

Report for: Record of Decision Taken Under Delegated Authority

Item number:

Title: Report of the outcome to a statutory consultation to extending the Seven Sisters CPZ

Report authorised by: Head of Operations:

A handwritten signature in dark ink, appearing to read 'A Cunningham'.

Cabinet Member for Neighbourhoods:

Lead Officer: Evan Jeposa, River Park House, 1st Floor, N22,
evan.jeposa@haringey.gov.uk,
020 8489 5089

Ward(s) affected: Tottenham Green

Report for Key/
Non Key Decision: Non key decision

1 Purpose

- 1.1 To report the feedback from the statutory consultation which was carried out between 15 January 2020 and 5 February 2020 to extending the Seven Sisters Controlled Parking Zone (CPZ).
- 1.2 This report will set out officers' responses to the representations received during statutory consultation and provide recommendations as set out in section 10 of this report for which we seek approval

2 Background

- 2.1 The Seven Sisters CPZ was first introduced in July 1999, then extended in September 2007. The implementation and subsequent extension were a consequence of parking pressures in the area.
- 2.2 Currently a major regeneration program is being delivered in the Tottenham Hale Station area. The parking projects team have received complaints about increased traffic, congestion and increased commuter parking activity in residential streets. Local residents have attributed this to construction workers using local roads to park their own vehicles, as well as general parking problems caused by non-residents such as commuters.
- 2.3 An informal consultation was carried out in July and August 2019 for an extended period of five weeks due to the school holidays. Out of the 552 properties that were consulted, the council received 99 responses which represents a 18% response rate.
- 2.4 When asked to 'tick the box to indicate whether you support or object to the proposed measures' 55% of respondents living in roads forming the public highway, supported the CPZ.
- 2.5 A public meeting was held in November 2019 at The Grange Community Hub. This meeting was hosted in collaboration with Parking Projects Team and Homes for Haringey, to provide a forum where parking related matters could be raised. The objective was to co-operate with the High Cross Road Community with a focus to refine the design of the scheme to best meet local demands.
- 2.6 At this meeting changes were requested and subsequently incorporated into the designs proposed as part of the statutory consultation. The initial designs included short term parking facilities for businesses at 107 to 139 High Cross Road. To address meeting attendee concerns, the parking was amended on High Cross Road to include pay by phone for businesses visitors, and permit holders bays for residents and business permit holders.
- 2.7 A petition requesting parking controls was presented on behalf of the residents of Hale Gardens at this meeting. The petition was signed by eight people, all are residents of a block of flats who reside at Hale Gardens. The petition specifically requested that "Haringey Council in conjunction with Homes for Haringey and its partners, impose residents only parking as it has done for the neighbouring residents of Hale Gardens at High Cross Road as a matter of urgency."
- 2.8 The Delegated Authority report detailing the outcome of the informal consultation was published on the Councils website in 6 November 2019.

3 Statutory consultation

- 3.1 In order to introduce parking controls and legally enforce their use, the council, as the Highway Authority, is required to enter into a period of consultation known as statutory consultation. This is the legal part of the process required before modifying or implementing parking controls on the public highway.
- 3.2 In summary, before making an order to modify or implement parking controls, the council must notify its intentions in the London Gazette and local press providing a period of 21 days for any interested party to make representation. In addition, although not a requirement, it is also good practice to advertise on the site where the measures are proposed. Details of the Traffic Management Order notice are detailed and shown on Appendix I.
- 3.3 As part of the statutory process, the views of the following bodies are also sought: Transport for London, London Travel Watch, One Search Direct, Police (local), Fire Brigade, London Ambulance Service, Freight Transport Association, Road Haulage Association, Metropolitan Police (traffic), Haringey Cycling Campaign and Arriva Buses.
- 3.4 Before making the relevant Traffic Management Orders the council must consider all representations submitted in response to the statutory consultation.
- 3.5 If the Council is satisfied that it has addressed all representations received, a Notice of Making can then be published in the London Gazette and local press notifying the date when the Traffic Management Order will come into operation. If the scheme is approved, notification letters will also be distributed to all properties within the area where parking controls are to be implemented. The notification letters will provide information of when the works will take place, the operational date of the new parking controls and how to apply for a permit.
- 3.6 The Council conducted a statutory consultation from 15 January to 5 February 2020, for interested parties to make representation regarding the council's proposals to implement parking controls.
- 3.7 The documents were delivered to all properties within the proposed Seven Sisters extension area. The statutory consultation document outlined the proposal to introduce parking controls in the proposed area and invited comments. A copy of the consultation letter and consultation map are attached in Appendix II.

