

Report for: Record of Decision Taken Under Delegated Authority

Item number:

Title: Report of an informal consultation into extending the Seven Sisters CPZ

Report authorised by: Head of Operations:



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

1.1 Purpose

- 1.2 To report on the feedback received during the informal public consultation process on the proposed extension of the Seven Sisters Controlled Parking Zone (CPZ).
- 1.3 The proposed extension considers unrestricted roads to the east of the existing Seven Sisters CPZ (highlighted in orange on the attached plan labelled **Appendix 1**). The roads engaged as part of this consultation were; Broad Lane, Colsterworth Road, Constable Crescent, Copperfield Drive, Duffield Drive, Fountayne Road, Hale Gardens, High Cross Road, Markfield Road, And Saltram Close
- 1.4 We seek approval to proceed with the recommendations as set out in section 9 of this report.

2.1 Background

- 2.2 The Seven Sisters CPZ was first introduced in July 1999, after an extensive consultation exercise undertaken in the winter of 1998. At that time the majority of those responding to the consultation were in support of parking controls to restrict long stay, commuter and non-residential parking.
- 2.3 Following the implementation of the CPZ, residents, businesses, commuters and visitors stopped parking in the newly restricted roads and moved east to the uncontrolled area of Seven Sisters, towards Tottenham Hale Train Station. We received numerous complaints / requests and subsequently, following the statutory consultation process an extension to the zone was introduced in 2007.
- 2.4 Currently there is a major regeneration program being delivered around the Tottenham Hale Station area. We've received complaints about increased traffic, congestion and increased pressure on the availability of parking. This was being attributed to construction workers using local roads to park their own vehicles, as well as general parking problems caused by non-residents, such as commuters.
- 2.5 Tottenham Hale, as part of the Upper Lea Valley regeneration plans, has been identified for 5,000 new homes and 4,000 new jobs with the goal of transforming the area into a new district centre. There are eight Car Free Developments as part of this regeneration program and if a CPZ is not in place, it will place tremendous parking pressure on the local community. Construction is already under way on the 16 sites in the area including Tottenham Station which will become the focal point of the area.
- 2.6 It was agreed that the Council would carry out an informal consultation in which we would ask residents and businesses within the area of the proposed extension, for their views on being included in an extension to the existing Seven Sisters CPZ.

3.1 Consultation Results

- 3.2 An informal consultation was conducted over a five-week period, which commenced on Monday 15 July 2019. Information letters, accompanied by a questionnaire and an area plan, were hand delivered to all properties within the area of the proposed CPZ area. An online version was also made available. See **Appendix 2** for consultation letter and questionnaire.
- 3.3 The consultation saw a response rate of 18% with 99 out of the 552 properties responding by the closing date of 21 August 2019.
- 3.4 The following is a summary of the response to the informal consultation. More detailed analysis is contained in **Appendix 3**.
- 3.5 When asked to 'tick the box to indicate whether you support or object to the proposed measures' (55%) 11 respondents living in roads forming the public highway, support the CPZ.
- 3.6 The results were divided in three categories which include, Public Highway, Private Estate and Business.

4.1 Representations received during Informal Consultation

- 4.2 It should be noted that the larger proportion of the consultation area comprised of commercial property and private estates. There were only four publicly maintained roads (public highway) out of the 16 roads consulted in the consultation area.
- 4.3 Private estates, including Homes for Haringey were consulted because should a CPZ be progressed, they would be eligible for permits. However, these estates offer their own parking spaces and their roads would not be included in the CPZ.
- 4.3 A summary of the comments received include:
- Respondents were happy with the current (private permit) parking arrangements. However, they often experience commuter parking in the area.
 - It was stated that a CPZ is needed on Hale Gardens and High Cross Road as non-residents park there to use the Underground. This means that there is never any parking for residents.
 - It was recorded that private parking permits only apply to 6pm so it is difficult to find space late at night. The respondent would be in favour of permits which would deal with this aspect.

