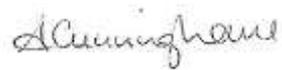


Report for: Record of Decision Taken Under Delegated Authority

Item number:

Title: Report on the outcome of the statutory consultation to introduce a Controlled Parking Zone in the South Tottenham area.

Report authorised by: Head of Operations:



Cabinet Member for Neighbourhoods:



Lead Officer: Evan Jeposa, River Park House, 1st Floor, N22 7TR,
evan.jeposa@haringey.gov.uk, 020 8489 5089

Ward(s) affected: Seven Sisters

Report for Key/
Non Key Decision: Non key decision

1.1 Purpose

- 1.2 To report the feedback received during the statutory consultation carried out in January 2020.
- 1.3 To summarise representations received during the statutory consultation in this report
- 1.4 Seek approval for the recommendations set out in section 10.

2.1 Background

- 2.2 Following the introduction of a number of CPZ in the Seven Sisters area, local residents have made requests for a similar scheme in the South Tottenham area.
- 2.3 Among the requests the council received a petition from a local community association reinforcing the need for controls in the area.
- 2.4 With such a high level of support the council proceeded to carry out an informal consultation with residents and businesses in the area. The consultation took place over a three week period in September 2019 with 372 out of the 1850 consulted responding by the closing date, which represents a 20% response rate.
- 2.5 As part of the consultation questionnaire participants were **asked 'Do you think there is a need for parking controls in your road?'**. The responses were as follows:
 - 55% (203) Yes
 - 41% (154) No
 - 4% (15) Don't Know
- 2.6 When asked **'If there is a need for controls, what operational days would you prefer?'**, the majority of respondents (126 – 34%) supported a Monday to Friday CPZ.
- 2.7 **When asked 'If you feel controls are needed, what operating hours would you prefer?'**, **'the majority** of respondents (146 - 39%) supported a preference for a shorter controlled period, i.e. 2 to 4 hours.

3.1 Statutory Consultation

- 3.2 To introduce parking controls and legally enforce their use, the council are required to enter a period of consultation known as a statutory consultation. This is the legal part of the process required before implementing parking controls.

- 3.3 Parking controls must be supported by a legal document known as a Traffic Management Order (TMO). Before this order can be made, or an existing order can be amended, we must advertise a notice of our intention. Notices must be advertised in the London Gazette and local press.
- 3.4 In addition to our legal requirements, notices will be placed along the roads concerned and we may distribute engagement material to residents. Ward Councillors will also be given advanced notification.
- 3.5 We are also required to provide notice to the following; 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.
- 3.6 There will then be a period of 21 days in which any interested party may make representations for or against that proposal. The Council are then required to consider all representations.
- 3.7 If we are satisfied all representations have been addressed, a Notice of Making will be published in the London Gazette and local press. This is to inform people that the parking restrictions and their operating times will become permanent and the date on which they are expected to come into operation. We may also distribute information to any properties in the area affected, providing details of the proposed changes, any works due to take place and other information such as how to apply for permits.
- 3.8 For this proposal the statutory consultation period took place between 15 January and 12 February 2020. Engagement documents were distributed to all properties within the boundaries of the area detailed in **Appendix I**. A copy of the engagement documents are contained in **Appendix II**.

4.1 Representations received during Statutory Consultation

- 4.2 The council distributed engagement documents to a total of 1850 properties. At the end of the consultation we received a total of 155 representations which represents an 8% response rate.
- 4.3 A summary of the submissions is as follows:
- 100 (65%) support a proposal
 - 49 (32%) opposed to the proposal
 - 6 (4%) have other views
- 4.4 Details of the representations received are contained in **Appendix III**.
- 4.5 During the first week of the consultation council officers met with a ward councillor and a local community association representative. The community

expressed concern that there had not been a two-hour option for a CPZ within the initial questionnaire. It was advised that the statutory consultation should run its course and wait for the feedback received during this time, before the council made a decision on how to proceed.

- 4.6 On 20 January 2020 council officers met with the ward councillor and the local community association representative. On this occasion the CPZ statutory consultation processes were discussed in greater detail, along with the advantages and disadvantages of a 1-hour CPZ. It was also suggested that if there were perceived levels of support for particular operating time period, then a petition may assist in finding a way forward.
- 4.7 During the consultation period the council received two separate petitions in support of parking measures from residents of Rostrevor Avenue.
- 4.8 The first petition contained 266 signatures from the local area requesting a 1-hour CPZ operating between 12noon and 1pm, Monday to Friday. There were 103 signatories contained within the petition who were from outside of the proposed area.
- 4.9 The second petition contained 220 signatures from the local area, requesting a 2-hour CPZ operating 10am to 12noon but did not specify operational days.
- 4.10 It is important to note that 27 households signed both petitions, therefore supporting both time periods. The table below shows a summary of the analysed petitions data:

Petition	Signatures
11am to 12 noon	266
10am to 12pm	220
Total signatures	486

- 4.11 103 people that signed the 11am to 12 noon petition lived outside the consultation area, and therefore the total number of residents supporting a 1 hour scheme is 136 (266 – 103). This indicates that the level of support for a 2 hour CPZ, operating 10am to 12noon exceeds that of a 1 hour controlled zone within the proposed CPZ area.
- 4.12 During the consultation the council received feedback that builders and contractors who come to work in the area have difficulties finding parking space to service properties. A CPZ reduces the likelihood of commuter parking activity, and therefore provides improved access for contractors to park as the kerbside is less congested.
- 4.13 As part of our engagement process we informed the London Borough of Hackney of our intention to introduce a CPZ. They have informed us that they have recently undertaken a parking stress survey and once this has been analysed a decision on a parking consultation will be made.

- 4.14 Further submissions requested the introduction of a 30 minute or 1 hour CPZ to resolve commuter parking. The minimum operational hours the council will consider is two hours.
- 4.15 Residents also wanted to know whether they could acquire permits at reduced costs. Our current permit costs are fixed regardless of operating times and periods. The exception to this is low emission vehicles and electric vehicles permits. These are offered at a lower cost are intended to promote the uptake of cleaner vehicles.
- 4.16 The council received a request on whether the proposed South Tottenham CPZ could be incorporated into an adjacent zone. This would not be viable as the Department for Transport recommends that zones should be no greater than 30 roads.
- 4.17 A resident that is situated within a Homes for Haringey estate asked if they were eligible to park within a CPZ. Homes for Haringey residents are included **within our consultation so that they are aware of the council's intention to introduce parking measures.** Should parking measures be introduced they are entitled to apply for permits.
- 4.18 The council received a request to have temporary controls during Jewish Festivals and the response was that this would require a separate application for a special event temporary traffic order.
- 4.19 A respondent representing older people within the community stated that they are not in favour of the proposed CPZ, citing that the controls would create difficulties for friends and family to visit. The respondent went on to question the validity of the consultation due to the response rate of 20%. The **council's current** policy states;

'The council normally achieves a response rate of between 10% and 20% to parking consultations. A response rate below 10% is deemed inconclusive and a scheme will not be progressed without further engagement with the community'.

