

**RECORD OF DECISION TAKEN
UNDER DELEGATED AUTHORITY**

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.

Log No.

Title of Report: Report of Statutory Notification for proposed waiting restrictions

Reason for relevant paragraph for authority under scheme of delegation

1.0 Purpose

- 1.1 To report the feedback of statutory notification carried out in June/July 2011 for the proposed introduction of waiting restrictions (double yellow lines) at various locations throughout the borough.
- 1.2 To set out officers' responses to the representations received.
- 1.3 To seek approval to proceed with the recommendations as set out in section 10.0 of this report.

2.0 Background

- 2.1 To address concerns raised by Environmental Resources and the public regarding access and obstructive parking issues along certain lengths of the locations listed in Appendix I of this report, the Council has proposed the introduction of double yellow line restrictions (No waiting at any time – 24 hours a day) at the locations indicated on the plans contained in Appendix II of this report.
- 2.2 The restrictions are designed to improve road safety and access for motorists, emergency services and service vehicles, including the Council's dustcarts, by removing obstructive parking issues, particularly at the junctions.

3.0 Statutory Notification

- 3.1 Statutory notification commenced on the 23 June 2011 providing a closing date for representation of 14 July 2011. As part of this process

a Notice of Intention was published in the London Gazette, local press and erected on site where the restrictions were proposed.

- 3.2 Although not a legal requirement, statutory notification letters, informing of the process and proposals, were also posted to affected frontages located in close proximity of the proposals. In total 670 leaflets were posted. See Appendix III for the statutory notification letter. Information about the proposals was also posted on the council's website.
- 3.3 As part of the statutory process, the views of the following bodies were also sought: AA, London Transport, Police (local), Fire Brigade, London Ambulance Service, Freight Transport Association, Road Haulage Association, RAC, Metropolitan Police (traffic), Haringey Cycling Campaign and Environmental Resources.

4.0 Statutory Consultation Feedback

- 4.1 This section of the report is divided into two sections, consisting of:
- a) A summary of representations received during statutory notification. See 4.2.
 - b) A summary of the key objections received together with the council's considered response. Each objection with the appropriate response is considered. See 4.3 to 4.15.

SUMMARY OF REPRESENTATIONS RECEIVED

- 4.2 A total of **60** independent representations were received during the statutory notification period as outlined below.

INDEPENDENT REPRESENTATIONS

13	Supports	to the proposals at the junction of Sheldon Avenue N6 and Hampstead Lane, N6.
1	Support	to the proposals in Sedge Road and Garman Road, N17.
5	Supports and 1 comment	to the proposals in Elizabeth Place, N15, but requested an amendment to the extent of the restrictions.
10	Supports including the Gardens Residents Association	to the proposals at all junctions in the Gardens area, N4
1	Support	to the proposals in Philip Lane, N15 outside Nos. 243 to 247.
1	Support	to the proposals at the junction of Muswell Avenue and Muswell Road, N10.
1	Support & comment	to the proposals at the junction of Reform Row and Albion Road, N17 and requested an amendment to the extent of the restrictions.
1	Support	to the proposals at the junction of Roslyn Road

		and Tarebet Mews, N15
1	Support	to the proposals at the junctions of Teynton Terrace, N17.
1	Support	to the proposed Double Yellow Line Waiting Restrictions - Sedge Road/Garman Road - N17
6	Objections	to the proposals at the junctions of Cranbourne Road N10.
1	Objection	to the proposals at the junction of Elm Park Avenue and Clifton Road, N15.
1	Objection	to the proposals at the junction of Connaught Gardens and Connaught Lodge, N10.
3	Objections	to the proposals at the junctions of Wellington Avenue, N15.
2	1 Objection and 1 comment	to the proposals at the junction of Vartry Road and Franklin Street, N15.
1	Objection	to the proposals in Lydford Road, N15
1	Objection	to the proposals at the junction of Woodland Gardens, N10 with Connaught Gardens
3	Objections	to the proposals in Campbell Road, N17.
2	Objections	to the proposals in Cambridge Gardens, N17
1	Objection	to the proposals at the junction of Wembury Road, N6.
2	Objections	to the proposals at the junction of Palace Road and Edith Road N11.
2	Objections	to the proposals in St. Mary's Close, N17.

A full list of all representations received during the statutory process is contained in Appendix IV of this report.

PETITIONS

4.3 In addition to the independent representations above, we have also received **5** petitions:

In favour

- A petition from residents of **Elizabeth Place, N15** containing **11** signatures, supporting the proposals but requesting a modification to the extent of the proposed yellow lines.

Against

- A petition containing **11** signatures from residents of **Elm Park Avenue** and a further **145** signatures objecting to the proposed double yellow lines at the junction of Clifton Road and Elm Park Avenue, N15.
- A petition, predominately from residents of **Wellington Avenue** containing **86** signatures objecting to the proposed double yellow lines at the junction of Wellington Avenue and Elm Park Avenue, N15.

- A petition from **Garman Road/Sedge Road, N17** 47 signatures, objecting to the proposed double yellow lines in Sedge Road, N17. Garman Road is an industrial area, premises occupied by businesses. The petition was not signed by the businesses themselves, but by employees of the businesses.
- A petition from residents of Crescent Rise, N22 containing **74** signatures, objecting to the proposed double yellow lines in Crescent Rise, N22. Of the **74** signatures on the petition received, **32** signatures were from residents outside Crescent Rise, N22.

Analysis of the petitions received along with the Council's response can be found in Appendix V of this report.

OBJECTIONS RECEIVED WITH COUNCIL RESPONSE

- 4.4 **Objection:** to the proposals at the junctions of Cranbourne Road N10, The proposed double yellow lines are unnecessary and no problem exists at these locations. The road is in a quiet residential 20 mph area and road is relatively wide.

Council's response: Parking should not take place at these locations regardless of the current lack of yellow lines as this creates an obstruction. The measures are proposed on safety and accessibility grounds and although we are keen to reach a balance between local residents parking requirements and the need for safety, we believe that safety and accessibility is the priority on this occasion. We do not therefore uphold the objections.

- 4.5 **Objection:** to the proposals at the junction of Elm Park Avenue and Clifton Road, N15. The proposed double yellow lines are unnecessary and no problem exists at these locations. Further more there is a Synagogue located on corner of Elm Park Avenue and Clifton Gardens premises which is frequented by over 200 people on a daily basis, including disabled, who are transported with wheelchairs. Introducing yellow lines will reduce at least 4 parking spaces from what is already a crowded street for vehicle spaces and will result in un-necessary inconvenience to all residents using the facilities.

Council's response: See response to paragraph 4.4 above.

- 4.6 **Objection:** to the proposals at the junction of Connaught Gardens and Connaught Lodge, N10. We appreciate that it is currently difficult for the rubbish trucks to back down to Connaught House we feel that we are being unfairly disadvantaged by removing three quarters of the car parking space outside our house. By installing five metre long double yellow lines outside our house we believe you will be effectively devaluing our house as we won't have a full car parking space outside our house if this proposal goes ahead.

Council's response: The restrictions are essential to remove obstructive parking at the access to Connaught House. The restriction will assist our waste collection service as well as provide clear access for emergency services should the need arises. Although we are keen to reach a balance between local residents parking requirements and the need for safety, we believe that safety and accessibility is the priority on this occasion. We do not therefore uphold the objection.

- 4.7 **Objection:** to the proposals at the junctions of Wellington Avenue, N15. The yellow line proposed will lead to a lack of available parking spaces in the area and cause friction and possible road-rage incidents within the community. There has not been any risk to pedestrians or any serious hazards to dust vehicles. The introduction of such a line will actually have a dangerous effect as people will hasten to secure the fewer spaces available. The proposed restrictions are 7 metres long which is the length of 2-3 vehicles and is excessive. While we object to the introduction of any yellow line on our street, if there is to be any such introduction we believe that anything more than 3 metres in length would cause serious difficulties to many families on the street.

Council's response: Parking at junctions is undesirable as it reduces sight lines and raises safety implications for motorists and pedestrians alike. It is therefore the council's policy to introduce double yellow lines at all junctions in the borough on a rolling programme over the next few years. Furthermore the Highway Code states that vehicles should not park near or on a junction as they may cause obstruction and compromise safety for all road users. We do not therefore uphold this objection.

