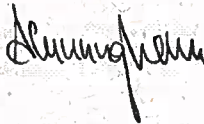


**Item number:**

**Title:** Report of statutory consultation into extending The Hale CPZ

**Report authorised by:** Head of Operations:



**Cabinet Member for Neighbourhoods:**



**Lead Officer:** Jack Jerrom, River Park House, 1<sup>st</sup> Floor, N22 7TR,  
[jack.jerrom@haringey.gov.uk](mailto:jack.jerrom@haringey.gov.uk), 020 8489 1082

**Ward(s) affected:** Tottenham Hale

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





## **1.1 Purpose**

- 1.1 To report the feedback from the statutory consultation carried out in March 2019 for the extension of The Hale Controlled Parking Zone (CPZ). The report will set out officers' responses to the representations received during statutory consultation and provide clear recommendations on whether parking controls should be extended.
- 1.2 To seek approval to proceed with the recommendations as set out in section 9 of this report.

## **2.1 Background**

- 2.2 In line with the London transport strategy, and in response to numerous requests by residents, various CPZs within the borough are being reviewed to ascertain whether amendments to the existing CPZ boundaries are required and supported.
- 2.3 One of these amendments includes a proposed extension of the boundaries of The Hale CPZ into Ashley Road, Somerset Road, Rycroft Way and Chesnut Road. WSP is assisting Haringey Council with the review of The Hale CPZ.
- 2.4 The Hale CPZ is situated in Tottenham Hale. This CPZ incorporates a large number of businesses and fewer residential areas than other CPZs in Haringey. Key locations within the area include Tottenham Hale Overground and Underground stations, Tottenham Police Station and Welbourne Primary School. It currently operates Monday to Friday - 8.30 am to 6.30 pm and during longer hours on event days. The extension has been proposed as a result of increased parking congestion in roads close to the existing CPZ boundary and also follows numerous requests from local residents for an extension.
- 2.5 We carried out a statutory consultation in March 2019. Around 200 letters and feedback forms were sent to consultees. Eight responses were received from seven different respondents. There were no clear declarations of support for the proposed extension and two outright objections.
- 2.6 Throughout the responses there was also several suggestions regarding amendments to other existing CPZs. These have been addressed as recommendations in section 9.

## **3.1 Statutory consultation**

- 3.2 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 / implementing parking controls.



- 3.3 In summary, before making an order to modify / 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.
- 3.4 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.
- 3.5 Before making the relevant Traffic Management Orders, the Council must consider all representations submitted in response to the statutory consultation.
- 3.6 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. At this time, 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.
- 3.7 The Council conducted statutory consultation from 8 March to 29 March 2019. Letters and feedback forms were delivered to all properties in the proposed extension area (as listed in paragraph 2.3). The statutory consultation document outlined the proposal to extend The Hale CPZ and invited recipients to put forward their views on the proposal. A copy of the document can be found in Appendix I.

#### **4.1 Representations received during Statutory Consultation**

- 4.2 A total of eight representations were received during the statutory consultation period. Of these, three responses were from residents of Chesnut Road and the remaining five responses were from residents outside the proposed extension area (The Hale Village, High Cross Road).
- 4.3 No respondents clearly stated their support for the proposal while two responses (from outside the proposed extension area) clearly stated their formal objection. The remaining six expressed concerns or requested amendments to the proposals and these responses are considered neutral towards the proposed CPZ extension. A summary of the consultation feedback received can be found in Appendix II.
- 4.4 The representations are summarised and addressed below:



- 4.5 **Objection (non-residents):** Residents of The Hale Village object to the proposed changes as it means they will no longer be able to park in Ashley Road. Several residents of The Hale Village and High Cross Road described their reliance on parking in Ashley Road which would no longer be possible if the CPZ was extended.

**Council response:** We recognise that demand for parking availability, particularly in Ashley Road is high. The aim of this extension is to make it easier for residents of Ashley Road, Somerset Road, Rycroft Way and Chesnut Road to park, although we understand that we may need to review the situation for residents of The Hale Village and High Cross Road. We will continue to monitor and review the parking availability in the surrounding area, particularly with regards to the parking availability in High Cross Road and the Hale Village.