As the CPZ consultation exceeded the minimum of 10% threshold it has been progressed in collaboration with the community and full approval of local ward councillors.

5.1 Submissions and Objections to the Proposals

Comment 1

It is an excuse to make money and drive out long standing residents.

Officer Comments

Historically the council has received numerous ongoing concerns and complaints about on-street parking problems, in addition to requests for parking controls in the South Tottenham area.

In response to those requests the council undertook an initial area wide consultation in September 2019. Residents and businesses were invited to comment on their current parking problems and if they were in favour of having parking controls introduced.

55% of those taking part in the initial consultation (203 respondents) and 65% (100) of the later statutory consultation, indicated they were in support of parking controls. This clearly demonstrates that those who responded to both consultations feel that there are parking problems that need to be addressed. By taking forward these proposals, the council is seeking to address many of the on-street parking problems that are currently being experienced.

Comment 2

Parking controls not needed.

Officer Comments

The initial area wide consultation that was carried out in September 2019 came as a result of requests by residents expressing their need for parking controls.

As shown in section 2 of this report, 55% (203) of the responses the council received during the consultation expressed their support for parking controls to be introduced.

Comment 3

The CPZ would stop family and friends from visiting.

Officer Comments

The introduction of a CPZ will help to reduce unnecessary car ownership, prevent people from outside of the area from parking and provides improved opportunities for residents and visitors to park close to their homes.

All residents within the CPZ area are entitled to apply for visitor permits which their friends and family can display in their vehicles to park in any of the permit holder parking bays.

Comment 4

Change part of Craven Park Road into a one-way system as it would improve road safety as well as inconvenience commuters.

Officer Comments

Traffic Management schemes are assessed on an annual basis and would need to meet required criteria. Your request has been forwarded to the Traffic Management Team who will investigate the matter.

Comment 5

Provision of cycle hangers should be included within this plan.

Officer Comment

Cycle hangers are assessed separately and details of how to apply and the required criteria can be found **on the following webpage:**

www.haringey.gov.uk/parking-roads-and-travel/travel/cycling

Comment 6

The proposed Pay by Phone bay near 66a Gladesmore Road is unnecessary and excessive in size.

Officer Comment

Your comments have been noted and the proposed changes will be assessed and made where appropriate.

6.1 Chief Finance

- 6.2 Provision for the implementation of the proposed measures to the CPZ was made in the Parking Plan capital budget for 2019/20.
- 6.3 Associated costs which includes community engagement, inventory of existing site conditions, design and implementation will be met from existing agreed budgets.
- 6.4 Annual running costs will be managed within existing agreed staffing arrangements and budgets.
- 6.5 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.

7.1 Traffic Management Order process

- 7.2 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.
- 7.3 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**

- 7.4 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.
- 7.5 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
- 7.6 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.

8.1 Comments of the Assistant Director of Corporate Governance

- 8.2 The legal position and statutory requirements for consultation are set out in section 7 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 justification why the Council should not proceed with its proposals in accordance with the Regulations.

9.1 Summary

- 9.2 This area is currently uncontrolled where residents have reported parking problems caused by commuters and have asked for parking controls to be extended into their roads. Another contributing factor to the parking stress in this area is displaced vehicles from surrounding CPZs.

- 9.3 The informal consultation conducted in September 2019 showed that most representations received during the informal questionnaire consultation stage were in favour of parking controls, with those responding expressing a preference for a 2 - 4-hour operational time.
- 9.4 During the statutory consultation the council received two petitions, one supporting a 1 hour CPZ, and the other supporting a 2 hour CPZ. Following the analysis of both petitions the majority expressed a preference for a 2 hour CPZ, which operates Monday to Friday 10 am to 12 noon.
- 9.5 Council officers discussed the outcome of the consultation with ward councillors and they agreed and supported the introduction of the South Tottenham CPZ which operates Monday to Friday, 10am to 12 noon.
- 9.6 The council recognises that there is some level of support for all day controls, operating 8am to 6.30pm. It was therefore decided that if the council received requests to review the new CPZ, in addition to any petitions that are received, then the council will prioritise those requests accordingly.
- 9.7 The purpose of a CPZ is not to raise revenue, but to improve road safety and parking facilities for local people. The process of implementing, managing and enforcing any CPZ scheme incurs significant costs. Permit income generated by the scheme is used to maintain and enforce the CPZ. In accordance with the law any surplus income from parking enforcement is used to supplement relevant transport services within the borough.
- 9.8 A CPZ can provide residents and their visitors with greater access to parking spaces near to their homes. They help to discourage long term parking often associated with commuters, workers and shoppers who may not live within those areas. With fewer vehicle journeys in to and within an area covered by a CPZ, this may contribute to reduced congestion, cleaner better air quality and improved road safety.
- 9.9 **Those with disabilities may be entitled to apply for a 'blue badge' permit to park freely in any controlled parking zone or marked disabled bays.**
- 9.10 There is also a 50% concession applied to our visitor vouchers for the over 65's and those that are registered disabled. As part of the application process you will need to provide evidence to support this with a birth certificate, drivers licence, medical card or a disabled persons freedom pass.
- 9.11 **It is the council's responsibility to ensure that the parking needs of all users are considered and balanced when designing a CPZ.** The area has a mix of business, schools, parks, and places of worship so the area will benefit greatly from having access to 1-hour Pay by Phone facilities.
- 9.12 The recommendations as set out in section 10 of this report are in accordance with **Section 3.3.3 of Haringey's Local Implementation Plan** part 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.