- 4.8 **Objection:** to the proposals at the junction of Vartry Road and Franklin Street, N15. The proposals will reduce parking even further in Vartry road which is already a total nightmare due to commuter parking, to Stamford Hill, Manor house stations and the Nissans Garage on Seven Sister Road. This junction is not a busy junction as it adjoins Franklin Street which is a no through road and there is very little traffic movement thought it.

Council's response: See response to paragraph 4.4 above.

- 4.9 **Objection:** to the proposals in Lydford Road, N15. The present parking restrictions are adequate for the majority of road users, including all council Lorries, vans and refuse trucks. Extend the yellow lines is unnecessary.

Council's response: the restrictions are proposed following concerns raised by Environmental Resources regarding access and obstructive parking issue at this location. It is necessary to extend the existing double yellow lines at this location in order to assist our waste collection service as well as provide clear access for emergency

services should the need arises. We do not therefore uphold the objections.

- 4.10 **Objection:** to the proposals at the junction of Woodland Gardens and Connaught Gardens N10. I disagree with council's idea of putting double yellow lines on the corners of Woodland Gardens.

Council's response: See response to paragraph 4.4 above.

- 4.11 **Objection:** to the proposals in Campbell Road, N17, oppose the introduction of double yellow lines outside of my house, with parking bays on the other side of the road. I have off-road parking and by creating parking bays on the other side of the road it will be difficult to reverse out of my drive especially as there are several large vans that park in the area.

Council's response: The restrictions are essential to remove obstructive parking along Campbell Road, N17. The restriction will assist our waste collection service as well as provide clear access for emergency services. The council is keen to reach a balance between the needs of residents and our aims of safety. We therefore propose to revise the parking bay layout along Campbell Road, N17 to allow parking along side Nos. 92 to 101 Campbell Road, N17 and for the double yellow lines to be installed on the opposite side of the road. This will clear the area opposite the dropped kerbs of Nos. 99 to 101 to allow access to the driveways.

- 4.12 **Objection:** to the proposals in Cambridge Gardens, N17. Currently there is no obstruction to other users in Cambridge Gardens. The proposal will cause more problems for residents as there will be fewer parking spaces for residents to park.

Council's response: The measures are proposed on safety and accessibility grounds and although we are keen to reach a balance between local residents parking requirements and the need for safety, we believe that safety and accessibility is the priority on this occasion. We do not therefore uphold the objections.

- 4.13 **Objection:** to the proposals at the junction of Wembury Road and Langdon Park, N6. There are already yellow lines on the corner where visibility is a problem. There are no enough parking spaces as it is, so it wouldn't be helpful to lose more. If there is an issue for service vehicles then perhaps the parking bay could be shortened slightly and an extra metre would solve the problem. 5 metres is excessive.

Council's response: The Department for Transport recommends restrictions to be 10m at junctions although we believe that 7m is appropriate due to parking pressures in London.

The lengths specified on the proposals are required to clear these

locations from parked vehicles in order to allow for access for both waste collection service as well as provide clear access for emergency services should the need arises. We do not therefore uphold this objection.

- 4.14 **Objection:** to the proposals at the junction of Palace Road and Edith Road N11. This is a residential area where there is hardly any traffic and as such is unlikely to cause obstruction to other road users which justifies such stringent parking restriction being introduced.

Council's response: See response to paragraph 4.4 above.

- 4.15 **Objection:** to the proposals in St. Mary's Close, N17. There are already double yellow lines on one side of St. Mary's Close. Putting double yellow lines on the other side will completely exclude all vehicles from St. Mary's Close. By adding double yellow lines to the other side of St. Mary's close another 8 -10 vehicles will be pushed out into the nearby areas exacerbating the parking problem. But there is a benefit to adding 5.0m of yellow lines at the corners at the entrance to St. Mary's Close for drivers entering and leaving St. Mary's Close.

Council's response: The council is keen to reach a balance between the needs of residents and our aims of safety. Following a discussion with Environmental Resources we therefore propose to revise the extent of the restrictions proposed along St. Mary's Close, N17. The restrictions will now only be installed just at the junctions at entrance to St. Mary's Close, N17.

VIEWS FROM STATUTORY BODIES

- 4.16 **Statutory Bodies** – No representations were received from the statutory bodies during the statutory notification period.

Summary

- 4.17 It is clear from the representations that most objectors view the introduction of the double yellow lines as an additional parking pressure due to the perceived loss of kerb side space. However, as detailed section 2 of this report, the restrictions are proposed following concerns raised by Environmental Resources and the public regarding access and obstructive parking issues along certain lengths of the locations listed in Appendix I of this report. The Council has therefore proposed to introduce double yellow line restrictions (No waiting at any time – 24 hours a day) at the locations.
- 4.18 The restrictions are designed to improve road safety and access for motorists, emergency services and service vehicles including the Council's dustcarts by removing obstructive parking issues particularly at the junctions.

- 4.19 Parking at junctions, regardless of the presence of yellow lines, is an offence and the restrictions provide a visual deterrent and reinforce this offence. The Department for Transport recommends restrictions to be 10 metres at all junctions as a guideline in order to ensure that visibility and accessibility is not compromised.
- 4.20 We are committed to improving conditions for pedestrians and cyclists as part of our smarter travel and Greenest Borough policies. The introduction of waiting restrictions at junctions will assist in meeting our objectives.

5.0 Chief Financial Officer Comments

- 5.1 The capital costs of measures outlined in this report can be met from the Parking Plan money which forms part of the 2011-12 budget.

6.0 Legal Requirements

- 6.1 Before reaching a decision to make the necessary Traffic Management Order to implement the waiting restrictions, 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, 122 and 124 and schedules 1 and 9 of the RTRA 1984.
- 6.3 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 Comment of the Head of Legal Services

7.1 Other than the requirements set out in section 6 above there are no other legal implications arising out of this report.

8.0 Equal Opportunities

8.1 During Statutory Notification any interested party is permitted to make representation regardless of where they live or work.

9.0 Recommendations

9.1 It is recommended that the Lead Member and Director:

9.2 Note the feedback of the statutory notification process and consider the representations submitted in response.

9.3 With the exception of Campbell Road, N17, Elizabeth Place, N15, Garman Road, N17, Myddleton Road, N8, Reform Row, N17, St. Mary's Close, N17, Sedge Road, N17 and White Hall Street, N17, agree to the introduction of waiting restrictions (double yellow lines) as proposed and outlined in Appendix II of this report.

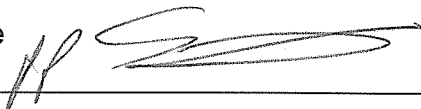
9.4 Modify the restrictions proposed for Campbell Road, N17, Elizabeth Place, N15, Garman Road, N17, Myddleton Road, N8, Reform Row, N17, St. Mary's Close, N17, Sedge Road, N17 and White Hall Street, N17 as set out in Appendix VI of this report.

9.5 Approve that residents be informed of the Council's decision.

Decision of Chief Officer

I approve the recommendations as set out in this report.

Signature



Date

15/9/11

Decision of Cabinet Lead Member

I authorise the above decision.