- 4.6 **Representation (non-residents):** Request for High Cross Road to be included within Seven Sisters CPZ. Request for residents of High Cross Road (in privately owned accommodation) to be permitted to park on adjacent streets (Anthill Road, Stainby Road and Montague Road) as they are not eligible for a Homes for Haringey parking permit.

**Council response:**

We will review the parking difficulties faced by residents in these areas with a view to finding a solution which is effective for residents and businesses in these areas.

- 4.7 **Representation (resident):** Query about whether Chesnut Road and Tamar Way could be included in the Homes for Haringey estate parking scheme rather than the CPZ as Hamilton Close / Rycroft Way car parks are closer to the resident's home than the on-street parking.

**Council response:** For those whose residences fall within a specific CPZ, they will need to apply for the relevant parking permit and adhere to the rules of this CPZ. The Homes for Haringey estate parking scheme is available to those who live on an estate which has an estate-controlled parking zone.

Further details on eligibility for this scheme can be found at:

<https://www.homesforharingey.org/your-neighbourhood/parking>

- 4.8 **Representation (resident):** Concern about possible impact on customers and business [The Volunteer Public House]

**Council response:** Our aim is to provide an effective service for both residents and businesses alike. Residents will be eligible to purchase a resident parking permit which you can apply for through the Council. You may also be eligible to purchase a business permit. Pay by phone parking will be available in the local area for customers wishing to park during the CPZ operational hours.



Overall we are encouraging those who live and work in the borough to use sustainable transport where available. The Volunteer public house is within close proximity to Tottenham Hale Station and local bus services and as such it is felt that visitors to The Volunteer have a variety of transport options available.

## **5.1 Chief Finance Officer Comments**

- 5.2 Provision for the implementation of the proposed measures to the CPZ was made in the Parking Plan capital budget for 2018/19. Other costs around consultation can be contained within existing budgets.

## **6.1 Traffic Management Order process**

- 6.2 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.
- 6.3 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
- 6.4 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.
- 6.5 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
- 6.6 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.

## **7.1 Comments of the Assistant Director of Corporate Governance**

**7.2** 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.

## **8.1 Summary**

**8.2** Of the 200 letters distributed, just eight responses were received during statutory consultation. Of these, 3 responses were from residents of Chesnut Road and the remaining five responses were from residents outside the proposed extension area (The Hale Village, High Cross Road) who stand to be affected by the proposed changes.

**8.3** None of the responses stated support for the proposed extension. There were two formal objections, both from residents outside the proposed extension area. The remaining responses raised queries and concerns which have been addressed in section 4 above.

**8.4** CPZs help reduce commuter parking and the problems associated with traffic such as pollution and poor air quality by prioritising parking for local residents and their visitors. They also help encourage more sustainable forms of transport and are proven to be one of the most effective means to reduce congestion.

**8.5** A Safer Haringey - Better parking management through the use of delineated parking bays and yellow lines means less obstructive and dangerous parking, especially at junctions. This in turn improves road safety. This provides a very serious risk to the council through insurance claims, resident perception and most importantly safety. Also, the introduction of CPZs has shown to reduce occurrences of ASB such as littering as residents have reported that commuters would often drop litter but as soon as the parking controls are implemented this stops.



8.6 The recommendations as set out in this report are in accordance with Section 3.3.3 of the Local Implementation Plan part of which states:

8.7 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.

8.8 The introduction of CPZs is also in line with the Council's recently agreed Transport Strategy and supports 'aims' 3) An improved air quality and a reduction in carbon emissions from transport and 4) A well maintained road network that is less congested and safer.

#### **9.1 Recommendations**

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

9.3 Note the feedback from the consultation as set out in this report.

9.4 Approve the extension of The Hale CPZ boundary to include Ashley Road, Somerset Road, Rycroft Way and Chesnut Road to operate 8.30 am to 6.30 pm Monday to Friday and during longer hours on event days.

9.5 Approve that, in addition to the roads listed in paragraph 9.4 above, eligibility to purchase permits to park in The Hale CPZ be extended to include High Cross Road and The Hale Village.