4 Representations received during Statutory Consultation

- 4.1 A total of 14 representations were received during the statutory consultation period with nine in support and five objecting to the proposals. Details of all the representations received are contained in Appendix III
- 4.2 A summary of the objections, reasons for those objections and the council's response are as follows:

Objection 1

The proposed controls will affect local freelancers and businesses who have regular clients, delivery and various visitors coming in and out by transport or by car. It would be good to see another option exclusively for residents and/or businesses nearby.

Officer Response

Parking for residents is prioritised within a CPZ, however we recognise the need to strike balance between all users, including businesses. We are aware that parts of the zone are comprised of areas where there is a higher concentration of businesses, and in these scenarios, we have provided short term Pay by Phone facilities for visitors or customers.

Loading and unloading is permitted within the Pay by Phone and Permit Holder bays however this is only allowed for a period of up to 20 minutes for cars and vans and 40 minutes for HGVs. Should additional loading facilities be requested then we can investigate the possibility of introducing these in the future. A dedicated loading bay has been provided on Fountayne Road as part of this proposal.

Objection 2

The High Cross Centre is a private estate and has no public land on the estate, therefore the CPZ should not be extended on / into the High Cross Centre.

Officer Response

The Council has no authority over private land. During our parking consultations we engage residents and business of private estates so that they are aware of the council's proposals to introduce controls in the area. As private estates do not form part of the public highway, unfortunately residents and business are not entitled to apply for parking permits. However, residents of private estates will have access to the visitor permit scheme to park within the CPZ as we recognise that the introduction of parking controls is likely to cause parking congestion.

Objection 3

The Metropolitan Housing Association already provide private parking controls for its residents. You currently cannot park on this estate without a parking permit therefore we do not have a parking issue that requires CPZ intervention. I therefore object to the CPZ extension, as it is double handling.

Officer Response

The Council has no authority over private land. During our parking consultations we engage residents and business of private estates so that they are aware of the council's proposals to introduce controls in the area. As private estates do not form part of the public highway, unfortunately residents and business are not entitled to apply for parking permits. However, residents of private estates will have access to the visitor permit scheme to park within the CPZ as we recognise that the introduction of parking controls is likely to cause parking congestion.

Objection 4

The financial cost of permits would adversely impact the businesses and creatives on Fountayne Road who work from here and require a more flexible system for parking.

Officer Comments

When considered against the overall costs of owning and maintaining a car, the costs of a CPZ parking permit represents a very low proportion of those costs.

Permit costs are aimed at encouraging the use of vehicles that cause least pollution with permit costs for those vehicles amounting to less than 41p per week. For the most polluting vehicles, permit costs will be around £5.56 a week.

Permit holders are likely to gain a number of benefits such as protection against unsafe parking, improved access to on-street parking on their roads and close to their homes/businesses, reduced levels of traffic and congestion, reduced risk of accidents, improved pedestrian accessibility and improved air quality.

For car hire, the council provides operators of Car Club schemes with access to dedicated parking spaces or access to any legal parking bay in the borough (including resident permit bays and Pay by Phone bays).

The council promotes Car Club schemes as they can help to ease parking problems and help to reduce levels of pollution. Car Club users often give up owning a first or second car and other will choose not to purchase a car if there is a Car Club vehicle located conveniently close to home. Each Car Club vehicle can effectively replace ten private vehicles by providing an alternative.

Objection 5

The residents of Duffield Drive have been surveyed and 90% objected to the proposed new CPZ. The associated tenants' costs have not been explained, nor have the tenants received any information from the freeholders of Tottenham Green Estate (in our case Metropolitan Homes).

Officer Comments

The tenants of Housing Association properties within the consultation area, qualify to buy permits to park on the public highway within the proposed Seven Sisters CPZ extension. All permit prices are contained within the public notice - see Appendix I.

The statutory consultation process requires the Council to publish a Notice of Proposal in the London Gazette and a local publication, as a minimum. The consultation document that we distributed to residents to highlight the statutory consultation advises of this. In addition, Notices are also placed on lamp columns within the consultation area.

We note your comment and will consider publishing a Notice of Proposal on the Haringey website.

5 Chief Finance Officer Comments

- 5.1 Provision for the implementation of the proposed measures to the CPZ was made in the Parking Plan capital budget for 2019/20.
- 5.2 Associated costs which includes community engagement, inventory of existing site conditions, design and implementation will be met from existing agreed budgets.