Signature



Date

15/9/2011

APPENDIX I

List of Locations

List of locations for batch 5

	Road Name	Location	Postcode	Drawing Nos.
1	Avenue Mews	outside Nos. 107-121 Avenue Mews	N10	001
2	Barnard Hill	jw Colney Hatch Lane	N2	002
3	Birkbeck Road	near the junction of High Street, Hornsey	N8	003
4	Bushy Road		N15	004
5	Cambridge Gardens		N17	005
6	Campbell Road		N17	006
7	Connaught Gardens	at the entrance to Connaught Lodge & at its jw Woodland Gardens	N10	007
8	Coombe Road	one side of the road and around the bends.	N22	008
9	Coppetts Road	along the entrances to Strawberry Terrace	N10	009
10	Cranbourne Road	at the junctions with Rosebery Road & Curzon Road.	N10	010
11	Crescent Rise	entrances to Bolster Grove	N22	011
12	Elizabeth Place		N15	012
13	Elmfield Avenue	along the entrance to the bin area to Rokesly School	N8	013
14	Fladbury Road	near the junction of Moreton Road	N15	014
15	Franklin Street	jw Vartry Road	N17	015
16	Devon Gardens	j/w Rutland Gardens & Roseberry Gardens	N4	016
17	Doncaster Gardens	j/w Stanhope Gardens	N4	016
18	Cleveland Gardens	j/w Chesterfield Gardens	N4	016
19	Chesterfield Gardens	j/w Warwick Gardens & Sussex Gardens	N4	016
20	Essex Gardens	j/w Rutland Gardens & Stanhope Gardens	N4	016
21	Grafton Gardens	j/w Rutland Gardens & Stanhope Gardens	N4	016
22	Kimberley Gardens	j/w Cleveland Gardens	N4	016
23	Portland Gardens	j/w Stanhope Gardens	N4	016
24	Roseberry Gardens	j/w Devon Gardens & Warwick Gardens	N4	016
25	Rutland Gardens	j/w Essex Gardens, Grafton Gardens & Warwick Gardens	N4	016
26	Stanhope Gardens	j/w Doncaster Gardens, Portland Gardens, Grafton Gardens, Warwick Gardens & Essex Gardens	N4	016
27	Warwick Gardens	j/w Chesterfield Gardens, Roseberry Gardens, Rutland Gardens & Stanhope Gardens	N4	016
28	Sussex Gardens	j/w Chesterfield Gardens & Roseberry Gardens	N4	016
29	Great North Road	along the entrances to Mansfield Heights	N6	017
30	Highgate High Street	entrance Dukes Head Yard	N6	018
31	Kemble Road	Access to side gate 7-37 Scotland Green & at the junction of St. Mary Close.	N17	019
32	Keynes Close		N2	020
33	Castlewood Road	j/w Cravan Park Road and Wellington Avenue	N15	021
34	Leadale Road, N15	j/w Cravan Park Road and Wellington Avenue	N15	021
35	Clifton Gardens, N15	jw Elm Park Avenue	N15	021
36	Lydford Road	at the bend	N15	022
37	Marriot Road	at the junction of Hill Road	N10	023

	Road Name	Location	Postcode	Drawing Nos.
38	Maya Place	at the junction of Durnsford Ro	N11	024
39	Muswell Avenue	at the junction of Muswell Road	N10	025
40	Palace Road	at the junction of Edith Road	N11	027
41	Edith Road	at the junction of Park Road	N11	027
42	Myddleton Road	at the junction of Miles Road	N8	028
43	Pembrook Road	at the junction of Myddleton Rd	N8	028
44	Philip Lane	outside Nos. 243- 247 Philip Lane	N17	029
45	Raynardson Court, High Road		N17	031
46	Reform Row	Silver Court entrance and around the bend	N17	030
47	Rosely Road	entrance to Tarbet Mews	N15	032
48	Sedge Road		N17	033
49	Garman Road	at the junction of Sedge Road.		033
50	Sheldon Avenue	jw Hampstead Lane	N6	034
51	Steele Road	near the entrance to Nos.5-9 Steele Road	N17	036
52	The Avenue	entrance to the Alexandra Palace Playground.	N10	037
53	Tilson Road	entrance to Ashdowne Court	N17	038
54	Tiverton Road	3 Entrances to Tiverton Estate car park	N15	039
55	Tiverton Road	4th Entrance opposite Tavistock Road	N15	039
56	Tower Gardens Road	Teynton Terrace	N17	040
57	Tredegar Road	off Park Grove	N11	027
58	Wembury Road	at junction of Langdon Park Road	N6	042
59	Whitehall Street	along the entrance to Nos 2-32 Whitehall Stree	N17	043

APPENDIX II

Location Plans

APPENDIX III

Statutory Notification document

23 June 2011

STATUTORY NOTIFICATION

Proposed Double Yellow Line Waiting Restrictions

Dear Resident or Trader

It is the Council's policy to actively discourage parking at junctions and other locations likely to result in obstruction to other road users. Obstructive parking not only reduces visibility for pedestrians and motorists alike but can also restrict access to emergency services and service vehicles including the Council's dustcarts. Obstructive parking is a particular risk to pedestrians seeking to cross at junctions, particularly the more vulnerable such as children, elderly or disabled pedestrians.

To address the problem, the Council proposes introducing double yellow line waiting restrictions (No waiting at any time – 24 hours a day) at the locations shown on the attached plan. This will help ensure these areas are kept free of obstructive parking - for the benefit of all road users. Notices informing of our proposals will be published locally and in the press. Furthermore, this notification letter marks the start of a three week period during which we welcome hearing the views and comments of as many of you as possible.

You can 'have your say' by using our online comment forms - on our website under Environment & transport > Parking > Parking consultations > Current parking consultations. You can if preferred email Frontline.consultation@haringey.gov.uk or write to us at the address above. The closing date for representations is **14 July 2011**.

All comments received will be taken into consideration when deciding whether or not to proceed with the proposals; so we look forward to hearing from as many of you as possible. When all views have been received and analysed; results will be published on the parking consultations web page – see above. Should you require further information, please call our Project Engineer Bethlehem Girma on 0208 489 1763.

Yours faithfully,



Joan Hancox
Head of Sustainable Transport

APPENDIX IV

Representations received

Representations received during the statutory process

Out of 60 submissions / representations:

Total support amounts to 57% (34 out of 60)

Total objections amount to 37% (22 out of 60)

Total queries/comments amount to 7%

Overview of residents' opinions

	Support or object to the scheme			
	Support	Object	Comment or request	Total
	Count	Count	Count	Count
Cambridge Gdns	0	1	0	1
Campbell Rd	0	3	0	3
Cleveland Gdns	1	0	0	1
Clifton Ave	0	0	1	1
Connaught Gdns	0	3	0	3
Cranbourne Rd	0	5	0	5
Doncaster Gdns	1	0	0	1
Elizabeth Pl	5	0	1	6
ELizabeth Pl	0	0	0	0
Lydford Rd	0	1	0	1
Muswell Ave	1	0	0	1
Palace Rd	0	1	0	1
Philip Lane	1	0	0	1
Reform Row	1	0	0	1
Rosebery Rd	0	1	0	1
Roslyn Rd	1	0	1	2
Roslyn Road N15	0	0	0	0
Rutland Gdns	2	0	0	2
Sedge Road	1	0	0	1
Sheldon Ave	13	0	0	13
St Mary's Cl	0	2	0	2
Stanhope Gdns	5	0	0	5
Teynton Terrace	1	0	0	1
Vatry Rd	0	1	1	2
Warwick Gdns	1	0	0	1
Wellington Ave	0	3	0	3
Wembury Rd	0	1	0	1
Total	34	22	4	60

Representations received during the statutory process

	Name of street	Support or object to the scheme	Comments
1	Cambridge Gdns	Object	<p>I am opposed to the new double yellow line that you want to paint on Cambridge Gardens, [REDACTED]. I do not feel that this is currently an obstruction to other users and I have been driving and parking on my drive for the last fifteen years.</p> <p>I feel that if you decide [REDACTED] to paint the double yellow lines that this will cause more problems than solve them. As I have previously had problems with other people parking on my drive as there is no other place for them to park. And if you do paint the double yellow lines then that will mean that there will be less parking spaces for the residents of Cambridge Gardens and more hassle and problems for us as this means we will then have to disturb each other to move around our cars so that we can leave or return to our own homes.</p> <p>I have also spoken to my neighbours and they all agree with my opinions and we do not want double yellow painted lines on Cambridge Gardens!</p> <p>I look forward to hearing from you in the near future.</p>
2	Campbell Rd	Object	<p>I would like to completely object to the proposed changes to the current parking bays and yellow line restrictions to Campbell road. Any changes to move the parking to the opposite side of the street is going to completely obstruct me from using my drive</p> <p>RE: proposed Double Yellow Line Waiting restrictions to Campbell road N17</p> <p>I would like to completely object to the proposed changes to the current parking bays and yellow line restrictions to Campbell road.</p> <p>Any changes to move the parking to the opposite side of the street is going to completely obstruct me from using my drive and garage at [REDACTED] Campbell Road as the road is simply not wide enough for me to manoeuvre in and out of my drive if parking is directly opposite my drive. Please note I have a completely legal drop drive,</p> <p>This exact same problem will occur for my neighbours on either side of my property. The proposed plans will not create any addition parking spaces in fact will reduce it, as well as my two cars which will now need to be parked on the road as I will not be able to use my drive or garage. Also, the current parking spaces are never fully utilised anyway. The same would apply to both my neighbours</p> <p>The current arrangements, also leave a passing gap for oncoming traffic by the gap in front of [REDACTED] Campbell road, without this there will be constant problems of traffic coming together and neither way wanted to give way due to the amount of restricted one way access traffic. I would point out that there are significant levels of emergency vehicles needing unrestricted access to Campbell court with its large elderly population</p> <p>I trust you will take all this into consideration, however if you do proceed with the pl</p>
	Campbell Rd	Object	