9.6 Review the boundaries of the Seven Sisters CPZ with a view to possibly extending it to include High Cross Road and The Hale Village

9.7 Approve that residents and businesses be informed of this decision.



# APPENDIX I

## Consultation document

### Operations

Ann Cunningham: Head of Operations



25 February 2019

### Statutory Notification

#### Proposed Extension of The Hale Controlled Parking Zone (CPZ)

Dear Resident or Business,

We are aware of increased parking congestion in roads close to the CPZ boundary and following numerous requests from residents, we propose extending The Hale CPZ to include the following roads:

- Ashley Road
- Somerset Road
- Rycroft Way
- Chestnut Road

The current operating days and hours of this CPZ are **Monday to Friday 8:30 am to 6:30 pm**. You can find further information about our proposal for The Hale CPZ via the link below:  
<https://www.haringey.gov.uk/parking-roads-and-travel/parking/parking-consultations>

Further detailed information on CPZ controls in Haringey is available on our website:  
<http://www.haringey.gov.uk/parking-roads-and-travel/parking/controlled-parking-zones-cpzs>

Statutory Notification is the formal legal process which includes advertising a public notice in the local press, London Gazette and in the local area to inform the community of the Council's intention to extend parking controls. The notice will be advertised on **5 March 2019** and there will be a 21-day consultation period for any interested parties to make representations – including objections to the proposal.

If you wish to make submissions or comments, please email us at [frontline.consultation@haringey.gov.uk](mailto:frontline.consultation@haringey.gov.uk) or write to us at the address below. If you wish to object to the proposal please give reasons. The closing date for comments is **26 March 2019**.

Your feedback will confirm the level of demand for these roads to be included in this CPZ. Any comments or objections will be formally considered before a final decision is made. If there are no valid objections to the proposals, we will send out a works notice with further information.

Thank you for your attention

Yours faithfully



# APPENDIX II

## Consultation Feedback



# Haringey Council:

## The Hale Controlled Parking Zone: Proposed extension

### Consultation Feedback report

- 1.1. As part of this process, Haringey Council carried out a statutory consultation on the proposed changes to the CPZ. The aim of the consultation was to gauge levels of support for the proposal and to allow consulted parties the opportunity to provide feedback.
- 1.2. The consultation period ran from 21 March to 11 April 2019. During this time, 100 responses were received. These all took the form of an email or letter. The majority of responses were received via email.
- 1.3. The consultation period ran for 21 days, starting on Monday 21 March and finishing on Friday 11 April. During this time, 100 responses were received. These all took the form of an email or letter. The majority of responses were received via email.
- 1.4. The consultation period also provided an email or postal feedback form. The aim of the consultation was to gauge levels of support for the proposal and to allow consulted parties the opportunity to provide feedback.
- 1.5. As part of the consultation process, Ward Councilors have been kept informed of feedback received.
- 1.6. The consultation period ran for 21 days, starting on Monday 21 March and finishing on Friday 11 April. During this time, 100 responses were received. These all took the form of an email or letter. The majority of responses were received via email.
- 1.7. The consultation period also provided an email or postal feedback form. The aim of the consultation was to gauge levels of support for the proposal and to allow consulted parties the opportunity to provide feedback.
- 1.8. The consultation period also provided an email or postal feedback form. The aim of the consultation was to gauge levels of support for the proposal and to allow consulted parties the opportunity to provide feedback.

APRIL 2019



## 1 Consultation overview

- 1.1 Statutory Notification is the formal legal process which includes advertising a public notice in the local press and in the local area to inform the community of the Council's intention to extend parking controls.
- 1.2 As part of this process, Haringey Council carried out a statutory consultation on the proposed changes to the CPZ. The aim of the consultation was to gauge levels of support for the proposal and to allow consultees the opportunity to provide feedback.

### **THE CONSULTATION PROCESS**

- 1.3 Letters and feedback forms were sent to residents of Ashley Road, Somerset Road, Rycroft Way and Chesnut Road. The information sent out included a basic design of the CPZ extension, with a more detailed design provided on Haringey's website. A copy of the letter sent to stakeholders can be found in Appendix I.
- 1.4 The statutory consultation letter also provided an email address, a feedback form and a return envelope to encourage stakeholders to respond to the CPZ proposals and give the opportunity to provide additional comments.
- 1.5 As part of the consultation process, Ward Councillors have been kept informed of feedback received.
- 1.6 The consultation period ran for 21 days, starting on Monday 8 March and finishing on Friday 29 March. During this time eight responses were received. These all took the form of emails rather than completed feedback forms.