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 2019/20.
- 5.3 Associated costs which includes community engagement, inventory of existing site conditions, design and implementation will be met from existing agreed budgets.
- 5.4 Annual running costs will be managed within existing agreed staffing arrangements and budgets.
- 5.5 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.

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 Consultation documents were distributed to all households/businesses within the area of the proposed scheme.
- 7.3 Any interested party can submit a representation regardless of where they live or work during the statutory notification period.
- 7.4 A translation service for the consultation document was available upon request; however, no such requests were received.
- 7.5 The introduction of parking controls will make it easier for those with Blue Badges to park and the introduction of yellow lines at junctions will improve accessibility.

8.1 Summary

- 8.2 The area to the east of the existing Seven Sisters CPZ is currently uncontrolled and suffers from parking displacement and non-essential commuter parking.
- 8.3 Complaints about the inability to park were also received from residents feeling that construction workers were taking up most of the on-street parking space.
- 8.4 To solve the issue of displacement parking and 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.
- 8.5 The response to the consultation showed that there was a clear support for controls from the respondents residing on publicly maintained roads (public highway).
- 8.6 The feedback clearly confirms the level of parking challenges as expressed from the complaints.

- 8.7 There are real concerns that the new developments will generate additional trips, which will result in increased traffic and additional demand on the availability of on-street parking.
- 8.8 The development works form part of a major regeneration project that will see 1,030 new homes being built and will become available for sale from 2020. Tottenham Hale Station provides excellent access to the city by both underground and overland public transportation.
- 8.9 Operational times were not included in this questionnaire because the consultation formed part of an CPZ extension. However, residents would have another opportunity to express their views, should we progress to the next stage of consultation which include a statutory consultation on a detailed design.
- 8.10 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.
- 8.11 Provided that businesses in the area meet the eligibility criteria to apply for parking permit and are able to provide evidence that the vehicle is essential to the successful operation of their business, then if the CPZ is extended, they will be entitled to park within the allocated bays within the zone.
- 8.12 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: 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.

9.1 **Recommendations**

- 9.2 It is recommended that the Cabinet Member for Neighbourhoods and Head of Operations approve the following:
- 9.1 Note the feedback from the informal consultation as set out in this report.
- 9.2 Undertake a statutory consultation on a proposal to introduce parking controls in all streets (excluding the ones on private estates and TfL roads) within the consultation area operating Monday to Saturday, 8am to 6.30pm as part of CPZ Seven Sisters (7S) and to make those controls permanent.

- 9.3 Identify roads where there is demand for parking spaces for Business Permit Holders
- 9.4 Inform residents/businesses in the area of the decision via letters being distributed throughout the area.

Appendix 1 - Map of Consultation Area

Appendix 2 – Public Consultation Documents

Appendix 3 – Data Analysis Report

Appendix 4 - Consultation Responses

APPENDIX 2

Consultation document

Operations

Ann Cunningham: Head of Operations



15 July 2019

Public Consultation

Roads outside Seven Sisters Controlled Parking Zone (CPZ)

Dear Resident or Business,

The council has received requests for parking controls to be applied to several roads close to Seven Sisters CPZ and we are therefore consulting residents in the 'uncontrolled' roads south of Monument Way and Ferry Lane to see if there is any wider demand for controls. Uncontrolled roads can often experience parking congestion especially if most roads in the area have CPZ controls.

The purpose of the consultation is to find out if you and other local residents are experiencing parking problem and whether you think there is a need for parking controls. If current parking arrangements are satisfactory, then no further action will be necessary. If there is demand for controls, then we will consult further on whether to extend Seven Sisters CPZ to include additional local roads

Please 'have your say' on your local parking conditions by completing the attached freepost feedback card. The closing date for receipt of views and comments is 19 August 2019. Summary information about controlled parking zones is included with this letter, and more detailed information on parking controls and charges can be found on our website.

Your feedback will tell us if there is a need to consider introducing parking controls. All views and comments will be examined in detail by parking engineers.

Thank you for your attention and we look forward to hearing from you.