	Name of street	Support or object to the scheme	Comments
3	Campbell Rd	Object	<p>Dear Sir/Madam</p> <p>I am writing to you to strongly oppose the introduction of double yellow lines outside of my house, with parking bays on the other side of the road. I have off-road parking and by creating parking bays on the other side of the road:</p> <ol style="list-style-type: none"> 1. it will be difficult for me to reverse out of my drive (especially as there are several large vans that park in the area; 2. a blind spot will be created that leaves less reaction time for both drivers. <p>Why do you think that there is a current problem with parking on Campbell Road? I urge you to reconsider this proposal, since I cannot see the benefits to residents.</p>
4	Cleveland Gdns	Support	<p>To the Senior Consultation Officer</p> <p>I would like to support the proposed double yellow line waiting restrictions for the reasons outlined by Joan</p>
5	Clifton Ave	Comment or request	<p>I have seen notice on Clifton gardens n15 about double yellow lines, can you please guide where to find this notice on your website.</p>
6	Connaught Gdns	Object	<p>Proposed Double Yellow Line Waiting Restrictions outside [REDACTED] Connaught Gardens, [REDACTED]</p> <p>We are very concerned to read your letter dated 23 June 2011 regarding the above.</p> <p>By installing five metre long double yellow lines outside our house we believe you will be effectively devaluing our house as we won't have a full car parking space outside our house if this proposal goes ahead.</p> <p>Please considering shortening the proposed double yellow lines from five metres long to two metres long.</p> <p>Although we appreciate that it is currently difficult for the rubbish trucks to back down to Connaught House we feel that we are being unfairly disadvantaged by removing three quarters of the car parking space outside our house.</p> <p>My wife has recently given birth & this will make it more difficult to get the baby into the car seat if she has to go further up the road to find the car, especially with the great British weather of regular summer pouring rain.</p> <p>We are very concerned that a five metre double yellow line on both sides of the entrance to Connaught House is excessive. We believe that a two metre double yellow line on both sides of this entrance is more reasonable.</p>
7	Connaught Gdns	Object	<p>I thoroughly disagree with your idea of putting double yellow lines on the corners of Woodland Gardens ([REDACTED]) and Connaught Gardens. As the owner of [REDACTED] Woodland Gardens I would be the most affected.</p>
8	Cranbourne Road	Object	<p>I wish to oppose the introduction of double yellow line waiting restrictions at each end of Cranbourne Road N10. I do not believe that they are necessary or visually desirable in this particular location. The road is in a quiet residential 20 mph area with relatively wide roads. It is a Highway Code requirement not to park close to a corner and should driver's persistently ignore this, enforcement will be required even with yellow lines.</p>

	Name of street	Support or object to the scheme	Comments
9	Cranbourne Rd	Object	<p>Hi,</p> <p>We live at number 1 Cranbourne and can honestly say in the 6 years we have lived here we have experienced no obstructive parking outside our house which is on the corner of Cranbourne and Roseberry.</p> <p>Therefore in consideration of the fact we see and use the area of the road you are proposing to address more then anybody else I hope our comment is given proper consideration.</p> <p>We propose no change but if that is not feasible I would urge you to reduce your lines of 7m to something like 3m just to ensure the corners are clear.</p> <p>Anything longer then that will reduce available parking on the road and we are already at full capacity in that regard.</p> <p>Ps - can you tell me who to contact to suggest restricting the parking either side of the shell garage on park road, crouch end n8?</p> <p>At the moment it is taking me up to 25 minutes to get from Muswell Hill to Crouch end. And it makes no difference whether I take the car or bus, it is just the most insane situation where cars and buses are all queued up as far as you can see because traffic is reduced to single file because of the parking of 3 or 4 cars near the shell garage. It's crazy and not just me who thinks so, please advise who I should approach with this problem.</p>
10	Cranbourne Rd	Object	<p>As the Council (and most drivers) are certainly aware the proposed yellow lines are entirely unnecessary since parking within 10 metres of a junction is already illegal (per paras 213 and 217 of the Highway Code). It's a problem of enforcement by the Council.</p>
11	Cranbourne Rd	Object	<p>Dear Sir/Madam</p> <p>I am writing to you to register my dismay at your proposal to put double yellow lines over all four corners of Cranbourne Road, thus lessening the space to park by some 28 metres.</p> <p>I object to this on several grounds -</p> <ul style="list-style-type: none"> * Cranbourne Road is a very wide road and parking at the corners is not a problem for anyone * there is already not enough parking in the road and even more residents from Rosebery Road and Curzon Road will park in our road if you put in these yellow lines * there is simply no need for this restriction

	Name of street	Support or object to the scheme	Comments
12	Cranbourne Rd	Object	<p>Dear Sir/Madam</p> <p>I'm writing to object to the proposed scheme to put double yellow lines at the top and bottom of Cranbourne Road N10.</p> <p>The double yellow lines are unnecessary as Cranbourne road is very wide. Therefore, if any vehicles are parked on the corners or near to them it does not restrict access, cause any danger or reduce visibility whatsoever. I have lived on Cranbourne road since 2007 and have never once witnessed or heard of an accident, or anyone having difficulties with access. Even in the icy conditions we've had during the last few winters.</p> <p>The proposal to extend the lines up the road by 7 metres is also far too much. It will squeeze the already tight parking spaces on available Rosebery, Curzon and Cranbourne. Rather than solve an imagined problem of access/safety it will create a very real parking problem for the residents.</p> <p>I do realise it is Haringey's policy is to actively discourage parking at junctions but this can't work in every instance. In the current climate of cut-backs I would encourage the council to target areas with actual problems. Junctions that have had accidents or have received complaints from emergency services regarding access.</p>
13	Cranbourne Rd	Object	<p>Traffic proposals Cranbourne Rd/Roseberry / Cruzon Road</p> <p>As far as we are aware, there is no history of accidents at these junctions. Yellow lines will encourage rather than discourage cars taking the corners faster as visibility will be greater.</p> <p>The junction of Muswell Rd/Rosberry Road is an example.</p> <p>The out come of this proposal will be to reduce the space available for resident's parking –which does not add to net welfare for anyone.</p> <p>Halt signs these junctions would be acceptable and meet any putative safety concerns.</p>
14	Doncaster Gdns	Support	<p>RE: Letter of Support - Proposed Gardens Area N4 Double Yellow Lines</p> <p>I write to support the proposed introduction of double yellow lines into the Gardens N4 because we have been waiting 11 year for this. The introduction will ultimately save lives of</p> <p>Pedestrians - Cyclists Push chair users Children - Toddlers & Parents The Disabled - especially wheelchair users and visually impaired Other car drivers and anyone else who uses a street -</p> <p>In fact this will make every ones lives safer because we will all have a clear view of the street when we cross the road.</p> <p>Plus very importantly since the loss of our CPZ enforcement on all day Sunday parking, the Gardens area is a free for all for parking?</p> <p>I fully support The Gardens N4 - Double Yellow Lines proposal</p> <p>Thank you</p>