### **ADVERTISING THE CONSULTATION**

- 1.7 Prior to the start of consultation, the proposals were advertised in the Enfield Independent and London Gazette, detailing the 21-day notice period required by permanent schemes.
- 1.8 This was followed by a Traffic Management Order of the proposed changes which was drafted by the council. This notice was then uploaded to Haringey Council's website.



2 **Analysis methodology**

2.1 Following the end of the consultation period on 29 March 2019, all responses received as part of the advertised statutory consultation were reviewed to ascertain the levels of support for and opposition to the proposed CPZ extension and any recurring areas of comment.

2.2 As there were no feedback forms received, analysis has been based on the comments and responses provided by consultees through emails.

**CODING**

2.3 To carry out this analysis, the free text comments were 'coded'. Coding involves the use of either alphabetical or numerical codes in order to tally how many times a particular issue or theme occurs in the responses received. The codes are then quantitatively analysed to determine the most frequently occurring themes.

### 3 Summary of responses

#### **OVERALL RESPONSE RATE**

- 3.1 In total, eight responses were received, all in the form of emails, from seven individual consultees. Haringey Council issued 200 consultation letters and feedback forms as part of the statutory consultation. It appears that five of the eight responses received were from residents who do not live within the proposed CPZ extension, meaning just three responses came from those within the proposed extension zone. This is equivalent to a response rate of less than 2%.
- 3.2 More specifically, the breakdown of responses is as follows:
- The Hale Village: 2 responses
  - High Cross Road: 3 responses
  - Chesnut Road: 3 responses (from 2 individuals).
- 3.3 The low proportion of responses could be due to this CPZ containing a higher number of businesses than other Controlled Parking Zones.

#### **SUMMARY: SUPPORT, OBJECTION AND NEUTRAL RESPONSES**

- 3.4 As no feedback forms were received in response to the consultation, there is no overall statistical data to show whether the proposals are formally supported or objected. However, an analysis of the responses received and the key themes included has been carried out and the findings are presented below.
- 3.5 No respondents clearly stated their support for the proposal. Two responses clearly stated their formal objection, while the remaining six expressed concerns or requested amendments to the proposals. These responses are considered neutral towards the proposed CPZ extension. To summarise:
- Formal support: 0 responses
  - Formal objections: 2 responses (from residents of The Hale village)
  - Neutral responses: 3 requests for inclusion of High Cross Road in CPZ and 3 queries about the Chesnut Road extension (from 2 individuals).

#### **REASONS FOR OBJECTION**

- 3.6 **Lack of available parking for residents of The Hale village:** Two respondents stated that they currently park in Ashley Road due to a lack of parking available for residents of The Hale village. They feel that by including Ashley Road in The Hale CPZ, residents of The Hale village will be unfairly disadvantaged.

#### **REASONS FOR NEUTRAL OPINION**

- 3.7 **Lack of available parking for residents of High Cross Road:** Three residents of High Cross Road stated that they currently park on Ashley Road as there is insufficient parking on High Cross Road. One respondent mentioned that non-residents and commuters parking for extended periods of time adds to the problem. They requested that High Cross Road is included within the Seven Sisters CPZ. Respondents highlighted that they have made various requests to Haringey Council about this issue, including a petition.
- 3.8 It should be noted that neither The Hale nor High Cross Road fall within the existing or proposed extension to the Hale CPZ. However, five out of eight responses were



from residents of these two areas who have responded because they currently park on streets within the proposed extension area and are likely to be affected by the proposals.