Yours faithfully

A handwritten signature in black ink, appearing to be 'Ann Cunningham'.

Operations: Traffic Management

Operations
Level 1 South
River Park House
225 High Road, Wood Green
London N22 8HQ

020 8489 1000

www.haringey.gov.uk

Tell us what YOU think

We want to know what you think of our proposed project. Have your say by completing and returning this card to the Freepost address overleaf – no stamp required.

www.haringey.gov.uk

Q1 Please tell us the name of the project which you are commenting on:

Q2 Please tell us the house number and name of the road you live in:

(We will not publish personal information but we need to know which part of the road you live in)

Q3 Please tick the box to indicate whether you support or object to the proposed measures:

Support

Object

Other view

Q4 Please tell us about any suggestions or recommendations you may have:

**Accessible formats and translations
on 020 8489 6947.**

Haringey
LONDON

APPENDIX 3

Data Analysis Report

APPENDIX 4

Consultation Analysis

Operations: Traffic Management

Public Consultation

Seven Sisters Possible CPZ Extension

Analysis of Consultation Responses

Introduction. Copy of consultation letter distributed to all properties:

Operations

Ann Cunningham: Head of Operations



12 July 2019

Public Consultation

Roads outside Seven Sisters Controlled Parking Zone (CPZ)

Dear Resident or Business,

The council has received requests for parking controls to be applied to several roads close to Seven Sisters CPZ and we are therefore consulting residents in the 'uncontrolled' roads south of Monument Way and Ferry Lane to see if there is any wider demand for controls. Uncontrolled roads can often experience parking congestion especially if most roads in the area have CPZ controls.

The purpose of the consultation is to find out if you and other local residents are experiencing parking problem and whether you think there is a need for parking controls. If current parking arrangements are satisfactory, then no further action will be necessary. If there is demand for controls, then we will consult further on whether to extend Seven Sisters CPZ to include additional local roads. This CPZ currently operates Monday – Saturday 8am to 6.30pm.

Please 'have your say' on your local parking conditions by completing the attached freepost feedback card. The closing date for receipt of views and comments is 19 August 2019. Summary information about controlled parking zones is included with this letter, and more detailed information on parking controls and charges can be found on our website.

Your feedback will tell us if there is a need to consider introducing parking controls. All views and comments will be examined in detail by parking engineers. If there is demand, then a further consultation will be carried out before any decision is taken.

Consultation Response Rate: 18%

Consultation documents were delivered to 552 properties in the roads under consultation. Freepost feedback cards were enclosed to assist residents who wished to participate. A total of 99 responses were received. In percentage terms this represents a response rate of 18%

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2 Analysis

The area consulted is illustrated in table 1. It is located close to Tottenham Hale Underground and suburban rail station. There are numerous business premises in addition to residential properties (mainly flats). The majority of residential properties have estate allocated parking – some underground – and although the council has received a number of requests for CPZ controls; this is not an area where we would expect a great deal of demand, given that the majority of residents already have access to estate parking at low cost. However, the area has not been consulted for several years and the decision was taken to assess demand for CPZ parking controls and hear residents' views on parking issues in the area.