- 5.3 Annual running costs will be managed within existing agreed staffing arrangements and budgets.
- 5.4 Parking controls will be enforced by existing agreed in-house civil enforcement officers (CEOs). The income from permits and parking control notices has been taken into consideration in setting the annual revenue budget.
- 5.5 Incremental changes to CPZ areas can be met in the short term by diverting existing staffing resources. Eventually, the cumulative effect of additional administration and enforcement will require additional officers to be recruited. This has been taken into consideration when setting the Medium-Term Financial Strategy (MTFS) and the budgets take this into consideration. Any additional staffing needs would be subject to a separate report.

6 Traffic Management Order process

- 6.1 Before reaching a decision to make the necessary Traffic Management Order to implement or amend a CPZ scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act 1984 (as amended) ("RTRA") and the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996 (as amended) ("the Regulations"). All representations received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
- 6.2 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 paragraphs 1-22 the RTRA
- 6.3 The power of a local authority to make an order regulating or controlling vehicular and other traffic is contained within the ambit of section 6(2) of the RTRA.
- 6.4 When determining what paying parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway
- 6.5 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters: -
 - (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 Comments of the Assistant Director of Corporate Governance

- 7.1 The legal position and statutory requirements for consultation are set out in section 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 in accordance with the Regulations.

8 Equalities and Community Cohesion Comments

- 8.1 The Council has a public sector equality duty which will require that if agreed, the recommendations in the report are implemented in a way that will ensure that no group protected by section 4 of the Equality Act 2010 suffer disproportionate adverse impact as a result. Care would have to be taken for example to ensure that any new parking arrangements or schemes would include appropriate provision for disabled parking and the protection of other vulnerable road users such as children and older people.

9 Summary

- 9.1 The area to the north and east of the existing Seven Sisters CPZ is currently uncontrolled and suffers from parking displacement and non-essential commuter parking.
- 9.2 Complaints about parking pressures were received from residents feeling that construction workers were taking up most on-street parking spaces.
- 9.3 To solve the issue of displacement parking and to stop it being confined to another part of the Seven Sister area, it was agreed to consult with a wider area bounded by the railway lines to the east and south to get a better understanding of the parking challenges.
- 9.4 The Council can only implement CPZs or parking measures on the public highway. The response to the informal consultation showed that there was a clear support for controls from the respondents residing on public highway.
- 9.5 The current development works in this area form part of a major regeneration project that will see 1,030 new homes being built. These homes all form part of car free developments and will become available for sale from 2020 onwards. Tottenham Hale Station provides excellent access to the city by both underground and overland public transportation. Without CPZ measures these motorists will be able to park for free on public highway to the disbenefit of other local residents without this planning restriction.
- 9.6 There are real concerns that the new developments will generate additional trips, which will result in increased traffic and additional parking pressures on the limited on-street parking.
- 9.7 It is proposed that if the CPZ is extended that Pay By Phone and shared use parking facilities will be introduced in locations where there is a need to serve visitors to the area and provide accessible parking.

- 9.8 Provided that businesses in the area meet the eligibility criteria for business permits and are able to provide evidence that their vehicles are essential to the operation of their business, then if the CPZ is extended, they will be entitled to park within the allocated bays within the zone. At present, business bays are provided throughout the existing Seven Sisters CPZ and can be found on Montague Road, Cunningham Road, Hanover Road, Stamford Road, Page Green Road, Harold Road, Herbert Road, Rangemoor Road, Wakefield Road, Portland Road, Pelham Road and Lawrence.
- 9.9 During the statutory consultation we received five responses from businesses and private estates who were not in favour of controls because they have access to their own off-street parking. Although this is a typical response, gaining eligibility, entitles their residents and employees to acquire permits for the Seven Sisters CPZ.
- 9.10 The recommendations as set out in section 10 of this report are in accordance with Section 3.3.3 of the Local Implementation Plan part of which states: The availability of parking is a key determinant of car usage and local traffic congestion which can affect the potential uptake of more sustainable modes of travel. Local parking policy is an important demand management tool in controlling local traffic congestion and influencing choice of transport. CPZs are one of several parking policies, along with low parking standards for new developments, charging, and use of workplace parking levies, which can be used to influence travel behaviour. CPZs specifically prioritise parking for residents and can ease local parking pressures, reduce traffic congestion, improve road safety and encourage the use of more sustainable forms of transport.
- 9.11 The introduction of CPZs is also in line with the Council's recently agreed Transport Strategy and supports its 'aims' which include:
- a) An improved air quality and a reduction in carbon emissions from transport and
 - b) A well-maintained road network that is less congested and safer.

10 Recommendations

It is recommended that the Cabinet Member and Head of Operations:

- 10.1 Note the feedback from the consultation as set out in this report.
- 10.2 Approve that the Seven Sisters CPZ to be extended as advertised.
- 10.3 Approve that residents and traders be informed of this decision via written works notice letters distributed throughout the area.