9.13 The introduction of CPZs is also in line with the **council's recently agreed Transport Strategy and supports its 'aims' which include:**

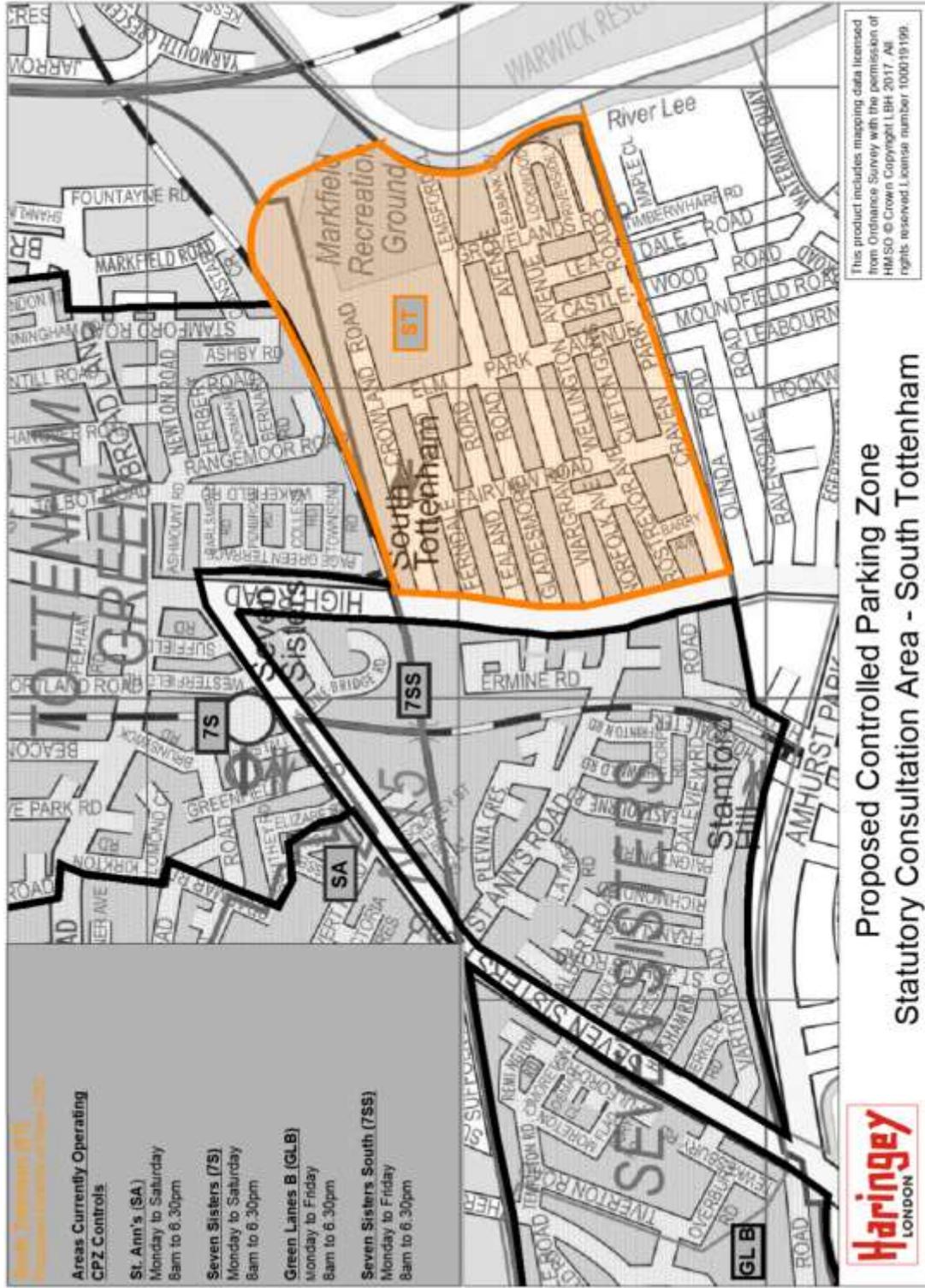
- a) An improved air quality and a reduction in carbon emissions from transport and:
- b) A well-maintained road network that is less congested and safer.

10.1 Recommendations

10.2 **It is recommended that the Cabinet Member for Neighbourhoods and Head of Operations approve the following:**

- (a) Note the feedback from the consultation as set out in this report.
- (b) Approve that the South Tottenham (ST) CPZ be implemented.
- (c) Agree that the controlled hours for the new South Tottenham (ST) CPZ be Monday to Friday 10am to 12noon.
- (d) Approve that residents and traders in the consultation area be informed of this decision.

APPENDIX I - Distribution Map



APPENDIX II

Consultation Document

15 January 2020

Statutory Consultation

Residents Views on Introducing a Controlled Parking Zone (CPZ) South Tottenham Area

Dear Resident or Business,

You may recall that we consulted you in September 2019 asking your views on current parking conditions in your area. Consultation questionnaires were delivered to all properties within the area shaded orange on the attached plan with a closing date of Wednesday 30 September 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 1850 consultation documents were distributed of which the Council received 372 responses, representing a 20% response rate. Of the 372 valid responses, 55% (203) **supported the introduction of parking controls, with 41% (154) against and 4% (15) don't know.** 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 statutory consultation. This is the legal part of the process to inform the public of the **council's proposal. In addition to letters delivered to residents in the defined area,** a public notice is advertised in the local press and London Gazette. Street notices are also put up in the 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 introduce parking controls in the area bounded by South Tottenham railway line to the north, the High Road to the west, Craven Park Road to the south and the reservoir to the east. The proposed operational hours of the controls will be Monday – Friday, 10 am – 2 pm and we propose calling the new zone South Tottenham 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 South Tottenham CPZ. Homes for Haringey residents will

be eligible to apply for parking permits but will not have South Tottenham parking restrictions installed on their road.

Detailed parking designs can be viewed on the parking consultations page of our website www.haringey.gov.uk.

To make comments or a submissions please email us at frontline.consultation@haringey.gov.uk. Please put South Tottenham in your email header and send us your views by the closing date of 5 February 2020.

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 in your own and other local roads would like to be included in the South Tottenham 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,



Operations: Traffic Management
Traffic Management
River Park House, 1st floor
225 High Road, Wood Green
London N22 8HQ

020 8489 1000

www.haringey.gov.uk

APPENDIX III

Statutory Consultation Response Summary

Table 6. Summary of reasons given for supporting / objecting to the CPZ

	Count	%
Not needed - no parking issues here	37	24%
Longer operating times needed / include evenings	28	18%
Only need 1 - 2 hours operating time	41	26%
Support - can't wait for it.	34	22%
Prices should be very low for residents	9	6%
Other general comments	6	4%

Comments sorted by Road, Support / Object

Name of road	Support or object to CPZ	Reasons for objecting / supporting
Barry Ave	Support	(Longer hours preferred) ·We agree to the principle of a CPZ. ·We agree to Monday to Friday operation. ·We are not sure if the short hours 10 am to 2 pm are enough. I know this is what the 146 (39%) of respondents - the majority - preferred, but I would suggest you have a think about that as all the other CPZ 's in our area are 8-6 pm. In light of that you should have a review and use your expertise to decide if the hours need extending ·The treatment of business parking and visitor parking also need to be addressed.
Barry Ave	Support	I fully support the proposal to have restrictions from Mon - Fri 10am - 2pm. The roads in this area are constantly overparked by businesses and visitors to businesses and I am often unable to park on my road, or the immediate surrounding roads. There is a garage on Craven Park Road which parks vehicles long term on Barry Avenue as a waiting place as they have no parking space on their premises, which contributes greatly to the problem. Having a parking restriction at that time would prevent people leaving their cars for long periods of time, but not stopping people visiting residents at the weekends on later in the afternoons. I am really in support of this idea and have been wanting something like this to be in place for a long time. I hope the proposal is carried out.