Table 1

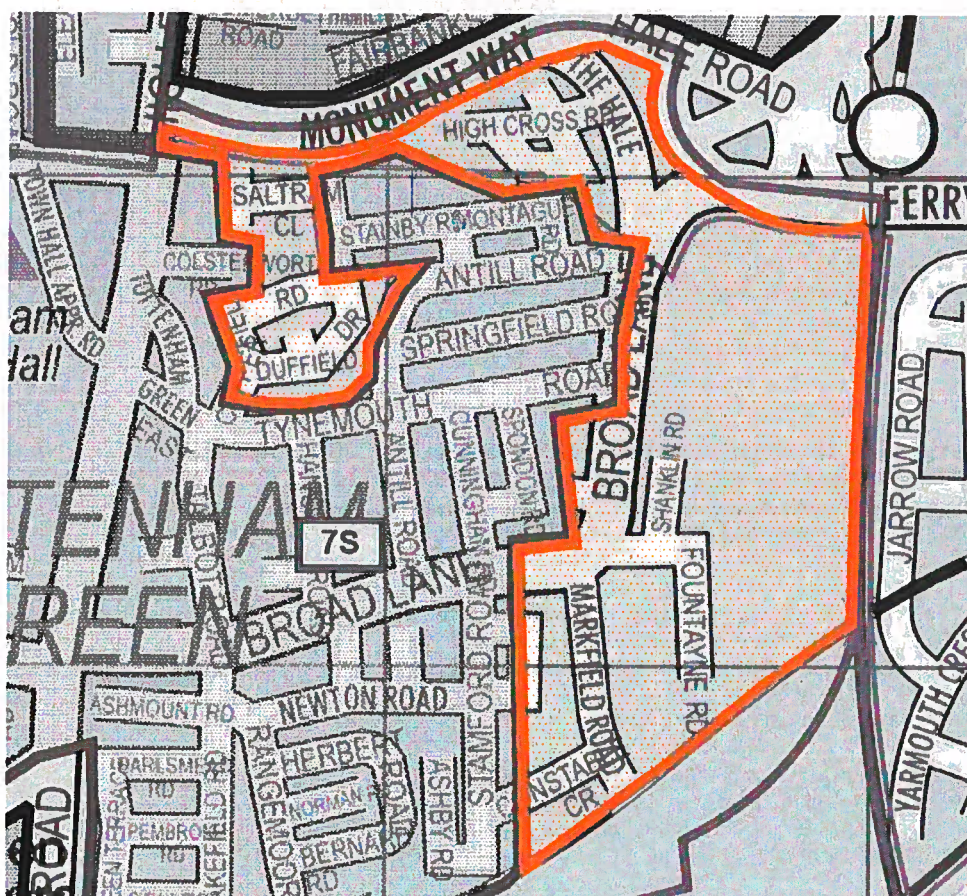


Table 2 (overleaf) shows the roads in the consultation area and apart from Hale Gardens, most roads have private estate and Homes for Haringey controlled parking. Estate parking controls traditionally have spaces allocated either free of charge or at lower cost than apply in CPZs.

Even when there is parking congestion in the private estates, few residents see much advantage offered by having a public Controlled Parking Zone such as Seven Sisters. Several estate residents have commented that they do not think a CPZ would help tackle parking congestion.

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Residents who support parking controls tend to be those with properties on the public highway.

Public roads without parking controls frequently attract non-local parking including commuters using Seven Sisters rail station. Many previous parking consultations in Haringey have also confirmed that residents of private housing estates - including Homes for Haringey – like to park any extra vehicles such as second cars, campers, and vans, for free on the public highway outside the housing estate. If CPZ controls are applied on public roads outside private housing estates, then it is invariably seen as restricting parking choice for the estate residents.

Table 2 shows the proportions of roads in terms of whether they are estate roads, business district roads, or residential (public highway) streets.

Table 2

	Public highway Count	Parking Estate allocated parking Count	Business Count
Broad Lane - Lee Court: 75	0	3	0
Colsterworth Rd: 22	0	5	0
Copperfield Drive: 88	0	11	0
Duffield Drive: 32	0	12	0
Fountayne Rd: 74 (business)	0	0	9
Hale Gardens: 36	16	0	0
High Cross Rd - Warren Court: 25	0	7	0
High Cross Road: 20	0	20	0
High Cross Rd - Rosecrest Ct: 30	0	1	0
High Cross Rd - Chalkley Ct: 25	0	1	0
Markfield Rd: 26	3	0	0
Saltram Close: 84	0	10	0
Constable Crescent: 5	1	0	0
Shanklin Rd: 10	0	0	0
Total	20	70	9

[Numbers by the road name indicate the quantity of properties in the road, or section of road

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Table 3. Hale Gardens and Markfield Road show significant support and these roads are part of the public highway. Other roads have private housing estate controls or are business rather than residential and so only have limited support for CPZ controls – as discussed above.