Appendix I

HARINGEY COUNCIL – PUBLIC NOTICE

PROPOSED EXTENSION OF SEVEN SISTERS SOUTH CONTROLLED PARKING ZONE

THE HARINGEY (SEVEN SISTERS SOUTH CPZ) (DESIGNATIONS) (AMENDMENT NO. *) ORDER 202*

THE HARINGEY (SEVEN SISTERS SOUTH CPZ) (SECTION 6) (AMENDMENT NO. *) ORDER 202*

T05

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Haringey proposes to make the above mentioned Orders under sections 6, 45, 46, 49, 51 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Orders would be to:-
 - (a) extend the existing boundary of the Seven Sisters South Controlled Parking Zone (CPZ) to include the roads listed in Schedule 1 to this Notice and introduce parking controls operating between the hours of 8 a.m. and 6.30 p.m. on Mondays to Fridays inclusive in those roads and to prohibit waiting by vehicles other than in the designated parking places provided during those hours;
 - (b) designate resident permit holders only parking places, in the roads listed in Schedule 2 to this Notice where vehicles displaying a valid, residents parking permit or visitors' permit would be permitted to wait without time limit;
 - (c) designate permit holders only parking places, in the roads listed in Schedule 3 to this Notice where vehicles displaying a valid, business parking permit, residents parking permit or visitors' permit would be permitted to wait without time limit;
 - (d) designate shared permit holders and 'pay by phone' parking places in the roads listed in Schedule 4 to this Notice where vehicles:-
 - (i) displaying a valid business parking permit, residents parking permit or a visitors' permit would be permitted to wait without time limit; or
 - (ii) that have had a period purchased for them to be parked using the 'pay by phone' system would be permitted to wait for a maximum period of 2 hours with no return to that parking place within 2 hours of leaving it;
 - (e) introduce waiting restrictions operating at any time at junctions and bends of the roads within the CPZ in order to help to improve safety, prevent obstructive parking at, and near, junctions and reduce personal injury and road accidents of the roads concerned.
3. Residents or business users of the roads listed in Schedule 5 to this Notice (providing that their property is not on a private or car restricted development) would be able to purchase parking permits and residents would be able to purchase visitors parking permits, for passenger vehicles, goods carrying vehicles (the overall height of which does not exceed 2.27 metres and the overall length of which does not exceed 5.25 metres), at the rates set out below:-

CO2 Emission Band (CO g/km)	Residential, Carers and Essential Service (Schools and Ministers of Religion) Permits Annual Charge	Residential and Carers Permits 6 Monthly Charge	Essential Service Permits All Zones (Borough Wide) Annual Charge	Business and Utility Permits Borough Wide Annual Charge	Business Permits CPZ Specific Annual Charge
Up to 100	£21.00	N/A	£165.00	£207.00	£103.00
101 -110	£31.00	£16.00	£207.00	£310.00	£145.00
111 - 120	£41.00	£21.00	£248.00	£351.00	£186.00
121 - 130	£62.00	£31.00	£289.00	£393.00	£207.00
131 -140	£83.00	£41.00	£331.00	£434.00	£227.00
141 -150	£103.00	£52.00	£372.00	£475.00	£248.00
151 -165	£145.00	£72.00	£517.00	£620.00	£310.00
166 -175	£165.00	£83.00	£558.00	£661.00	£331.00
176 - 185	£186.00	£93.00	£599.00	£702.00	£351.00
186- 200	£207.00	£103.00	£640.00	£826.00	£413.00
201-225	£227.00	£114.00	£682.00	£868.00	£434.00
226-255	£269.00	£134.00	£723.00	£909.00	£455.00
over 255	£289.00	£145.00	£764.00	£950.00	£475.00

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

Not over 1549 cc	£72.00	£36.00	£372.00	£475.00	£248.00
1550 cc to 3000cc	£186.00	£93.00	£599.00	£702.00	£351.00
3001cc and above	£289.00	£145.00	£764.00	£950.00	£475.00

Other Permits

Transferrable Essential Service Permit (any registration) – all Zones - £764.00; Essential Service Permit Vouchers (daily) - £11.00 each (sold in multiples of 4); Residents' Visitor Permits – Daily - £3.60, 1 hour - 83p; Permission to Park Dispensation - £20 per day.

Residents over 65 and registered disabled receive 50% concession on all visitor permits.

Permits/vouchers for the controlled parking zone would only be valid in the zone for which they are issued.

PAY BY PHONE: Hourly charge - £1.30

More information on permits, charges and eligibility for essential users can be found on www.haringey.gov.uk.