Barry Ave	Support	Most residents would like one-hour CPZ you don't offer this so then only 2-hour CPZ. We don't want commuters and people to dumb their vehicle which a 2-hour CPZ will stop. With a 2-hour CPZ residents that come home in the middle of the day don't need to buy a permit which is very expensive in most boroughs. However, many vehicles are registered to an address they should be able to buy permits not like some boroughs that only 1 or 2 vehicles can register per address. Every house should be able to buy as many visitors permits as they like.
Barry Ave	Support	Would like CPZ but only from 10.00am-12pm
Castlewood Rd	Object	I live at Castlewood road. The road is a very quiet road, all the neighbours have respect for each other. We all park outside our own houses. We don't have a problem with space. For this reason, I do not agree with the cps.
Castlewood Rd	Object	I vehemently oppose your proposed parking restriction of 4 hours for Haringey as although my property is in Borough of Hackney, i.e. Castlewood Road, it verges onto the Haringey Borough and your restriction will force car drivers to seek parking in our area which is already suffering from lack of parking due to the Hackney new restrictions. Castlewood Road stretches from Borough of Hackney to Borough of Haringey so I feel you should consider my opposition and please can you review your plans and at least shorten the proposed restriction. Thank you for hopefully taking my opinion and valid concern into consideration.
Castlewood Rd	Object	Please note we can't see how introducing CPZ is going to solve the problem as during the day we have no problem the problem we are having is in the evening only. Therefore, we would strongly oppose to the introducing CPZ.
Clifton Gdns	Support	I have just received the leaflet outlining the possible South Tottenham CPZ. It says that the times will be between 10am-2pm, this will actually not help the parking issues on Clifton Gardens N15. I live in Clifton Gardens and the parking problem here begins from 7am, due to the synagogue that is on the corner of Clifton Gardens and Elm Park Avenue. The parking problem begins at 7am to about 10am. Between 10am and 2pm there really is no problem parking. The parking issues begin again early evening about 4.30pm to about 7pm If Haringey council are going to consider CPZ in the South Tottenham area, please take into consideration my above comments and change the times. If I move my car at 7am I cannot find a parking space until after 10am as the road is full. Please come and check this. Even the double yellow lines on the corner get parked on, making turning in and out of the road extremely difficult.

Clifton Gdns	Object	I am totally against any CPZ being entertained for our area, there is currently no parking issues which would require it and if there will be a CPZ it would cause my household a lot of issues and unnecessary expense, we have 3 vehicles in my household and always have where to park , I sincerely hope that there won't be any CPZ parking introduced in our area
Clifton Gdns	Object	I don't want the CPZ in my area where I live, I am against it. I can't see a reason why you want to introduce it; it will cost money for residents
Clifton Gdns	Object	I live in 13 Clifton Gardens N15 6AP and I don't feel any need for controlled parking as the parking is very good on my street
Clifton Gdns	Object	We are completely against the CPZ Extension for Copperfield Drive and Duffield Drive as we already have residents' only parking, which is free, and includes a visitor permit. It is rare that a parking space is not available therefore I do not see any need for the introduction of parking controls. Indeed, parking controls will provide the same thing we already have but at a cost to residents not only for their own permits but for their visitors as well, therefore it is clear that the only party that would benefit from their introduction is the council!
Clifton Gdns	Other view	Although it may be the way forward to introduce the CPZ, there are pros and cons and I feel that the cons outweigh the pros. The pros are: To stop cars from other areas parking in our streets and thus reducing parking for us residents. To stop large vans and school buses parking there by people that don't live on our street . The cons are: The cost of the permit. Problem with having guests or workers visit the house. Have married children with car stay for a day or 2. I therefore am against it. However, may I also suggest that a one hour per day option may work too to discourage those who don't live on the street, that park cars on our road .
Craven Park Rd	Support	strongly support the South Tottenham CPZ, especially in Craven Park Road.

Craven Park Rd	Support	(Longer hours preferred). We are in favour of the introduction of the CPZ on our street. Having owned our property for 10 years, we have noticed it has become increasingly difficult to park here. A particular problem is due to non-residents of the area who park vans on the street overnight and arrive every morning in a different vehicle and switch their car into the space occupied by the van. This is reducing the parking available for genuine residents and council taxpayers, as the spaces are permanently occupied. There are also a number of vans that seem to have been abandoned as they have not moved for at least the last 6 months. A further issue is the waiting of cars outside the church with their engines running for long periods, at all times of day and night. We would also be in favour of longer hours of operation for the CPZ, to enable residents returning home in the evening or at weekends to make use of the parking reserved for permit holders.
Craven Park Rd	Support	2-4. I fully support the introduction of a Controlled Parking Zone in Craven Park Road. In order to prevent daytime and night-time congestion, the CPZ should operate from 10am to 2pm and then again from 10pm to midnight. It is extremely difficult to park on this road for several reasons: 1. The garage at the top of the road parks several customer cars here, which creates severe congestion. 2. Cars left with engines running worsen the problem. 3. HGVs driving on this small back street also create congestion. To solve the problem of speeding, I support the introduction of a 20mph limit with speed cameras to enforce it.
Craven Park Rd	Support	CPZ I am grateful that the Council took the time to listen to their constituents. I know other boroughs where residents have consistently requested shorter times and the Council has ignored their residents - Vive la Haringey! 1. If possible, could the timed bays be only 2 hours - for example 10.00 - 12.00? 2. To encourage businesses and enable customers from out the area to shop here, perhaps have Pay by Phone bays in sections where there are no residents. On my street, the west section close to High Road has no residents on the south side until no 21, the garage on the north side isn't residential, the north section from Olinda until Grovelands is hardly residential. Similarly, on the south side from Elm Park until Leadale is hardly residential. I believe the west section of Grovelands has sections which aren't residential either. 3. Will the Pay by Phone bays necessitate a smartphone? Many residents have no smartphone and would struggle. 4. Would the hours of the PbP bays be the same as the resident's bays?