	Support or object?					
	Support		Object		Other view	
	Count	Row %	Count	Row %	Count	Row %
Broad Lane - Lee Court: 75	1	33%	2	67%	0	0%
Colsterworth Rd: 22	0	0%	4	80%	1	20%
Copperfield Drive: 88	1	9%	8	73%	2	18%
Duffield Drive: 32	0	0%	10	83%	2	17%
Fountayne Rd: 74 (business)	0	0%	9	100%	0	0%
Hale Gardens: 36	8	50%	3	19%	5	31%
High Cross Rd - Warren Court: 25	1	14%	5	71%	1	14%
High Cross Road: 20	6	30%	6	30%	8	40%
High Cross Rd - Rosecrest Ct: 30	1	100%	0	0%	0	0%
High Cross Rd - Chalkley Ct: 25	0	0%	1	100%	0	0%
Markfield Rd: 26	2	67%	1	33%	0	0%
Saltram Close: 84	1	10%	1	10%	8	80%
Constable Crescent: 5	1	100%	0	0%	0	0%
Shanklin Rd: 10	0	0%	0	0%	0	0%

Table 4 examines the views by road type.

Table 4

Summary of Support / Opposition by Type of Road

		Support or object?					
		Support		Object		Other view	
Road type		Count	Row %	Count	Row %	Count	Row %
Road type	Public highway	11	55%	4	20%	5	25%
	Estate allocated parking	11	16%	37	53%	22	31%
	Business	0	0%	9	100%	0	0%
	Total	22	22%	50	51%	27	27%

The public highway residential roads do support the extension of CPZ controls but the private housing estate residents, and businesses (which are located on Fountayne Road), are clearly opposed to parking controls.

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Private housing estate and Homes for Haringey residents are, understandably, not in favour of the introduction of CPZ controls not only because their estates already have their own controls but also because having uncontrolled roads outside the housing estates provides greater parking flexibility both for visitor parking and for households with several vehicles e.g. additional cars, camper vans.

Businesses generally do not welcome CPZ controls because of concerns that controls will inconvenience their customers and suppliers.

5. Comments grouped by road and whether in support or opposition to CPZ proposal

Road	Support or object?	Comments
Broad Lane - Lee Court: 75	Support	It won't affect me as my visitors use the retail park to shop and to visit me. My estate has residential parking, but I have some friends and neighbours who say a CPZ would be a benefit as too many people use the uncontrolled areas to park all day - thus preventing residents from finding space - esp in Saltram Close and Copperfield Drive. Other roads have parking issues with business staff taking up residents' spaces. Some businesses have borough wide permits but these tend to be short stayers, so they don't have much impact.
Broad Lane - Lee Court: 75	Object	
Broad Lane - Lee Court: 75	Object	Need free parking for when I have visitors
Colsterworth Rd: 22	Object	Support if Sundays included
Colsterworth Rd: 22	Object	Happy with current arrangements and I have free visitor permits
Colsterworth Rd: 22	Object	Parking for residents in Saltram Close is good as it stands. Extension of CPZ to include Sundays especially round Colsterworth Road to deal with the huge level of church traffic would be preferred.
Colsterworth Rd: 22	Object	We need more garages for our cars
Colsterworth Rd: 22	Other view	My daughter pays for a permit every month
Copperfield Drive: 88	Support	
Copperfield Drive: 88	Object	
Copperfield Drive: 88	Object	Happy with current private estate permit arrangement. Why would anyone want to pay Haringey Council an extortionate amount every year when our permits are cheap
Copperfield Drive: 88	Object	Happy with estate arrangements. However, we do often experience non local parking in the area