4. Copies of the proposed Orders, and of the Council's statement of reasons for making the Orders, and plans showing the locations and effects of the Orders may be inspected during normal office working hours until the end of a period of 6 weeks from the date on which the Orders are made or the Council decides not to make the Orders, at the reception desk, Alexandra House, 10 Station Road, Wood Green, N22 7TR or can be viewed online at www.haringey.gov.uk/traffic_orders.
5. Any person desiring to object to the proposed Orders or make other representation should send a statement in writing of either their objection and the grounds thereof or of their representation to the Traffic Management Group, River Park House, 1st floor, 225, High Road, Wood Green, N22 8HQ or to traffic.orders@haringey.gov.uk within 21 days from the date of this Notice.

Dated: 15th January 2020, Ann Cunningham, Head of Operations

SCHEDULE 1**ROADS WITH PARKING CONTROLS**

Constable Crescent, Fountayne Road, Hale Gardens, High Cross Road and Markfield Road

SCHEDULE 2**ROADS WITH RESIDENT PERMIT HOLDERS ONLY PARKING PLACES**

Hale Gardens and High Cross Road

SCHEDULE 3**ROADS WITH PERMIT HOLDERS ONLY PARKING PLACES**

Constable Crescent, Fountayne Road, High Cross Road and Markfield Road

SCHEDULE 4**ROADS WITH SHARED USE: PERMIT HOLDERS AND 'PAY BY PHONE' PARKING PLACES: 2 HOURS MAXIMUM STAY AND NO RETURN WITHIN 2 HOURS**

Constable Crescent, Fountayne Road and High Cross Road

SCHEDULE 5**PERMIT ELIGIBILITY**

Constable Crescent, Fountayne Road, Hale Gardens, High Cross Road and Markfield Road

Appendix II

17 January 2020

Statutory Consultation

Residents Views on a Controlled Parking Zone (CPZ) Extension Seven Sisters Area

Dear Resident or Business,

You may recall that we consulted residents in the Seven Sisters area in July 2019 asking your views on current parking conditions in your area. Consultation questionnaires were delivered to all properties within the boundary on the attached plan with a closing date of Wednesday 21 August 2019. We received a good response to the consultation and on behalf of the Council, I would like to thank all those who took the time to have their say and make their views known

Consultation feedback

In total 552 consultation documents were distributed of which the Council received 99 responses, representing a 18% response rate. The results were divided in three categories which include, Public Highway, Private Estate and Business. Of the 20 valid responses from residents living in roads forming the public highway, 55% (11) supported the introduction of parking controls, with 20% (4) against and 25% (5) had other views. A copy of the report detailing the feedback received is now available on the Parking consultations page of our website www.haringey.gov.uk.

Have your say

To enable any parking controls to be legally enforceable, we are required to carry out the formal statutory consultation. This is the legal part of the process and in addition to delivering consultation documents to all residents and businesses, public notices will be advertised in the local press, London Gazette and in the local area.

The legal notice will be advertised on Wednesday 15th January 2020 and provides a 21-day consultation period for interested parties to make representation regarding our proposal to implement parking controls. The closing date for comments is Wednesday 5th February 2020. You should note that statutory consultation differs from informal public consultation in that any interested party can make representations. Responses are also analysed according to the comments made, rather than based on "Yes/No" responses.

We are proposing to extend the existing Seven Sisters CPZ into High Cross Road Estate, Fountayne Road, Constable Crescent and Markfield Road. The operational hours of the controls will be

Monday – Saturday, 8 am – 6.30 pm as part of Seven Sisters (7S) CPZ.

It is to be noted that residents who live in a car free development will not be eligible to apply for parking permits to park in the Seven Sisters CPZ. Homes for Haringey residents will be eligible to apply for parking permits but will not have Seven Sisters parking restrictions installed on their road.

Please tell us what you think by emailing us at frontline.consultation@haringey.gov.uk or you can write to us at the address below. Please put Seven Sisters in your email header and send us your views by the closing date of 5 February 2020.

To make comments or a submissions please email us at frontline.consultation@haringey.gov.uk.

Alternatively, you can write to us at:

Haringey Council
Traffic Management
River Park House, 1st Floor
225 High Road
Wood Green
London N22 8HQ

Comments must be received no later than Wednesday 5th February 2020.

What Happens Next?

Your feedback will help inform us whether residents and other stakeholders in your road would like to be included in the Seven Sisters CPZ. Any comments or objections will be considered by the Cabinet Member for Neighbourhoods before a decision is made. If there are no valid objections to the proposals and a decision is made to proceed with the parking controls, we will then send you a further notice informing you when works will commence on site, when the scheme will come into effect and how to apply for a parking permit.