	Name of street	Support or object to the scheme	Comments
15	Elizabeth Pl	Support	The restriction you wish to place on the left hand side of the road as you enter the cul-de-sac is very much needed but needs to stop just before number 2 Elizabeth Place. It is not needed in front of numbers 2-8 Elizabeth Place as we have no problems with anyone parking outside the properties and access has never been compromised here. The only time a vehicle is parked there is if one of the residents is unloading their vehicle or maybe cleaning their car, it would seem very unfair that we run the risk of a parking ticket for cleaning our car on a Sunday morning or unloading our shopping.
16	Elizabeth Pl	Comment or request	On the right hand side of the road from Bedford Road into the cul-de-sac your wish to put a restriction around the bend until just before number 1 Elizabeth Place, this is great and stops at just the right place.
17	Elizabeth Pl	Support	<p>As regards your letter proposing the use of double yellow lines in the Elizabeth Place area, I find this an excellent idea, it is something the residents have been after for years. You might also look into the parking of the council van which is parked in different places along this area often causing an obstruction when trying to see oncoming traffic.</p> <p>I think the placing of double yellow lines outside the houses nos. 2 - 8 Elizabeth Place is unnecessary as no one hardly ever parks outside these houses, certainly not when the service vehicles come round. Earlier in the year there was a couple of workmen's vans parked outside due to ongoing refurbishment to the properties but they didn't cause any obstruction.</p> <p>Hoping you could adjust your plans</p>
18	Elizabeth Pl	Support	Yellow Lines in Elizabeth Place, we have for some considerable time had problems with our rubbish collections, deliveries and emergency vehicle access this is apart from having difficulty accessing our own homes.
19	Elizabeth Pl	Support	Hi, I live at Elizabeth place and I do not think that the proposal for double yellow lines on Clyde Road is a good idea as the car park for Elizabeth place is not safe, the cars are always being vandalized and there is no cctv and I cannot afford residents parking permits, parking is limited as it is I think if there were double yellow lines there would be less space to park an residents will have to park far from their homes. I am disabled and I have friends and family who visit me and drive me around and if they have no where close to stop it means I have a long walk to the car and it is a problem carrying shopping bags when you have to walk a long distance from the car to my home. In my opinion also this is not a busy shopping centre area it is a quiet residential area and double yellow lines are not needed, it will cause problems with residents and visitors trying to find parking spaces. There has never been a problem for fire brigade's or big vehicles to drive on Clyde Road and the estates, I am not happy that you want to restrict our parking areas, this means we will be forced to pay and park elsewhere.
20	Elizabeth Pl	Support	We are extremely happy that you will be putting Double Yellow Lines in Elizabeth Place, we have for some considerable time had problems with our rubbish collections, deliveries and emergency vehicle access this is apart from having difficulty accessing our own homes.

	Name of street	Support or object to the scheme	Comments
21	Lydford Rd	Object	Dear sir I have lived at [REDACTED] for over 30 years. The present parking restriction are adequate for the majority of road users, including all council lorries and vans and refuse trucks. The only road users that may have a problem are over sized articulated lorries that are too large for quite residential streets. I object to the extension of the double yellow on Lydford Road.
22	Muswell Ave	Support	I fully support this. Over many years my household has had 2 accidents at this junction and several near misses because of the poor visibility. It is also a risk to the 120 children from Norfolk House private primary school that walk across that corner.
23	Palace Rd	Object	As a resident and tax payer at the above address, I am writing to oppose the proposed introduction of double yellow lines at the junction between Palace Road and Edith Road. This is a residential area where there is hardly any traffic and as such is unlikely to cause obstruction to other road users which justifies such stringent parking restrictions being introduced. I have lived here satisfactorily for the past two years (and the previous owner for 18 years prior to that) and have never encountered any problems nor witnessed any other road users, dustcarts or emergency vehicles experiencing any difficulties. The same applies to all pedestrians who use or pass through this and surrounding areas. My understanding of the basis of yellow lines according to Haringey's own web site* is as follows: Yellow lines Yellow lines are provided where there is a need to restrict parking to help alleviate traffic flow and to prevent obstructions on the highway. I do not believe the above conditions are applicable in this case and cannot see any justification for them. As there is no 'need to restrict parking', I am requesting very strongly.
24	Palace Road	Object	I object to double yellow lines proposed for junction Palace Road Edith Road Park Road etc. First in the time of cuts council tax money should not be used for these not needed lines. Second have any people on the roads asked for these? Who comes with these silly ideas?

	Name of street	Support or object to the scheme	Comments
25	Philip Lane	Support	<p>This is an email regarding the 'Proposed Double Yellow Line Waiting Restrictions' in the Philip Lane, N15 area.</p> <p>I appreciate the need to restrict parking in certain areas. Buses always have problems squeezing through and drivers have trouble seeing the road clearly. The change is needed and I welcome it.</p> <p>However, the disadvantage it has is the reduced parking space. Currently, we try our best not to park in areas that may obstruct others, however it is not always easy to find a spot.</p> <p>I was thinking that it may be beneficial to also set up some sort of residential parking permits or controlled parking zones where residents can park. It'll allow residents to have more chances of parking their car without hassle, resulting in happier residents. It'll also bring in more money for the council from outsiders, especially as the area is a popular parking place; being very close to a school, a park and a church. Not only that, but it'll also encourage 'greener parking' with the permit price bands.</p>
26	Reform Row	Support	<p>Another reason for the restriction to be there is that we have a lot of anti-social behaviour from car loads of youths and men who park there daily with music playing and drugs being sold. The restriction would not only aid access but would also enable the residents to live more peacefully and would give us the ability to report vehicles parked there causing not only an obstruction but a nuisance.</p>
27	Rosebery Rd	Object	<p>Dear Sirs,</p> <p>I am writing in order to note my objections to your proposals.</p> <p>In fact I live at the corner of Rosebery Rd and Cranborne Rd, and the double yellow lines would be exactly outside my property.</p> <p>I do not accept the argument about safety - I have lived at the address for 16 years and have not seen an accident at the junction in all that time.</p> <p>I think that crossing the road is potentially hazardous, from wherever you do it, when you starting point is from between parked cars. This is inevitable anywhere, and the only solution would be to remove all parked vehicles from all streets.</p> <p>I think it is a tenuous argument to suggest that emergency service vehicles would be impeded: the junction itself is quite wide, and no vehicle is ever prevented from freely moving through the junction, despite people parking in the areas where your propose to paint lines. Any emergency vehicles always park in the street in any event, and again, it would be as valid, using your argument, to remove all parking from the road, and not just in proximity to the junction.</p> <p>Also, we also all know that the dustcarts will not be in the least affected as they always stop in middle of the roads, and never pull into the sides.</p> <p>I think the plans will exacerbate the current parking problem, which is bad at the moment, as it will take about 10 parking spaces of circulation. Perhaps if the council were to consider a quid pro quo to alleviate the parking issue, then the double yellow line.</p>
28	Roslyn Rd	Support	<p>I think it is a good idea that you are finally going to put Yellow lines at the entrance to the alleyway on Roslyn Road. I live at Tarbert Mews and I am sick and tired of people parking over the entrance to the alley way preventing me and my neighbours</p>

	Name of street	Support or object to the scheme	Comments
29	Roslyn Rd	Comment or request	Hi, I have checked on your website to see what was decided for the proposal of double yellow lines on Roslyn Road, but I don't seem to be able to find what the outcome was. If you could email me back and let me know I would be very grateful.
30	Rutland Gdns	Support	As a resident of the Gardens, N4, I fully support the introduction of double yellow lines at road junctions throughout the Gardens. The roads in the Gardens are often congested with the cars of the users of Green Lanes amenities.
31	Rutland Gdns	Support	I fully support the introduction of double yellow lines at road junctions throughout the Gardens.
32	Sedge Road	Support	May we say that we fully support your plans - we are a [REDACTED] business that operates from [REDACTED] Garman Road and on many occasions our employees have been held up by vehicles blocking the entrance of Sedge Road. Also, being an industrial area, often large vehicles are attempting to navigate this corner and with parked cars down both sides of Sedge Road it becomes very difficult for them.
33	Sheldon Ave	Support	From Summerhill Road to the junction of Bedford Road the restrictions will be invaluable. It is from Bedford Road into the Cul-de-Sac section of Elizabeth Place that we would like to draw to your attention. Obviously living here we are in a much better position to advise you of the restrictions that would truly benefit everyone concerned.
34	Sheldon Ave	Support	Dear [REDACTED], I live at [REDACTED] Sheldon Avenue and would like to record my support for the proposed lengthening of the double yellow lines at this junction. Turning out of Sheldon Avenue into Hampstead Way is at present very dangerous due the limited range of visibility caused by parked cars close to the Junction. The proposed lengthening should significantly improve this unsafe situation.
35	Sheldon Ave	Support	Dear [REDACTED], We live in Sheldon Avenue and are fully supportive of the proposed Yellow lines at the junction of Sheldon Avenue and Hampstead Lane, N6 We have had very serious visibility problems on a daily basis as a result of parked cars on the areas proposed for double yellow lines when driving out of Sheldon Avenue on to Hampstead Lane and this will make things much safer for us in future if this is implemented.
36	Sheldon Ave	Support	From: [REDACTED] Sent: 22 fully supportive of this proposal. We have had very serious visibility problems on a daily basis as a result of parked cars on the areas proposed for double yellow lines when driving out of Sheldon Avenue on to Hampstead Lane and this will make things much safer for us in future if this is implemented.
37	Sheldon Ave	Support	I am in support of the proposal Sheldon Avenue [REDACTED]