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Copperfield Drive: 88	Object	I signed a petition on behalf of the estate against Seven Sisters CPZ, because we're already privately controlled
Copperfield Drive: 88	Object	I think the current parking arrangements are fine and should remain. I have no issue with parking on the estate.
Copperfield Drive: 88	Object	Not affected because don't have a car. I get a free permit anyway.
Copperfield Drive: 88	Object	Parking is already controlled in this area by the various estates - managed by private parking companies. We have had no issues and do not experience any parking problems in the estate. Parking arrangements are all satisfactory.
Copperfield Drive: 88	Object	Strongly object as this is a private estate with its own controls. We have many people with disabilities who will not even be able to afford to park at their own home. Also we will not be able to afford the parking charges for much needed carers who come in daily. Our parking controls work very well for the residents.
Copperfield Drive: 88	Other view	Copperfield Drive is residents parking only, but so many people park here and in side streets to use 7 Sisters tube station. I'd like this to stop as it is a quiet estate with no traffic. With public transport, non-residents don't need parking in this area.
Copperfield Drive: 88	Other view	No car, but I would need visitor permits# if not too expensive
Duffield Drive: 32	Object	
Duffield Drive: 32	Object	
Duffield Drive: 32	Object	
Duffield Drive: 32	Object	Already have free estate resident parking, so I do not want any change
Duffield Drive: 32	Object	Already have free permit for estate parking
Duffield Drive: 32	Object	Don't have to pay for current permits, so do not want a CPZ extension
Duffield Drive: 32	Object	No need to change anything. We have a managed scheme and don't have any parking problems. We do not want a CPZ on Tottenham Green estate
Duffield Drive: 32	Object	This is not good. I am elderly and have family and friends visiting as well as carers and this would mean there will be nowhere for them to park, as I live on my own.
Duffield Drive: 32	Object	This is not needed. The current arrangement is working well. We are mainly disabled tenants, and this will isolate us more, and would cost us more
Duffield Drive: 32	Object	We get resident permits for free, so I object strongly to any change
Duffield Drive: 32	Other view	
Duffield Drive: 32	Other view	Don't have a car
Fountayne Rd: 74 (business)	Object	

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Foutayne Rd: 74 (business)	Object	
Foutayne Rd: 74 (business)	Object	
Foutayne Rd: 74 (business)	Object	
Foutayne Rd: 74 (business)	Object	I park car off road - within the unit area
Foutayne Rd: 74 (business)	Object	If there are no spaces available in the estate controlled private area, then we have to park outside
Foutayne Rd: 74 (business)	Object	Let anyone park where they want to
Foutayne Rd: 74 (business)	Object	This is a very 'open' and relaxed community. Restrictions would definitely hinder the general fluidity of people coming in and out. We have a Facebook page and have encouraged residents to join the group to send feedback
Foutayne Rd: 74 (business)	Object	This road should remain CPZ-free, as there are many businesses - including a car garage, and churches, who should not have to pay after being here for years. A CPZ would ruin the community spirit of Foutayne Rd. WE WILL NOT HAVE IT. Thank you.
Hale Gardens: 36	Support	
Hale Gardens: 36	Support	
Hale Gardens: 36	Support	As this is on an estate, I'd like it to be considered for an estate CPZ like the block on High Cross Rd. NB the DB outside 76 is no longer required, as the resident died in April and a new tenant has moved in.
Hale Gardens: 36	Support	Can't get a parking space at the moment
Hale Gardens: 36	Support	CPZ needed on Hale Gdns and High Cross Rd as non-residents park here to use the Underground. This means there is never any parking for residents!
Hale Gardens: 36	Support	Support because we can't get a parking space
Hale Gardens: 36	Support	Too many cars are being scratched. Needs security
Hale Gardens: 36	Support	Would be easier to park as I can't get space
Hale Gardens: 36	Object	Already have parking problems and I believe a CPZ would make it worse
Hale Gardens: 36	Object	I struggle to find a space as it is and a CPZ would cause more problems
Hale Gardens: 36	Object	I'm happy with parking as it is
Hale Gardens: 36	Other view	Don't have a car - not bothered
Hale Gardens: 36	Other view	No car.
Hale Gardens: 36	Other view	No car, so no view either way
Hale Gardens: 36	Other view	No view as we don't have a car