With thanks for your attention, we look forward to hearing from you.

Yours faithfully,

A handwritten signature in dark ink, appearing to be a stylized 'L' followed by a flourish.

Operations: Traffic Management

Appendix III

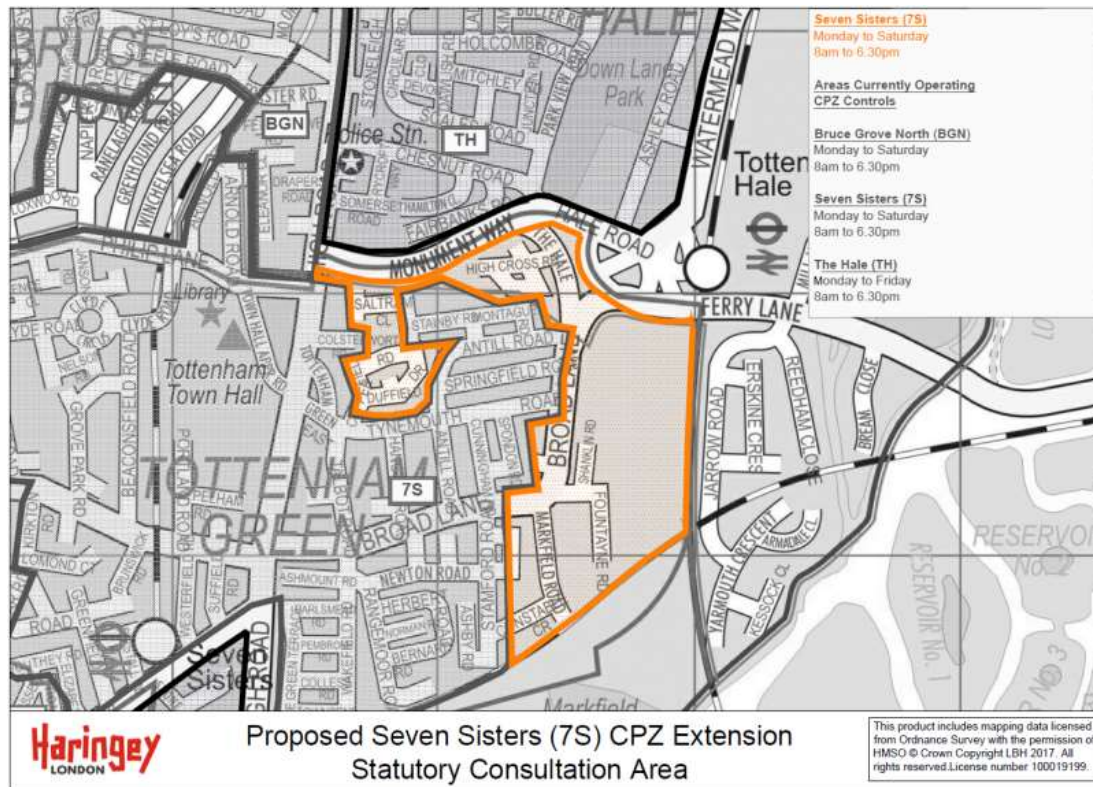
Statutory Consultation Analysis: Seven Sisters Controlled Parking Zone (CPZ) Proposed Extension

This statutory consultation is on the proposal to extend Seven Sisters CPZ to include a small number of additional roads – see plan on page 5 – comprising High Cross Road Estate, Fountayne Road, Constable Crescent and Markfield Road. The operational hours of the controls will be Monday – Saturday, 8 am – 6.30 pm as part of Seven Sisters (7S) CPZ.

Please note that parts of these roads listed above, and Duffield Drive are administered by Homes for Haringey, and Metropolitan Housing estates.

Support / Objections to Proposed CPZ extension – by Road

		Support or Object			
		Support		Object	
Name of road	High Cross Rd	9	90%	1	10%
	Duffield Drive	0	0%	2	100%
	Fountayne Rd	0	0%	2	100%
	Total	9	64%	5	36%



Reasons for Support / Objecting

Name of road	Support or Object	Reasons
High Cross Rd	Support	We're very excited to be making progress with this
High Cross Rd	Support	My family live on this road and it is extremely difficult for them to park as residents and for us to visit them. The use of this road for general parking by commuters accessing the tube/rail station and the abandoned vehicles cause significant stress and disruption as it becomes so difficult to carry out day to day activities when it is impossible to park safely or legally nearby. The lack of parking also makes it difficult for us to visit with our two small children; you may imagine how stressful it is to drive for several hours with toddlers and then not be able to park at the end! The introduction of parking controls on this estate would give great relief to all of us as it would simply bring back the access to parking for residents themselves and their guests. Thank you.
High Cross Rd	Support	I am aware of the ongoing stress and hindrance this is having on residents in the area who are affected by the lack of parking controls in this area, and it is having an effect on their day-to-day lives and around their plans and needs, with an anxiety of being unable to find parking outside of their own home. I would fully support parking restrictions and provisions being put in place for this area.
High Cross Rd	Support	I fully support the proposed parking controls for this area. I am a resident in High Cross Road N17 and will be very grateful if CPZ is enforced in my road as parking is a real problem for us. Thank you and kind regards