Craven Park Rd	Support	I agree that there is a need to control the parking in our area, and it is necessary to introduce CPZ. However, I am strongly against introducing the CPZ to be in force the whole day. It should only be one or two hours during the day. This is enough to stop people dumping old cars on the roads. Putting the restrictions for a whole day is not necessary, and will cause difficulties for any visitor etc. I would also recommend, that permits should be distributed to residence free of charge, or a very small charge. A car is expensive enough as it is, and we are not looking for more expenses.
Craven Park Rd	Support	I am a resident of Craven Park Road N15 and received your statutory consultation letter yesterday. After a quick discussion with my neighbours, we have some questions we would like answered before we give our views. We would appreciate if we could get a swift response. Questions are not in order: What are the costs of the permits? What are the costs based on? Are there any concessions for pensioners and low income? Will the CPZ hours include Saturday and Sunday? If not, could we request so? 10am-2pm will not solve the congestion and parking issue. Can you make it later, or longer? What will happen is residents change their mind and no longer want CPZ? Will you be including the Olinda Road part of Haringey by the junction of craven park road, as this is Haringey managed. Were residents at 131 and 133 Olinda Road consulted as they are Haringey residents? Are there any extra costs between having a 4-hour CPZ to a 10 hour one? How many patrols a day will you be providing? Can residents report non CPZ vehicles and what is the timescale for action Are registered disabled vehicles exempt from this CPZ? Thanks,

Craven Park Rd	Support	<p>I am a resident of Craven Park Road N15 and received your statutory consultation letter yesterday. After a quick discussion with my neighbours, we have some questions we would like answered before we give our views. We would appreciate if we could get a swift response. Questions are not in order: What are the costs of the permits? What are the costs based on? Are there any concessions for pensioners and low income? Will the CPZ hours include Saturday and Sunday? If not, could we request so? 10am-2pm will not solve the congestion and parking issue. Can you make it later, or longer? What will happen is residents change their mind and no longer want CPZ? Will you be including the Olinda Road part of Haringey by the junction of craven park road, as this is Haringey managed. Were residents at 131 and 133 Olinda road consulted as they are Haringey residents? Are there any extra costs between having a 4-hour CPZ to a 10 hour one? How many patrols a day will you be providing? Can residents report non CPZ vehicles and what is the timescale for action Are registered disabled vehicles exempt from this CPZ? Thanks,</p>
Craven Park Rd	Support	<p>I am writing with regards to the letter I have received today about the proposed CPZ on my road "Craven Park Road" I feel the proposed operational hours of 10am - 2pm are silly as this does not benefit those of us who work during the day. For example, I would be returning home after 6pm and would still be coming to a road with no parking available. I also would like to point out that you would be charging us for the privileged to be able to park on the road I have lived on for 30 years during times I am at work. Please review these times as it surely cannot benefit homeowners who struggle day in and day out to get parking near their own house when they come home from work etc.</p>

Craven Park Rd	Support	<p>Support only if you offer longer hours. I refer to your report and comments from a resident complaining about the garage and Jewish library at the top of craven park road. a 2-hour slot will not solve any of these issues. anyone with CPZ analysis experience will know that drivers will park elsewhere and return once the time slot has expired. the mechanic garage, which Haringey Council knows very well he fixes cars on the roadside, has not done anything to stop him. he will just continue after the 2 hours is up. I would like to opt for a scheme that controls parking for more than 2 hours. I would ideally support a scheme that is from 10am -19:00, or longer, legally depending. I am referring to Craven park road from Fairview road section to elm park avenue N15 section. one of the biggest traffic congestion over the last 15 years have been because of the patrons of the mosque at Olinda road (junction with craven park road) originally this was a local sub mosque for the immediate area, but have grown in popularity, although this is not the problem. The problem is now more patrons are visiting by car. The problems arising from this are some of the following: they do not park properly. i.e., in a space for 2 cars, a driver will park in the middle of that space blocking another car parking. no consideration for any other drivers parking on corners double parking causing congestion for Olinda road and Craven park road Friday afternoon being the worst this is probably one of the past complaints you may have received if you look back on your files, and I could foresee back then this will cause upset with local residents. not because of the mosque, because of the inconsiderate parking. the point I am making is that a 2-hour slot in the middle of the day is not going to control anything. Craven park road needs something longer.</p>
Craven Park Rd	Object	<p>By making a 4 hour restriction, this may be seen as a money making option, and would cause unnecessary restrictions to visitors, workers/DELIVERIES ETC that come to residents homes, causing them to pay to park, and/or may lead to residents having to cover that added expense.</p>

Craven Park Rd	Object	<p>Hello, and thank you for this opportunity... Although there is a small area at the top of Craven Park Road that has some parking difficulty, I object to a CPZ for the following reasons: We can usually park outside of our property very easily and we do not want to lose this- it is unreasonable for London residents to expect to be able to park 'outside or very close to' their property but only those properties near the high street suffer from this in our part of the street and this is due to garage businesses taking up 'some' space and currently, there is long term building work taking place . A CPZ will cause parking difficulties to the immediate uncontrolled areas which currently have no problems- it just moves the problem along . Very few residents in the area bothered to complete the survey and this is undoubtedly due to complacency because they see no problem- i.e. it is far more likely that people experiencing problems will jump at the chance to voice their opinion whereas the rest will not . It will mean an additional cost to residents . It will mean an additional cost to residents' visitors . It may make parking for visitors impossible due to no spaces being available in the immediate area (where vouchers can be used) and vouchers will not be allowed in the neighbouring areas' CPZ . Builders and others who come to work in the area will have difficulties which will delay work and cause problems- and this will be reflected in their charges Our immediate area suffers from traffic congestion because the road is not wide enough for two passing vehicles (heated and near-violent rows have become frequent occurrences). If this short length of road was made one way towards the high street it would make parking for 'outsiders' less convenient as they would need to drive around the block in the hope there is a free space when they reach the top of the street- and do the same again if there is not an a</p>
Craven Park Rd	Object	<p>I represent a house of multiple occupancy & we are not in agreement with the local authorities' stealth attempt to charge residents for parking! Enforced parking will restrict & affect family & friends from visiting & will cause social isolation. We do not want parking restrictions on our street.</p>