	Name of street	Support or object to the scheme	Comments
38	Sheldon Ave	Support	<p>Dear [REDACTED]</p> <p>Your proposal to extend the double yellow lines on Hampstead Lane as you drive out of Sheldon Avenue is long over due and welcome. We live in constant fear that one day or the other there will be an accident when coming on to Hampstead Lane because of very limited visibility of the on coming traffic from both sides.</p> <p>I would further like to represent that the Right turn from Sheldon Avenue on to Hampstead Lane should have the double yellow lines at least twice the length of those proposed because there is a curvature on Hampstead Lane which obstructs the view of on coming traffic to the very last few yards. Safety first?</p> <p>thank you for this proposal</p>
39	Sheldon Ave	Support	<p>Dear [REDACTED]</p> <p>We are fully supportive of the proposal regarding yellow lines at the top of Sheldon Avenue.</p> <p>We have had serious visibility problems on a daily basis as a result of parked cars on the areas proposed for double yellow lines when driving out of Sheldon Avenue on to Hampstead Lane and this will make things much safer for us in future if this is implemented.</p>
40	Sheldon Ave	Support	<p>We desperately need an extension of the double yellow lines at the end of Sheldon Avenue. Getting out of the road is pretty lethal at present with very poor visibility and speeding cars on Hampstead lane. We have had many near misses when emerging from Sheldon Avenue and without a passenger a car to look both ways it is even more dangerous. An extension of the double yellow lines would help a great deal to improve safety. The lost parking spaces can easily be made up by people parking further down Sheldon Avenue especially on weekends.</p>
41	Sheldon Ave	Support	<p>Your decision to extend lines in Sheldon Avenue is a very good one indeed (See attached letter)</p>
42	Sheldon Ave	Support	<p>We live in Sheldon Avenue and are fully supportive of this proposal.</p> <p>We have had very serious visibility problems on a daily basis as a result of parked cars on the areas proposed for double yellow lines when driving out of Sheldon Avenue on to Hampstead Lane and this will make things much safer for us in future if this is implemented.</p>
43	Sheldon Ave	Support	<p>We note that you propose to put double yellow lines at the junction of Sheldon Av with Hampstead Lane.</p> <p>I wish to register my support for this proposal.</p> <p>This is a very busy / dangerous t - junction, made even more hazardous when the sight lines are completely blocked by parked cars on the corner of Hampstead Lane near to where it meets Sheldon Av.</p>
44	Sheldon Ave	Support	<p>THIS IS AN EXCELLENT IDEA. I THOROUGHLY APPROVE OF THIS PROPOSAL AND HOPE THAT IT GOES AHEAD.</p>

	Name of street	Support or object to the scheme	Comments
45	Sheldon Ave	Support	Dear [REDACTED] Thank you for advising me of the proposed plan for the junction of Sheldon Avenue and Hampstead Lane N6. I feel confident that by extending the double yellow lines, access out of Sheldon Avenue onto Hampstead Lane will be far less dangerous.
46	St Mary's Close	Object	<p>According to your letter and the diagram on the letter which was sent out to the resident of St. Mary's close, [REDACTED] on the 23/06/2011 about the propose double yellow line. As a resident of this close, I think it's a very bad idea. If at all, I'll expect the yellow line to be from Liston to Kemble rd. because that's where we have the main obstruction to cars, emergencies, collection carts and views.</p> <p>According to your letter, you stated that St. Mary's close is a risk to pedestrian seeking to cross at junctions, vulnerable people, children and disable people. This is not the case because, 1: this is a close and 2: There is already a double yellow line on the other side of the road and the only place where resident's park there cars is on the other side of no 1&3.</p> <p>If you live in my area, you'll realize that the only safe place to park one's car is on St. Mary's close both day and night. If you put a double yellow line on the close, I wonder where you expect the resident to park their cars. We'll be left with no choice than to park in Kemble Road which is a notorious area for car theft and car damages. We've reported this to officers on patrol on numerous occasions but nothing was done.</p> <p>St. Mary's close is a very quiet area and there have never been any obstruction to council's dust cart since they collect very early in the morning and there are very few cars around that time. The only time we have more cars on the close is from nine o'clock in the morning to three o'clock I</p>
47	St Mary's Close	Object	<p>I am writing to strongly oppose the inclusion of double yellow lines to the north side of St. Mary's Close for the following reasons: 1. firstly many of us here are disabled motorists. There You already put down double yellow lines all over one half of st.mary's close. Putting double yellow lines on the north side will completely exclude all vehicles from St. Mary's Close - which I might remind you - is a residential area. You do have to make provisions for parking for residents. The streets outside St. Mary's close are frequently blocked up with cars. Perhaps you should clear that area instead. By adding double yellow lines to the other side of St. Mary's close you will push another 8-10 vehicles out into the nearby areas exacerbating the problem.</p> <p>I have trouble with my knees, which frequently dislocate due to muscular atrophy, and this will render my car useless and my mobility will be severely hampered by your proposed plans.</p> <p>2. There are no less than twelve usable garages, of only which ONE is in use by a motorist. This motorist does not live in St. Mary's Close. So apart from the inconvenience of having 11 garages stuffed with asbestos and junk, plus the rest are in disrepair or boarded up, I fail to see any potential parking opportunities, which is complete proof you as the council are failing the resident's needs. Especially disabled residents like myself. I know for sure this is the case since I have lived here over ten years and k</p>

	Name of street	Support or object to the scheme	Comments
48	Stanhope Gdns	Support	<p>Hi, I am a resident of Stanhope gardens and I fully support the introduction of double yellow lines on the junctions shown on the map. During the week days after 6.30 parking becomes a free for all particularly at the "business end" of all the garden roads and on a Sunday it is bad all day. I would like to see a review of the parking times for CPZ as I think it may be time to return to the original restricted hours.</p> <p>The streets would be so much safer if this happened, as now inconsiderate motorists are parking right up to the edge of the junctions making even crossing the roads a hazard, and for people with pushchairs and wheelchairs it can be near impossible to freely move around.</p>
49	Stanhope Gdns	Support	<p>The street corners at Stanhope, Essex and Portland Gardens are often congested in particular in the evening and at weekends and when a popular event takes place at the Kurdish Community Centre with frequent traffic jams occurring because cars in and out</p>
50	Stanhope Gdns	Support	<p>As a resident of the Gardens, N4, I fully support the introduction of double yellow lines at road junctions throughout the Gardens. The roads in the Gardens are often congested with the cars of the users of Green Lanes amenities. At the end of the CPZ</p>
51	Stanhope Gdns	Support	<p>I support double yellow lines on street corners in the gardens streets in N4.</p> <p>Stanhope gardens resident</p>
52	Stanhope Gdns	Support	<p>I am writing to give my complete support to the proposal to introduce double yellow lines at the junctions of the Gardens streets in Haringey N4 where I live.</p> <p>At present, there are only single lines and so outside controlled parking hours, cars and vans regularly park right on the corners of these residential streets. Many of the vehicles which park in this way do not belong to local residents or their visitors, but to people who are shopping in Green Lanes. This often drives pedestrians on to the road as it is impossible to squeeze between the cars. The obstruction caused is even more serious for those who use wheelchairs or are walking along with children, especially in buggies.</p> <p>The current system is very dangerous and inconvenient for the local residents, who have been pressing for double yellow lines at junctions for many years.</p> <p>I sincerely hope that the double yellow lines will be introduced.</p>
53	Teynton Terrace	Support	<p>I think that the proposed parking restrictions will make these junctions safer for pedestrians, by improving visibility and removing the need for vehicles to drive round these corners in the middle of the road (particularly dangerous if they are not indic</p>