High Cross Rd	Support	<p>I would like to offer my support for the proposed extension of the Seven Sisters CPZ. I am a resident of High Cross Road and we have needed parking restrictions in place for years. As we are on the perimeter of the existing CPZ boundary we have a high volume of commuters and abandoned vehicles parked on our street making it extremely difficult for residents to park. Due to the works recently started on Ferry Island the number of abandoned vehicles (especially vans) has increased. It was noticeable that Ferry island car park (next to the Maplin and KFC) was a hotspot for abandoned vehicles and now it is closed it has added to the congestion on our street. At present there are at least 5 vehicles that have clearly been abandoned on High Cross Road and Hale Gardens. We also have a number of commuters parking their vehicles in the road during the week and using the tube to get further into London. I'm sure others will write to say how difficult parking is and I often see other residents waiting in their vehicles up to an hour waiting for a space to park. Parking is ridiculously difficult and becomes quite territorial. I work as a musician in the West End and at the moment I cannot use my car for other work in the daytime because I cannot guarantee I will be able to return home and park legally so I can get the tube into a show on time. I simply cannot be late for a performance so don't feel like I have an option at the moment. I'm a drummer/percussionist and I often need a car for work to transport large musical instruments around as public transport is unfeasible. Sometimes the parking at peak times (such as the school run or when the Chinese and African restaurants are open) is bordering on dangerous with multiple cars parked on the zig zag yellow lines or even on the pavements (having driven between bollards). The only suggestion I have in particular for our road if the CPZ was to be introduced would be to carefully think about the best allocation of bays. At the moment the available space doesn't seem to be used in the most productive way. I believe there are quite a few residents who are in Homes For Haringey flats and therefore will be eligible for both Homes For Haringey and CPZ permits. Currently the only spaces free during the day on our street are those designated for Home for Haringey residents. Either the tenants don't need the permits or don't want to purchase them. My flat is privately owned in a different property and so I am not eligible to purchase a permit from Homes for Haringey even though I would be happy to buy one. I personally think the simplest solution would be to make either of the permits valid in any available bay therefore utilising the existing bays more effectively and augmenting the spaces with new bays on the rest of the road. It seems unfair to offer some residents two parking permits and others one. I assume this would need cooperation between both parties but would ultimately make the most sense.</p>
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High Cross Rd	Support	I live on High Cross Road. I'm extremely interested in having the Seven Sisters CPZ and the High Cross Estate being included for parking permits. Basically, people just park on High Cross Road, use the train, and leave their cars there all day so people like me that live there can't park. I hope this helps with your decision and please keep me up to date on how it progresses.
High Cross Rd	Support	I am writing to express my support for the extension of the Seven Sisters controlled parking zone to cover the High Cross Road Estate. Myself, my family and my friends find it very difficult to park due to volume of commuters using the road to access the tube/rail station and due to abandoned vehicles. This has caused significant stress and disruption to my sisters' day to day life as they try to park legally and safely. Any assistance you could provide in resolving this matter would be greatly appreciated.

