEE HARDCOPY
127	SEE HARDCOPY
128	SEE HARDCOPY
129	cpz not necessary
130	shortage of parking for retail businesses.
133	due to the increased amount of traffic parking in melrose avenue, several houses in the street have started to position bins/cones in the road
135	i do not agree that it is necessary for james gardens to have a cpz as we currently do not have parking problems and can only see this a way for
137	problems with loading
138	not enough pay and display, not enough parking for customers, problems with delivery as bus stop
139	no cpz, parking meters leave free parking
141	delivery vans for sirwan constantly outside our house and appearing anytime between 8am - 10pm usually double parked in the middle of the road
142	we are not situated near a tube station or shopping centre that commuters or shoppers would choose to park in our street for convenience therefore
144	i strongly approve of cpz
145	we want residents only parking on our street. it's impossible to park during the day
148	no parking problems, cpz unnecessary. would increase my cost of living

149	concern for when people attend funerals and weddings which are not normally held at weekends. possible provision for paid parking facilities for non
151	i am in favour of cpz as it is difficult to find parking on my road.
152	SEE HARDCOPY
156	enough expense on motorists already
157	parking problems with commuters from outside the area parking and using the w3 bus service. would it be possible to introduce bus stop markings
159	parking areas should be increased by removing double yellow lines or demolishing single garages that are not in use
160	i want my visitors to be able to park without hassle
161	cpz in perth rd has forced people to park for free elsewhere in office hours. particularly has affected paisley rd and eldon rd. cannot park outside your
163	SEE HARDCOPY
165	no to tickets machines of granville or eldon rd
166	do not want to pay for parking permits, this should be free as i am a resident
167	SEE HARDCOPY
169	SEE HARDCOPY
171	no parking problems and want no changes made
172	my neighbourhood does not need a cpz as there are always spaces to park. cpz is a hassle
176	SEE HARDCOPY
177	cpz is expensive when you need workmen to come to the house. deliveries are also a problem.
178	SEE HARDCOPY
179	no parking problems in this area. plenty of spaces available. scheme is a revenue raising exercise.
185	i have never had any parking problems. we do not need cpz, i cannot afford the further expense
187	SEE HARDCOPY
194	no to cpz as there are no parking problems.
200	SEE HARDCOPY
202	since the introduction of the last cpz our road is often congested and there is never parking available. 9am and in afternoons there are often traffic
204	parking problems in my road are caused by cars being left here for days on end and commuters parking and leaving cars
205	all house owners should have some free tickets for builders/workers. some of the owners of granville road made parking places in front of their
206	SEE HARDCOPY
208	SEE HARDCOPY
212	SEE HARDCOPY
213	SEE HARDCOPY
215	SEE HARDCOPY
217	it is impossible to park anywhere and imperative that controls match the surrounding cpz areas ie: mon-sat 8.30-5.30/6pm
218	SEE HARD COPY
219	SEE HARDCOPY
220	SEE HARDCOPY
221	scheme is only set up to raise money. no parking problems exist at present

225	SEE HARDCOPY
226	parking is a problem in my street. please take action asap
228	i would like to advise that i have ticket the 8.30-10pm box as it appears car owners from newly introduced cpz zone are now parking overnight in
229	cpz should not have been introduced in perth rd. can the courts not have their own parking spaces. parking should be free all day and spaces made
231	SEE HARDCOPY
232	i really do not want cpz in my road
233	as a retail business it would make a change in our turnover and customers would not come as they would have to pay to park
235	SEE HARDCOPY
237	this is the 3rd time this scheme has come up and we have always said no. it is a revenue raising exercise. there is no way people are going to park
239	since the cpz was introduced in perth rd i can't park my car with ease. we definitely need a cpz
240	commuters are now parking their cars in eldon rd and adjoining roads and leave their cars all day long. local residents experience difficulty in parking
241	i am medically unable to keep walking to and from long distances to park my vehicle
243	in favour of cpz SEE HARDCOPY
248	the only reason why we may need cpz is because this area is now the only area that does not have a cpz. council created the problem. keep cpz in
249	SEE HARDCOPY
252	SEE HARDCOPY
253	cpz does in my area does not guarantee me a parking space
254	SEE HARDCOPY
256	no disabled parking, no turnover for customers to park, businesses take up parking spaces along loading/unloading
257	after cpz in noel park we have no choice now. i hope it will be acknowledged as to whether the parking problem is residential or commuter
258	SEE HARDCOPY
259	SEE HARDCOPY
263	SEE HARDCOPY
265	not needed
268	potential loss of customers
269	SEE HARDCOPY
271	SEE HARDCOPY
272	SEE HARDCOPY
275	households with one car should park free. disabled parking got rid of spaces. cpz parking spaces should be guaranteed
277	SEE HARDCOPY
278	SEE HARDCOPY
283	SEE HARDCOPY
284	no to cpz, we have no parking problems. area is too far away from tube or city centre
285	no one supports cpz in my area
286	against cpz. unnecessary and waste of money. costly for us residents
287	SEE HARDCOPY

<b>288</b>	SEE HARDCOPY
<b>289</b>	there has never been a problem with parking, only now since the cpz was introduced in other areas.
<b>290</b>	cpz in my area would make things harder for me. i have young children and need to be able to park near my home and come and go as i please.
<b>291</b>	i resent having to pay for parking when i am already paying road tax. i will not be guaranteed a parking space
<b>292</b>	SEE HARDCOPY

# **APPENDIX III**

**Feedback from Anti CPZ committee and petitions against**

### **Email from Woodside-No-To-CPZ Action Group Committee**

We write on behalf of a 15-member committee representing those against the proposed CPZ in Woodside ward.

Extract from "Local community Controlled Parking Zone (CPZ) consultation - Woodside Area", 08/09

"What will happen next?"

The feedback received from the consultation will be presented in a report to the December 2009 meeting of the Council's Cabinet, which will consider the consultation results..."

- 1) The December meeting agenda does not contain an item for presentation of the report.
- 2) There have been suggestions from Brian Haley and George Meehan that Brian Haley has delegated powers and will make the decision.
- 3) The Consultation Result represented that the following roads had majority support for the CPZ.  
Grainger  
Granville  
Perth  
Melrose  
Paisley  
Early results of a door-to-door survey have indicated the contrary. A finished survey will be submitted to the Council when completed.
- 4) This Group is concerned at the apparent lack of probity in the process, as evidenced by the flawed data, and the change of procedure apparently following a focus group meeting.
- 5) We call for:-
  - a) a return to the procedure as represented in the Consultation document, i.e. presentation of a report to the next appropriate Cabinet meeting;
  - b) greater transparency in the decision making process following that submission;
  - c) full weight to be given to the anti-CPZ sentiment in the Ward;
  - d) the proposal for a CPZ in Woodside Ward, or in any road of the Ward, to be withdrawn, until such time as a clear, and accurate, majority are in favour.

On Behalf Of  
Woodside-No-To-CPZ Action Group Committee

# **Appendix IV**

**Plan of proposed extension and visual interpretation of  
feedback**