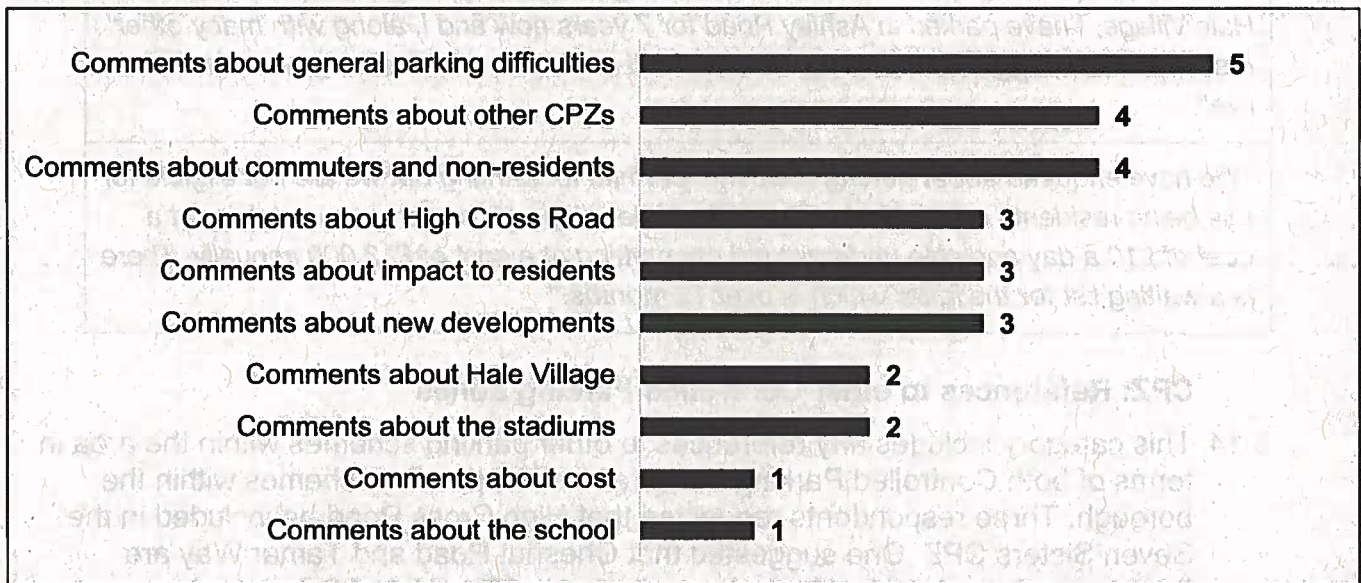
3.9 The remaining three responses came from two different residents/ business owners on Chesnut Road (one resident submitted two separate responses). These respondents did not specifically express their objection to the proposed extension, and are considered to be neutral. They expressed the following queries:

- Whether residents of the even numbered properties on Chesnut Road can continue to use the Hamilton Close / Rycroft Way car parks (as they are situated much closer to their homes than the on-street spaces in Chesnut Road)
- Whether Chesnut Road and Tamar Way could be made part of the estate parking scheme rather than The Hale CPZ
- How Haringey Council will help support business owners in terms of providing for customer and resident parking if the CPZ is extended.

**KEY THEMES**

3.10 The eight consultation responses were reviewed and a total of 43 individual comments identified. Recurring comments have been coded into key themes, as shown in Figure 2. The graph shows the total number of times that each theme was mentioned across the eight responses.

**Figure 2: Common themes**



**General difficulties with parking**

3.11 This theme incorporated references to current parking difficulties, which was the most commonly recurring theme. Examples of these comments include the following:

*“Both I and other residents have had tough times in managing to park our cars. I have personally waited for between 2 to 3 hours late at night for a parking space and other*



*residents have had to park in the pay and display car park opposite Black Horse Road and travel back by the underground station”*

*“Parking has always been very difficult in the street and is continually getting increasingly congested.”*

*“I have parked in Ashley Road for 7 years now and I, along with many other residents will struggle with parking as there isn’t anywhere else available near where we live.”*

- 3.12 As we received no declarations of support from respondents, these comments are an indication of both the issues experienced as a result of the current parking situation as well as the potential issues for residents outside of the CPZ who currently park in Ashley Road.

#### **The local area: References to High Cross Road and Hale Village**

- 3.13 Of the eight responses received, five made reference to Hale Village or High Cross Road. Residents fear that the parking difficulties they currently experience will be exacerbated by the proposed CPZ extension. Examples of these references are provided below. The focus appears to be the lack of provision of parking for residents of these areas and the high demand for car parking.