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Hale Gardens: 36	Other view	Would like the same CPZ as the opposite road i.e. the estate CPZ - not the extended Seven Sisters one. There is a DB still in force even though the resident has passed away.
High Cross Rd - Warren Court: 25	Support	I'm disabled and it's frustrating when my carer can't find a place to park
High Cross Rd - Warren Court: 25	Object	
High Cross Rd - Warren Court: 25	Object	
High Cross Rd - Warren Court: 25	Object	
High Cross Rd - Warren Court: 25	Object	I don't drive but not bothered that visitors can struggle to find spaces. I don't want to have to buy visitor permits.
High Cross Rd - Warren Court: 25	Object	I don't have a car but parked cars are annoying
High Cross Rd - Warren Court: 25	Other view	
High Cross Road: 20	Support	No car but would be happy to pay for permit tickets for visitors
High Cross Road: 20	Support	Private parking permits only apply to 6pm so it is difficult to find space late at night. In favour of permits which would deal with this.
High Cross Road: 20	Support	Strongly support inclusion of road in an extended CPZ area. We suffer from dumped vehicles and from commuters parking to use the tube. Bays lie empty in adjacent roads and being included in a CPZ would enable us to park safely. All other public roads nearby are double yellow line, so can't park
High Cross Road: 20	Support	Support if it would enable me to get space to park
High Cross Road: 20	Support	Too crowded with station cars commuters
High Cross Road: 20	Object	
High Cross Road: 20	Object	Don't have a problem with parking and I wouldn't be prepared to pay
High Cross Road: 20	Object	I'm happy with arrangements but would be interested in getting permit if not too expensive. We can park at present.
High Cross Road: 20	Support	In favour of estate permits as anyone can park here at the moment. Seven Sisters extension would make it worse
High Cross Road: 20	Object	Not good for shops (10 shops)
High Cross Road: 20	Object	Residential allocated permits needed instead of CPZ
High Cross Road: 20	Object	Residential permits needed instead of CPZ so I can park outside my own block

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High Cross Road: 20	Other view	
High Cross Road: 20	Other view	Don't have a car
High Cross Road: 20	Other view	Don't have a car, so no view either way
High Cross Road: 20	Other view	Have estate permit but often find non-local cars parked in the area
High Cross Road: 20	Other view	I already have free estate permit but sometimes problems arise on Sundays and after 6pm.
High Cross Road: 20	Other view	I work for St Mungo's supported living. Vulnerable women live here - not car owners - but support workers visit regularly and would need parking permits
High Cross Road: 20	Other view	No car and I don't care
High Cross Road: 20	Other view	Not worried. Can be annoying but I put up with it, Residential parking would be useful
High Cross Rd - Rosecrest Ct: 30	Support	How about installing some Bikehangars for local residents? This would make cycling more attractive and less risky.
High Cross Rd - Chalkley Ct: 25	Object	It's already a nightmare trying to get permits for guests. I'm in a new build which means we can never get permits for ourselves or visitors, so I don't want it made more difficult to park here.
Markfield Rd: 26	Object	
Markfield Rd: 26	Support	Fully support in Constable Crescent, but not in Markfield Rd
Markfield Rd: 26	Support	
Saltram Close: 84	Support	No car, so not affected either way
Saltram Close: 84	Object	[This resident was very rude - thought we were trying to evict her. Objected to everything!]
Saltram Close: 84	Other view	
Saltram Close: 84	Other view	
Saltram Close: 84	Other view	
Saltram Close: 84	Other view	No car
Saltram Close: 84	Other view	No car
Saltram Close: 84	Other view	No car
Saltram Close: 84	Other view	No opinion
Saltram Close: 84	Other view	Very problematic. I have to purchase 1 hour tickets to be able to park underneath the flats. No car anyway

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Constable Crescent: 5	Support	Businesses and others park in Constable Crescent. Also the Prius Centre aggressively monopolises many bays
99	99	99