Craven Park Rd	Object	<p>regarding CPZ in our street, area. This is absolutely not necessary and not an issue. There are always spots available to park your vehicle. Residents moan that they cannot park outside their house. Sometimes this is true, but a place is always found within a few yards, it's pure laziness. We have lived in Craven Park road for nearly twenty years and parking has not been an issue, only for those too lazy to walk a few extra yards, most of the time you can park right outside your house. The issues that would help would be not letting huge lorries using GPS, that on more than a few occasions get stuck. A route for these big lorries needs to be found. Our jeep (which was parked outside our house) was written off, destroyed by a lorry trying to navigate these little roads. Also, a one-way system on Craven Park road would make a huge difference. The amount of times you have jams caused by cars, lorry's not being able to pass each other. Parking zones will do nothing to make the environment we live in any better. Better road management and a separate route for the huge lorries would make a big difference. Spending our taxpayer money on this is a waste of time and a waste of money whereas good road management would actually go a long way to making things better and safer. Also, I would like to point out that only a minority have even responded to your distributed documents. There is no way you can accept that as legitimate response from local residents. 372 people, 1850 documents. Seriously before you even consider this there has to be a lot more agreement among the majority of residents not a tiny minority. Some of the road management decisions in Haringey have been appalling including the cycle superhighway at seven sisters which has only caused danger for cyclist and pedestrians when the route crosses on to pedestrian areas. It was a huge waste of money and this will be another. waste of money that does nothing to make anything better for anyone,</p>
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Elm Ave	Park	Support	" I personally believe the 10 till 2 is pointless as one of the main issues is workmen leaving there vehicles here in the evenings and through the mornings as they are unable to leave it in the other areas that have full 8 till 6 restrictions. Which means this will not help the local residents as we still will not be able to park our vehicles when we come home in the evening. I Would therefore like to propose that we have the same restrictions as all the other sections of Haringey which is 8 to 6 or even 24/7 and not 10 till 14:00 which would be pointless. I am attaching an image of the street outside my house now which has 9 commercial vehicles parked up from people who do not live locally only leave the Van's here after work so 10 till 2 would not be a solution for this and would probably be a complete waste of time.
Elm Ave	Park	Support	2-4 I highly recommend a CPZ for south Tottenham. It is a great need. The roads are dangerously overcrowded. I have personally witnessed many crashes on the narrow Tottenham junctions which are caused by cars parking too close to the junction due to lack of space caused by commuters parking outside our houses. So too, lack of space causes parents dropping off their kids outside Crowland road primary school, to drop off their kids in the middle of the road or on the zigzag school markings, which is a ticking time bomb for a nasty accident!!!! Thank you
Elm Ave	Park	Support	I highly recommend a CPZ in south Tottenham and would like it to be for the full day. 8-6:30.
Elm Ave	Park	Support	I want 2 hours for CPZ between 12:00-14:00 thanks
Elm Ave	Park	Object	As much as I personally don't like the idea of having a CPZ outside my home and Synagogue where I keep my car all day, I would ask that in order to satisfy everyone an operation time of the CPZ should be for only 1 or maximum 2 hours per day (not to include Saturdays when we can't move our vehicles due religious reasons) preferably between 11am to 12 or 1pm.
Elm Ave	Park	Object	Hi sir - we live at 72 Elm Park with a large family we don't want the CPZ at all thank you. It is only a problem to park because there is a local school nearby when there is no school there is plenty parking

Elm Park Ave	Object	<p>I object to this proposal on the following grounds: 1. It is an increased cost for residents, forcing them to pay an annual fee for a permit. For those already on Housing Benefit, this increases the financial hardship we already face. 2. Since there is a synagogue on my block (which obviously attracts more vehicles) I do not believe parking will be any easier, because those in neighbouring streets who still wish to drive to synagogue will not be restricted from parking outside my house, ergo the parking difficulties will not be alleviated for residents living on my stretch of Elm Park Avenue. 3. I have an elderly neighbour who requires carers to help her daily. I doubt she is able to complete this feedback at all; therefore, I include her needs herein. Her carers will be unable to park here unless she incurs the added expense of giving EACH of them a visitor's permit EVERY day. This in an intolerable (yet unforeseen) consequence of this proposed legislation. I believe this proposal to be flawed in essence, unmindful of the consequences, and an imposition that will not deliver the benefits it promises. (Daniel Golomb)</p>
Fairview Rd	Support	<p>, finally, we may be getting a CPZ. Our house owns 1 x car, I drive to work Mon-Fri 6.45 am-3.15/30. on return the afternoon's around here are often so congested, I often have to park 3 or 4 roads away, I often move our car if a space becomes available along our block, in the event the car alarm sounded overnight & I wouldn't hear it & upset the neighbours. On my observation I would put the problems down to 1. Tube & overland users (big problem) 2. Multi car ownership (big problem) 3. Car's being left dumped or flat tyres etc for ages (big problem) 4. Van's constantly left over night, I know people leave them here overnight, come along in their cars in the morning, pull the vans out, then park their cars in the space, throughout the week. 5. Builders vans everywhere 6. School minibuses, lots of. 7. The effect of the new CPZ on the other side of the High Road, St Anns Road south of, Vartry Road, Thorpe Road etc, this has made a major effect on day to day spaces. Generally, in my opinion it would be great to have a CPZ, it would stop lots of the problems I have listed.</p>

Fairview Rd	Support	<p>Although I strongly believe that a CPZ is essential in the area, I do think that the minimum time restrictions are the best options. The reason for the streets being overcrowded at the moment is due to people parking their cars in the morning and then taking the local underground or over ground to their place of work. They return after work and drive off. Once there will be a restriction in place, - even as small as a one-hour slot, they will not be able to park there, and the problem will be solved. The one-hour restriction will also enable local contractors, delivery vans and visitors to continue (almost) as normal. I suggest that the restriction should be in place Monday to Friday 11 am to 12 pm Sincerely yours</p>
Fairview Rd	Support	<p>As a resident of Fairview Rd (125) of 18 yrs., I have been in communication with Haringey for quite a few yrs. now, finally we may be getting a CPZ. Our house owns 1 x car, I drive to work Mon-Fri 6.45 am-3.15/30. on return the afternoon's around here are often so congested, I often have to park 3 or 4 roads away, I often move our car if a space becomes available along our block, in the event the car alarm sounded overnight and I wouldn't hear it & upset the neighbours. On my observation I would put the problems down to 1.Tube & overland users (big problem) 2.Multi car ownership (big problem) 3.Car's being left dumped or flat tyres etc for ages (big problem) 4.Van's constantly left over night, I know people leave them here overnight, come along in their cars in the morning, pull the vans out, then park their cars in the space, throughout the week. 5.Builders vans everywhere 6. School minibuses, lots of. 7.The effect of the new CPZ on the other side of the High Road, St Anns Road south of, Vartry Road, Thorpe Road etc, this has made a major effect on day to day spaces. Generally, in my opinion it would be great to have a CPZ, it would stop lots of the problems i have listed.</p>
Fairview Rd	Support	<p>I am fully in support of implementing the CPZ in South Tottenham. There are a few things which a would like to have changed or amended; 1, there is no need it should be for a full 4 hour period, 1 or 2 hours will be more than enough to eliminate the parking problem, 2, there is no need to introduce the no loading restriction on the double yellow as there will anyway be enough space after the CPZ will be implemented, 3, I believe that car free developments should be allowed to buy a permit, it's unfair that the renter or the buyer should be restricted because of the developers plan worked out better that way for him. Looking forward to get an update from you on the above points. Many thanks for the great job.</p>