	Name of street	Support or object to the scheme	Comments
54	Vartry Rd	Object	<p>junction of Vartry and Franklin street.</p> <p>I strongly object to these proposal on two points, one that this junction is rarely used as it is a no through road to there is very little traffic movement thought it.</p> <p>The second point is it will reduce parking even further in Vartry road which is already a total nightmare due to lots of vehicles being parked by commuters' using, Stamford Hill over ground and Manor house stations. We also have large numbers of vehicles parked by the Nissans Garage on seven sister road. We also seem to have people leaving vans for long periods of time, one was parked outside our house for 2 months without moving. I would suggest that a residents' parking is in forced or a no parking allowed between certain times.</p> <p>The end of the road (Homedale terrace) also needs to have the roundabout re-painted as water works have been done and sections tarmaced over and the paining is now very faint, I have seen numerous vehicles shoot straight over it as they can not see it is a roundabout, it may also need a sign up letting people know.</p> <p>If there is anywhere that needs double yellow lines it is the top section of Homedale Terrace. It is a very heavy traffic route and cars are parked on both sides of the road constantly with no room to get though. There are constant arguments between drivers as to who is letting who though.</p>
55	Vartry Rd	Comment or request	<p>I am in Vartry Road, which is on the corner of Franklin Street, where one of the Double Yellow Line Extensions is proposed.</p> <p>Please find below bullet points to help clarify my thoughts.</p> <ol style="list-style-type: none"> 1. An extension to 7 metres of Double Yellow Lines in front my property would firstly, reduce the parking spaces (of which are limited), and not allow me to park my Car in front of my house. It also seems a little excessive, I would propose 7 feet to give larger vehicles and cars ample vision and turning space. 2. As you may be aware, throughout surrounding areas of Vartry Road in the Haringey Borough there is Permit Parking or Restricted Parking, however, the downfall of this is that due to Vartry Road and it's neighbours having free parking, we have been succumb to commuters and workers in the area taking advantage of this situation and using up parking spaces. I have noticed that Eade Road is practically empty of vehicles since permit parking and pay and display have been introduced, most of the vehicles using the Industrial Estate and Clothing Village appear to park on Vartry Road and the surrounding area. There is enough room on Eade Road for these type of Vehicle owners to use the Pay and Display provided.
56	Warwick Gdns	Support	<p>I support this proposal.</p> <p>Warwick Gardens.</p> <p>██████</p>

	Name of street	Support or object to the scheme	Comments
57	Wellington Ave	Object	<p>I was surprised to hear from my neighbours that the council are proposing to introduce double yellow Lines in order to restrict parking on our roads without me having received any of the consultation papers at all.</p> <p>Whilst I do acknowledge the concern relating to safety of pedestrians and visibility, I would like to record my strong opposition to this proposal. Our road, Wellington Avenue N15, has been plagued by a chronic lack of parking spaces for the past few years.</p> <p>This is a problem in general for all residents and especially for myself, as a Volunteer Emergency Medical Technician at Hatzola Ambulance Service and London Ambulance Service, responding to emergency call outs at all hours of the day or night. This problem has caused serious delays and difficulties as there rarely any spaces for me to park.</p> <p>The reason for this shortage is PRIMARILY due to the fact that we are situated across the street from the Lemsford Grove / Leaside View Housing Estate in which there is an operational Controlled Parking Zone in force. Most of the residents in that Estate DO NOT pay for their permit (why would they??) and end up parking on Wellington Avenue and Grovelands Road, leaving the residents of these roads without sufficient parking whilst most of the estate remains empty.</p> <p>The implementation of Double Yellow Lines at the enormous size of 7 meters each corner would remove dozens of spaces which will cause this problem to increase</p>
58	Wellington Ave	Object	<p>We have included a copy of your plan showing the restrictions that we the residents would like to see put in place.</p>
59	Wellington Ave	Object	<p>I live in Wellington Avenue which is the corner of Castlewood Road N15. I strongly oppose these plans for two reasons</p> <ol style="list-style-type: none"> 1. We have a disabled old lady (92) living with us. Getting to and from the car would be almost impossible if we can not park outside our house. As it is difficult at the moment to find parking due to most houses owning more than one car, this would only exasperate the problem. 2. If you walk down any road in the area you will notice on all junctions that the corner pavements are all broken and cracked. This is due because there are industrial areas locally and big lorries constantly drive through and cut the corners. If you look at the records you will see that only last week you had to send down workers to my corner to replace all the paving stones. If you do not allow parking near the corners this problem will only get worse at the council's expense. However if I may suggest that you could overcome this problem by placing a concrete 'bell' on each corner.

		Support or object to the scheme	Comments
60	Wembury Rd	Object	<p>WHY???</p> <p>There are already yellow lines on the corner where visibility is a problem. There are not enough parking spaces as it is so I do not think it would be helpful to lose more. If people are going to park illegally this will not change anything.</p> <p>If there is an issue for service vehicles then perhaps the parking bay could be shortened slightly - a metre should do it - I have seen the dustcarts negotiating the corner and an extra metre would solve the problem- 5m is excessive.</p> <p>As an aside; I am tired of paying to park outside my house and then not being able to park, this is not a daily problem but the loss of more parking spaces might make it a more regular problem.</p>

APPENDIX V

Analysis and response to petitions

1. The first petition received from residents of Elizabeth Place, N15 containing 11 signatures, supporting the proposals but requested for the modification of the extent of the proposed yellow lines. The wording of the petition is as follows:

We are extremely happy that you will be putting Double Yellow Lines in Elizabeth Place, we have for some considerable time had problems with our rubbish collections, deliveries and emergency vehicle access this is apart from having difficulty accessing our own homes.

From Summerhill Road to the junction of Bedford Road the restrictions will be invaluable. It is from Bedford Road into the Cul-de-Sac section of Elizabeth Place that we would like to draw to your attention. Obviously living here we are in a much better position to advise you of the restrictions that would truly benefit everyone concerned.

The restriction you wish to place on the left hand side of the road as you enter the cul-de-sac is very much needed but needs to stop just before number 2 Elizabeth Place. It is not needed in front of numbers 2-8 Elizabeth Place as we have no problems with anyone parking outside the properties and access has never been compromised here. The only time a vehicle is parked there is if one of the residents is unloading their vehicle or maybe cleaning their car, it would seem very unfair that we run the risk of a parking ticket for cleaning our car on a Sunday morning or unloading our shopping.

On the right hand side of the road from Bedford Road into the cul-de-sac your wish to put a restriction around the bend until just before number 1 Elizabeth Place, this is great and stops at just the right place. We do not agree with the gap of 11.0m that is shown on your plan. This is one of the most important areas that needs the restriction. Not only do we have people parking there causing an obstruction but we have a lot of large vans and lorries that park there, sometimes for days without moving. Even with nothing parked opposite an obstruction is caused.

Another reason for the restriction to be there is that we have a lot of anti-social behaviour from car loads of youths and men who park there daily with music playing and drugs being sold. The restriction would not only aid access but would also enable the residents to live more peacefully and would give us the ability to report vehicles parked there causing not only an obstruction but a nuisance.

We have included a copy of your plan showing the restrictions that we the residents would like to see put in place.

Response to petition

The council has considered the comments and agreed that the requested modification will be useful for benefit of local residents and to assist access and traffic flow at this location. The council has therefore proposed to revise the extent of the restrictions as outlined on the attached plan Appendix VI.

2. The second petition received objecting to the proposed double yellow lines at the junction of Clifton Road and Elm Park Avenue, N15 containing **11** signatories, and a further petition containing **148** signatories objecting to the proposed double yellow lines. The petition containing **148** signatories was signed by residents in the area but submitted by the Synagogue in Elm Park Avenue. The wording of the petition is as follows:

Please be advised that our premises are frequented by over 200 people on a daily basis, including Disabled people who are transported with wheelchairs.

Introducing Yellow Lines will reduce at least 4 parking spaces from what is already a crowded street for vehicle spaces, and will result in un-necessary inconvenience to all residents using our facilities.

We rarely witnessed a case where there has been difficulty for large vehicles to make a turn at this corner. and this happened on maybe 3 occasions when the Refuse Collectors asked for a vehicle to be moved so that it would be easier to make the turn.

In our opinion, we think that it is unfair to penalise a whole community.

We therefore object to the double yellow lines proposed.