High Cross Rd	Support	<p>We also suffer a lot from customers of the Chinese restaurant and neighbouring bar on High Cross Road parking all over the pavements and parking illegally - quite literally abandoning their cars anywhere whilst using the facilities until the early hours of the morning (especially on Saturday and Sunday nights). This has meant that we often have to get up to move our vehicle to a proper parking space at 2am or 3am to ensure we are parked legally which is ruining our quality of life and causing a lot of stress. We fear parking tickets or our vehicle being removed what we find ways to park legally. Residents and commuters often end up double parked and the only way to get a car moved is if people honk the horn for ages until someone comes down from a neighbouring property - this often happens at 6am as people try to go to work and it's unbearable waking up local residents. The illegal parking also, on one occasion, stopped an emergency ambulance from getting near to a property to get to a patient so I fear of a repeat which, with a primary school at the end of the road is a grave concern. The road also comprises many high-rise flats and I would fear another Grenfell if firefights couldn't get up the street due to illegal parking. I note that you are recommending that Homes for Haringey residents be permitted to get permits under the new CPZ extension, I would however draw to your attention that these residents already have access to Homes For Haringey parking permits and they're already permitted to park on the private part of the high cross estate roads (which is quite extensive) - we as private residents on the street are not able to do so and as such I'm mindful that allowing them to have 2 types of permits, and us only 1, will leave us unfairly disadvantaged. For this reason, I'd therefore ask that this be given notable re-consideration. My partner is a musician on the west end (a drummer and percussionist) and is required to move heavy equipment for his job so that he can attend work. At present we fear moving the car in case we cannot get a space when he gets back - as such he only uses the car for emergencies and is often paying for taxis because of the adverse stress it places on us about finding parking legally if he moves it. The parking problem on our road (High Cross Road) impacts his ability to work and our income which makes life very hard. There is always extensive spare parking capacity on Stainby/Montague road and by being in the extended CPZ we could at least use this as necessary to ensure we are parked legally and safely. The parking controls are strongly needed, with the new Tottenham stadium and the 7 or 8 brand new high rise developments within a quarter of a mile of the High Cross estate that are bringing thousands of new local residents - the time is now to ensure proper infrastructure and controls are in place. I have been to see Counsellor Carroll in person in this regard and have been discussing this with Mr Jeposa and Mr Greville Percival as an ongoing discussion about the unique circumstances and challenges of the High Cross estate parking for the above reasons, for many years now.</p>
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		During this time, I've provided photographic evidence form all times of day and night and set up a local petition on this issue which I have shared with them previously. I'd be happy to reshare any such information again if helpful - please don't hesitate to ask. Again, I confirm my full support for the parking controls and CPZ extension
High Cross Rd	Support	support for the extension of the Seven Sisters CPZ to cover the High Cross Road Estate. My family find it very difficult to park due to commuters using the road to access the tube/rail station and due to abandoned vehicles. This has caused significant stress and disruption to their day to day life as they try to park legally and safely
High Cross Rd	Object	I am a director of the High Cross Management. The High Cross Centre is a private estate and we have no public land on out estate, therefore The CPZ cannot be extended on to the High Cross Centre. I have marked the boundaries of the estate with a dotted line on the attached drawing. I can only think that the map is marked incorrectly as High Cross Road Estate is not the High Cross centre Estate.
Duffield Drive	Object	Dear Sir or Madam, I have surveyed the residents of Duffield Drive and we have a 90% OBJECTION to the proposed new CPZ. You have not explained any of the associated tenants' costs, nor have we received any information from the freeholders of Tottenham Green estate (in our case Metropolitan Homes.) This was their response to me about the proposed scheme: <div style="text-align: right;">Thank-</div> you for your contact. I have not been able to make contact with the consultation team by phone. As a result, I have logged an enquiry reference No HC-1604135 with the local authority and will get back to you once I get a response.
Duffield Drive	Object	I previously replied online to the original consultation questionnaire, informing you that Metropolitan Housing already provide private parking controls. You currently cannot park on this estate without a parking permit; therefore, we do not have a parking issue that requires CPZ intervention. I therefore object to the CPZ extension, as it is double handling. This area has parking restrictions paid via our service charges, I therefore can see no reason why we now have to also pay Haringey to park on a private estate, that already has parking restrictions. I appreciate Haringey is trying to raise extra income, but this extra expense for permits that we do not require, would not be beneficial for the residents of this estate

Fountayne Rd	Object	My objections to this proposal stem from the following reasons: a) CPZ to the area would adversely impact the demographic of artists, creatives and businesses that both work and/or reside in the area who rely significantly upon non-permitted parking in the area. b) Local businesses as seen in various local community churches and 3 local car mechanics, film production companies, music recording studios, design studios, and artist studios deeply rely upon the non-permitted parking on the street for their diverse community and clientele. c) Multiple creative businesses and artists work and live on the road, varying from architects, industrial designers, fine artists, circus performers, professional musicians and recording studios that would significantly compromise their livelihoods and needs for the ins and outs of traffic. d) The financial cost of permits would adversely impact the businesses and creatives on Fountayne Road who work from here and require a more flexible system for parking. Hope to hear from you soon and that we can collaboratively and amicably work towards another option that does not put our community of creatives and businesses at risk and to eliminate this proposal for Controlled Parking Zone extension in the area for the present and hopeful future. Thank you for your time and considering these important concerns.
Fountayne Rd	Object	I'd like to express my objection to this new proposed controlled parking zone on Fountayne Road and surroundings. I believe this will affect local freelancers and businesses who have regular clients, delivery and various visitors coming in and out by transport or by car. I would like to see another option exclusively for residents and/or businesses nearby.
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