Fairview Rd	Support	I confirm that I agree with the proposal to introduce a CPZ in the South Tottenham area. My concern is that I believe the restrictions should be in place for a longer period each day, Monday - Saturday 8am - 6pm. However, as the present proposal is from 10am - 2pm, Monday - Friday, I agree with this.
Fairview Rd	Support	I support the South Tottenham CPZ and I would also like Crownland Road to be included in the CPZ.
Fairview Rd	Support	I would definitely like a CPZ in this area please as there isn't anywhere to park even by nights because of people parking here and not moving the car for weeks and sometimes months. I would like the 2-hour CPZ as my family will be able to come and park when they are visiting us at our home. Thanks for the cooperation and I look forward to hearing from you.
Fairview Rd	Support	WE WOULD LOVE TO HAVE A 2 HOUR PARKING RESTRICTION IN OUR AREA, PREFERABLY FROM 10AM TO 12PM. IT WOULD DETER COMMUTERS FROM LEAVING THEIR CARS ALL DAY OUTSIDE OUR FRONT DOOR. BRINGING OUR SHOPPING AND CHILDREN HOME FROM SCHOOL HAS BECOME A NIGHTMARE. WE NEED TO PARK ON YELLOW LINED CORNERS OR STOP IN MIDDLE OF THE ROAD TO DROP EVERYONE AND EVERYTHING OFF, AND THEN DRIVE AROUND IN CIRCLES TO FIND PARKING.
Ferndale Rd	Support	(2 hours preferred) I support the introduction of a Monday to Friday CPZ, however I think 10am till 12pm would be better and would prefer these hours.

Ferndale Rd	Support	<p>[Longer operating hours essential] I regret I find the proposed times for the CPZ a cynical nod to the need for parking controls in the area. A major problem of parking is due to the school traffic generated at close of school. Proposals to implement a CPZ which blatantly avoids these hours will be a great income generating operation but will do little to address the actual needs of the residents living in the area as regards easier parking. I note you will also introduce PayByPhone parking bays and permits for business in the area. Might I suggest that the paying bays proposed for introduction, be spread across the streets in the proposed CPZ for use by those wishing to collect their children from Gladesmore School (an 11-16 year old age range), to relieve the burden of congestion in the one or two streets adjacent to the school (mine included), and to avoid the parking combat zone experienced every school day in the streets adjacent to the school at school traffic hours. I will object strongly to paying for a Permit to park in the area if the implementation of the CPZ fails to address ALL the parking issues that contribute to difficulty of parking in this area. It will be useless and insulting if the hours of the CPZ are not extended to cover school traffic times. Useless because the current problems of parking will be maintained; insulting as residents would now be required to pay for the privilege of not being able to park! Having formerly affirmed support for a CPZ in the area, I now have no hesitation in rejecting the proposals for same at hand, unless the times proposed are extended to cover school traffic hours. If this is not listened to and acted upon, I would rather face the free for all, 'free of charge', as currently stands</p>
Ferndale Rd	Support	<p>a two-hour period sometime between 10am & 2pm would be sufficient. Over the past 10 years it has become impossible to park on my street, Ferndale Road. Most workdays as workers in the City & Central London start leaving their cars on the street from about 6am to 17:30. Parking becomes available again from about 7pm. Having any large deliveries is a nightmare. The reason for this dumping of vehicles on our street is that we live less than 5 minutes from Seven Sisters Underground Station & Overground Station and also South Tottenham Overground Station. We are 15 minutes from both the West End and Liverpool Street & the City. I personally know of vehicles being left on the street while people went on holidays for several weeks using Heathrow airport (convenient using Victoria line and transferring to Piccadilly line at Finsbury Park).</p>

Ferndale Rd	Support	<p>I have been living on Ferndale Road for past 27 years and I agree as with many other residents that the parking situation is getting worse year on year. Therefore, I welcome the council's decision for introducing limited control parking zone in South Tottenham area. As you may be aware the three Roads that are most affected is Crowland Road, Ferndale Road and Lealand Road. This his is due to the local train station and Seven Sisters tube station also the two schools that are in the area, as most people bring their children into the school by car, then their vehicles on these roads and take the tube, train or bus to Work, I have also noticed people as far from Kent and Essex also park in this area and then commute into on public transport. Although I welcome the limited CPZ however your proposal of 10 a.m. to 2 p.m. will severely affect the local businesses therefore I suggest that it will be more useful if the restriction is from 8am to 10am in the morning or 2pm to 4pm in the in the afternoon. This will encourage people to walk their children to school and make it safer for the children going to and from school, I would also suggest that council look at introducing a safe school zone on the above-mentioned Roads.</p>
Ferndale Rd	Support	<p>I have no objection to a CPZ from 10am - 4 pm Mon-Fri. I think a limit of 2.00pm is inadequate to solve the problem. I assume this will not apply to residents parking and there will be no need to purchase parking tickets for self or visiting friends or legitimate trades people?</p>

Ferndale Rd	Support	<p>I live in Ferndale Rd, No. 88 which is close to the junction of Elm Park. You will be aware this is very near to Markfield School. I responded to the initial consultation questionnaire of September 2019 in favour of parking controls to this area. I have written myself a number of times to Frontline, complaining of the oft-times impossibility of locating a parking space within reasonable distance of where I live. You will be able to find these on record no doubt. I receive the proposals for the CPZ to the area with utter disbelief and frustration. The proposed times for the CPZ of 10.00am to 2.00pm may deter overspill parking for commuters of the nearby underground and over ground. It will not however deal with the excessive parking issue experienced between 3.00 and 4.00pm for the Markfield school. It is this daily meet and collect at the close of the school day which causes untold havoc with parking in the streets within close proximity of the school. Should I return home between the hours of 3.00 and 4.00pm on any school day, I am guaranteed to need to park either a street or even two away from my home. I am sure you are aware of this problem. I have spoken more than once to Council representatives sent on motorbike at close of school, to act as traffic control ambassadors while I continually do a circuit of the street trying to find a parking space. I will object strongly to paying for a Permit to park in the area if the implementation of the CPZ fails to address ALL the parking issues that contribute to difficulty of parking in this area. It will be useless and insulting if the hours of the CPZ are not extended to cover school closing times. What a joke to pay for a CPZ which leaves residents in the same frustrating parking combat zone as before.</p>
Ferndale Rd	Support	<p>I support the introduction of parking control and also feel that it should be Monday-Friday 8.00am to 6.30pm as there is no parking during the whole day at all.</p>
Ferndale Rd	Support	<p>I support the introduction of parking control and also feel that it should be Monday-Friday 8.00am to 6.30pm as there is no parking during the whole day at all.</p>
Ferndale Rd	Support	<p>prefer 2 hours]. This is something I have been waiting for many years. I am struggling tremendously in finding parking on my street as we live near the train station. I makes it daily difficult and time consuming, especially as I have small children and am disabled. It's a daily struggle. Just wanted to comment that I strongly feel that in order to solve this problem it would be sufficient to introduce a operational hour of 1 or 2 hours rather than 4 hours as proposed. This way we won't be so restricted when getting deliveries or guest etc. but it still will stop cars parking here for the day.</p>