The details of where signatures originated on the petition are as follows:

- | | |
|--------------------------|-----------------------------------|
| • Elm Park Avenue, N15 | 11 signatories |
| • Elm Park Avenue, N15 | 24 signatories |
| • Wellington Avenue, N15 | 14 signatories |
| • Wargrave Avenue, N15 | 12 signatories |
| • Leadale Road, N15 | 10 signatories |
| • Rostrevor Avenue, N15 | 9 signatories |
| • Clifton Gardens, N15 | 8 signatories |
| • Fairview Road, N15 | 9 signatories |
| • Gladesmore Road, N15 | 7 signatories |
| • Craven Park Road, N15 | 3 signatories |
| • Norfolk Avenue, N15 | 5 signatories |
| • Cadoxton Avenue, N15 | 4 signatories |
| • Riverside Road, N15 | 4 signatories |
| • Castlewood Road, N15 | 4 signatories |
| • Barry Avenue, N15 | 1 Signatory |
| • Ferndale Road, N15 | 1 Signatory |
| • Lockmead Road | 3 signatories |
| • Groveland Road, N15 | 1 Signatory |
| • Leabourne Road, N16 | 2 signatories outside the borough |
| • Filey Avenue, N16 | 1 Signatory outside the borough |
| • Davis Court, N16 | 1 Signatory outside the borough |

• Cambridge Court, N16	1 Signatory outside the borough
• Queen Elizabeth walk N16	1 Signatory outside the borough
• Moundfield road	4 signatories outside the borough
• Olinda Road, N16	3 Signatory outside the borough
• Ashtead Road	2 signatories outside the borough
• Overlea Road, N16	2 signatories outside the borough
• Ravensdale Road	2 signatories outside the borough

Out of 148 signatures, 20 signatories are from residents outside the borough.

Response to petition

Parking at junctions is undesirable as it reduces sight lines and raises safety implications for motorists and pedestrians alike. It is therefore the council's policy to introduce double yellow lines at all junctions in the borough on a rolling programme over the next few years. Furthermore the Highway Code state that vehicles should not park near or on a junction as they may cause obstruction and compromise safety for all road users.

The restrictions are designed to improve road safety and access for motorists, emergency services and service vehicles including the Council's dustcarts by removing obstructive parking issues particularly at the junctions.

3. The third petition received objecting to the proposed double yellow lines at the junctions of Wellington Avenue and Leadale Road N15 containing **86** signatories. The wording of the petition is as follows:

We the undersigned are the residents of Wellington Avenue and Leadale Road. We are writing to express our objections to the proposed introduction of double yellow line parking restrictions on our roads. There is already a severe shortage of parking spaces in the area and the proposed plan will only make this worse.

We need to use cars to carry out our daily lives and to take our children to school and to get to and from our place of work. Every evening there is fierce competition to get the available spaces and this new plan will make this worse and increase tension within the community. The proposed plan is supposed to make life easier for the elderly and those with children but in fact will only make the lives of everyone and vulnerable even more difficult. The proposed restrictions are 7 metres long and that is the length of 2-3 cars which is completely excessive. We see no need for this plan and want the status quo to remain.

The details of where signatures originated on the petition are as follows:

• Wellington Avenue, N15	38 signatories
• Leadale Road, N15	15 signatories
• Craven Park Road, N15	2 signatories
• Gladesmore Road, N15	2 signatories
• Rostrevor Avenue, N15	2 signatories
• Fairview Road, N15	2 signatories
• Castlewood Road, N15	7 signatories

- | | |
|------------------------|---------------------------------|
| • Clifton Gardens, N15 | 2 signatories |
| • Wargrave Avenue, N15 | 6 signatories |
| • Elm Park Avenue, N15 | 2 signatories |
| • Olinda Road, N16 | 1 Signatory outside the borough |

Response to petition

As above parking at junctions is undesirable as it reduces sight lines and raises safety implications for motorists and pedestrians alike. It is therefore the council's policy to introduce double yellow lines at all junctions in the borough on a rolling programme over the next few years. Furthermore the Highway Code state that vehicles should not park near or on a junction as they may cause obstruction and compromise safety for all road users.

The restrictions are designed to improve road safety and access for motorists, emergency services and service vehicles including the Council's dustcarts by removing obstructive parking issues particularly at the junctions.

The Department for Transport recommends restrictions at junctions should be at least 10 metres to ensure that visibility and accessibility is not compromised. We do however recognise this may seem excessive in view of parking pressures experienced throughout most of the borough. In view of this we work to a standard of 7 metres, which is approximately 1 ½ car lengths from the junction and consistent with other restrictions at junctions within the borough.

4. The fourth petition received objecting to the proposed double yellow lines and loading restrictions in Garman Road/Sedge Road, N17 containing 47 signatories. This location is an industrial area and there are no residents at these locations. The petition was signed by employees of the business in the area. The wording of the petition is as follows:

Would like to appeal against the implementation of double yellow lines along the full length of Sedge Road and the approaches at the roundabout on Garman Road. Whilst it is known there is a problem with access to the industrial estate, this action seems to be an over the top reaction. The double yellow lines will remove of 30 car parking spaces from the estate. This will put more pressure on the few available spaces left on the estate, increasing the number of vehicles double parking and goods vehicles off-loading in the middle of the road. These three issues are existing problems and need to be dealt with.

Where Sedge Road meets Watermead Way, this is already part of the urban clearway, and parking restrictions are in place. Adding loading blips here would help with accessing the estate. The footpath on the north side of Sedge Road could be let as left as off-street parking as it is currently. The footpath on the south side of Sedge Road is not used by pedestrians. This can be seen by the way that vegetation has nearly reclaimed this area. This area could become off-street parking. These measures on Sedge Road would leave the main carriage way at lease six metres wide with parked vehicles on both sides.

The whole estate suffers from access problems this would be helped by greater enforcement of double parking and off-loading lorries in the middle of the road.

Response to petition

The council has considered the comments received during the statutory consultation process and proposed to revise the extent of the restrictions as follows and as outlined on the attached plan Appendix VI.

- To allow for loading and unloading, the council proposed to introduce double yellow lines without loading restrictions on the north side of Sedge Road, along the area between 15 metres east of the eastern kerb line of Garman Road and 15 metres west of Watermead Way. All the rest of the restrictions to be introduced as proposed.
- The restrictions on Garman Road, the restrictions proposed on the north-west side to be extend further up to the entrance to the Leaside Trading Estate.

The restrictions are necessary at these locations in order to allow access for large articulated vehicles to the industrial estate in Garman Road.

The restrictions are proposed following a concern raised by businesses regarding obstructive parking at these locations.

5. The fifth petition received objecting to the proposed double yellow lines in **Crescent Rise, N22** containing **74** signatories. Of the **74** signatures on the petition received, **32** signatures were from residents outside Crescent Rise, N22. The wording of the petition is as follows:

We, the undersigned, are completely in opposition of the painting of double yellow lines in Crescent Rise. There is no need for this, other than the council restricting parking outside our homes to eventually introducing a 'controlled parking zone' and make people and their visitors pay to park or concrete over their front gardens in order to park....not very environmentally friendly!!!!

Haringey council has tried CPZ's in this road twice before and failed. This is another ploy to make money for the council. After the tremendous financial waste, in times of supposed 'austerity' and job losses, closures of social centres for old people etc.... building speed cushions where they are not needed re. at the end of side roads turning into main roads(at a cost of £35000 per bricked speed cushion) dangerous roundabouts, as Albert Rd. where there are now near misses of car accidents when there has never been a problem before, the proposals of simply painting some lines and making money for a wasteful council is simply preposterous and stupid!!!!!!!!!!!!

The details of where signatures originated on the petition are as follows:

- Crescent Rise, N22 29 signatories
- Albert Road, N22 10 signatories
- Clyde Road, N22 2 signatories
- Princes Avenue, N22 4 signatories
- Outram Road , N22 2 signatories

- Wroxham Gardens, N22 1 signatories
- Drunsford Road, N22 3 signatories
- Crescent Road, N22 3 signatories

Response to petition

The Notice advertised in the local press and on site is a statutory obligation of the Council prior to introducing waiting restrictions on site. The Notice is a legal document and provides information of the Council's intentions and contact details should interested parties wish to make representation or want further information.

These yellow lines are proposed to be installed in front of the dropped kerbs accesses to the garages and refuse bin areas to Nos. 2 - 64 Bolster Grove, Crescent Rise, N22 to keep these accesses clear of parked vehicles and ensures they are kept free of obstructive parking at all times.

The restrictions are proposed following a concern raised by Homes for Haringey regarding obstructive parking in front of accesses/dropped kerb areas to Bolster Grove.

Parking in front of accesses/dropped kerbs is illegal and it should be noted that parking should not take place at these locations regardless of the current lack of yellow lines.

APPENDIX VI

**Location plans for the revised
proposals in**

**Campbell Road, N17
Elizabeth Place, N15
Garman Road, N17
Myddleton Road, N8
Reform Row, N17
Sedge Road, N17
St. Mary Close, N17
White Hall Street, N17**