*“We received notice that you will be restricting parking on Ashley Road, this is the only close road available to us as you do not provide parking permits for High Cross Road.”*

*“I strongly object with this new intervention being put in place because as a resident of Hale Village, I have parked in Ashley Road for 7 years now and I, along with many other residents will struggle with parking as there isn’t anywhere else available near where we live”*

*“We have enquired about getting residents permits for parking but we are not eligible for this being residents on the Hale village. The Hale village offers above car parking at a cost of £10 a day and also underground car parking at a cost of £12,000 annually. There is a waiting list for the latter which is over 12 months.”*

#### **CPZ: References to other Controlled Parking Zones**

- 3.14 This category includes any references to other parking schemes within the area in terms of both Controlled Parking Zones and other parking schemes within the borough. Three respondents requested that High Cross Road be included in the Seven Sisters CPZ. One suggested that Chesnut Road and Tamar Way are included in the estate parking scheme instead of The Hale CPZ.

*“In the past we have had online petitions and have provided multiple pieces of evidence for High Cross Road to be included in the Seven Sisters CPZ”*

*“We are happy to pay for parking and desperately want to be permitted, as a resident of High Cross Road, to be able to buy a permit to park on the adjacent streets / for High Cross Road to be incorporated within the neighbouring CPZ of Seven Sisters.”*

*“Since Chesnut Road and Rycroft Way are fronted by homes which are eligible for an estate parking scheme, why not make Chesnut Road and Tamar Way part of this scheme and not in the CPZ?”*



### **Residents: Impact on residents**

3.15 This category comprises references to the impact of current parking difficulties on residents, in particular commuter parking.

*"Many people abandon vehicles on our road or park as commuters to the Tube station, stopping us as residents from parking"*

*"I would appreciate it if you do not go forth with the new restrictions as it'll cause inconvenience to many families including my own."*

*"We currently have a high number of commuters and non residents parking for extended periods of time (as well as abandoned vehicles) in High Cross Road which makes parking for residents and business users almost impossible"*

3.16 Several respondents also mentioned that visitors to the Arsenal and White Hart Lane stadiums put additional pressure on parking. They also expressed concerns about the level of development currently taking place in the borough and queried how parking will be managed in light of these new developments.

#### **4 Summary and conclusion**

- 4.1** Eight responses to the consultation were received, from seven individuals. Five of the responses were from non-residents (i.e. those outside the proposed extension area). Three responses were from two different residents of Chesnut Road.
- 4.2** Overall, no consultees declared direct support for the proposals. Two responses (from residents of The Hale Village) formally declared an objection to the proposals. The remaining six expressed concerns about or requested amendments to the proposals and are considered neutral towards the proposed CPZ extension.
- 4.3** The main reason for objection was parking availability for residents of The Hale Village, who currently rely on being able to park in Ashley Road. Though they did not formally object to the proposals, residents of High Cross Road also described their current parking difficulties and their reliance on Ashley Road for parking. They requested that High Cross Road be incorporated into the Seven Sisters CPZ or be permitted to park in surrounding streets (Anthill Road, Stainby Road and Montague Road).
- 4.4** Respondents also mentioned included the difficulties experienced by residents as a result of commuter parking and visitors to the Arsenal and White Hart Lane stadiums. They also expressed concern over the level of development currently taking place in the borough and how parking will be managed in light of these new developments.



## 5 Recommendations

### **Controlled parking zones review**

- 5.1 Three respondents indicated that they would like to see High Cross Road included within the Seven Sisters CPZ, particularly if they will no longer be able to park in Ashley Road once The Hale CPZ is extended. This issue also affects residents of The Hale village, where residents advised that there is a 12 month waiting list for underground parking for residents at a cost of £12,000 per year. It is recommended that Haringey Council reviews the Seven Sisters CPZ and other CPZs in the surrounding area to ensure that the zones are well integrated and working efficiently for all residents prior to progressing with The Hale CPZ extension. Alternatively, residents of The Hale Village and High Cross Road who are not eligible for Homes for Haringey parking permits could be permitted to park in The Hale CPZ.

### **Permits**

- 5.2 To address the concern from the business owner who responded to the consultation, Haringey Council must communicate the range of permits on offer and consider how best the needs of a public house can be accommodated.

### **Future communications**

- 5.3 It would be advisable to communicate the outcomes of this consultation with stakeholders and to provide a timeline to show the process of the extension proposal.