Ferndale Rd	Support	Thank you for your recent letter regarding plans to introduce a controlled parking Zone. It would be great benefit to myself if the controlled zone were to be introduced, because currently it is extremely difficult to park on Ferndale Rd. It has been an ongoing problem for years, that many tube commuters appear to drive to these surrounding roads and park before accessing the over ground at South Tottenham or the stations at nearby Seven Sisters. The controlled zones would ensure fairness for the residents of these roads in regard to parking and the price that this entails would be definitely worth it.
Ferndale Rd	Support	The proposed times for the CPZ of 10.00am to 2.00pm may deter overspill parking for commuters of the nearby underground and over ground. It will not however deal with the excessive parking issue experienced between 3.00 and 4.00pm for the Gladesmore school. It is this daily meet and collect at the close of the school day which causes untold havoc with parking in the streets within close proximity of the school. Anyone returning home between the hours of 3.00 and 4.00pm on any school day, is guaranteed to need to park either a street or even two away from my home. I have experienced this regularly and I am sure you are aware of this problem. I have spoken more than once to the sometimes Council representatives sent on motorbike at close of school, who acts as traffic control ambassador, while I continually do a circuit of the street trying to find a parking space.
Ferndale Rd	Support	We are desperate for CPZ - I look forward to your feedback.
Ferndale Rd	Object	I wish to reiterate strongly my earlier opposition to the imposition of CPZ in Ferndale Road and surrounding streets. Your previous consultation showed only a 55% support for the policy with a strong showing against of 41% and 4% don't know. This was clearly a close-run result and does not in any way indicate a sufficiently strong enough level of local support for you to proceed with the CPZ. There may be challenges for residents in finding local parking on occasion, but your scheme threatens us with a permanent cost for our own parking and for that of our visitors. With such a narrow margin it is untenable to inflict this on us. Creating revenue for the council should not be a consideration.
Gladesmore Rd	Support	10 MINUTES I DRIVING ROUND THE BLOCK TILL I FIND PLEASE TO PARK, TIMES FOR CPZ IN GLADESMORE ROAD SHOULD BE TILL 8:30 PM

Gladesmore Rd	Support	<p>1.We welcome the proposed CPZ as a resident in Gladesmore Rd. 2.The hours proposed from 10: 00 an to 2:00 pm will have little effect on the level of people parking their secondary vehicles such big vans whereby , they have cars and vans also, and park the vans outside the residence when finishing work around 6 .pm and this is the major problem for resident t parking as lots of vans are parked. 3.We have noticed people bringing their work vans e.g. local councils vans and parking them outside the residence and they also own a car. By parking their vans in the evening or daytime, the proposed timing is meaningless, and the burden will fall to local residents for parking charges with still seeing vans parked! 4.The hours of restrictions proposed needs to be, say from 10.00 am to 6: 30 pm Monday to Saturday to deter van and other vehicle parking on the road. 5.The current timing proposed is not ideal and will still lead to parking problems for residents, especially in Gladesmore Rd. In Addition, van owners would be exempt from paying parking permit charges if the current timing hours are implemented. 6.In short, the hours need to be longer and the days need to be extended to Saturday too.</p>
Gladesmore Rd	Support	<p>Dear consultation team, regarding the proposed CPZ, I'd like to say that I am no doubt one of many who are in favour of it. My support stems from the fact that it is very difficult to visit my elderly father as parking rarely available. Emergency vehicles have not space to stop without blocking the road. Couriers and trades people find it extremely difficult to conduct their business. This is almost always caused by commuter parking.</p>
Gladesmore Rd	Support	<p>Hi good morning 20 minutes I was waiting to find parking on Gladesmore Road, Haringey council going to do something about this problem???</p>
Gladesmore Rd	Support	<p>I am very much in favour of 2 -4 hours Parking Controls CPZ Monday - Friday; this will reduce un-wanted cars in the area. Thank you</p>

Gladesmore Rd	Support	<p>I write in support of the proposed CPZ in the South Tottenham Area. In addition, I would like you to consider extending the proposed times of operation. It is not 10am to 2pm, but all day from 8am to 6:30pm, that a CPZ is needed. The area attracts a large amount of commuter traffic. This has two effects; it increases air pollution and dangerous driving. Commuters and local school buses are a great source of danger for cyclists, due to increased traffic that is often very inconsiderate of other road users. A CPZ will reduce the traffic and pollution and potentially enable the introduction of school bus parking/pick up areas to avoid the busses from continuously and dangerously blocking the roads and then speeding off during drop off and pick up times. It might also enable pedestrianizing the area more, which given its residential character with three schools and several parks would be a very positive development that would enhance the living quality and environment of all residents. With the ongoing climate change crisis, more needs to be done to encourage people to use public transport, walk, and cycle. A CPZ will be a step towards this. Best, Sam Jacoby</p>
Gladesmore Rd	Support	<p>I write in support of the proposed CPZ in the South Tottenham Area. In addition, I would like you to consider extending the proposed times of operation. It is not 10am to 2pm but all day, from 8am to 6:30pm, that a CPZ is needed. The area attracts a large amount of commuter traffic. This has two effects; it increases air pollution and dangerous driving. Commuters and local school buses are a great source of danger for cyclists, due to increased traffic that is often very inconsiderate of other road users. A CPZ will reduce the traffic and pollution and potentially enable the introduction of school bus parking/pick up areas to avoid the busses from continuously and dangerously blocking the roads and then speeding off during drop off and pick up times. It might also enable pedestrianizing the area more, which given its residential character with three schools and several parks would be a very positive development that would enhance the living quality and environment of all residents. With the ongoing climate change crisis, more needs to be done to encourage people to use public transport, walk, and cycle. A CPZ will be a step towards this.</p>

Gladesmore Rd	Support	<p>I'm in total agreement with the CPZ introduction on Gladedmore Road N15. It would drastically improve the quality of life for residents who struggle to have trades persons visit to carry out work as there is no parking available nearby and often not on the actual road itself. In addition to this it would mean parents with young children would be able to load and unload their cars closer to their homes as opposed to walking long distances from home to car. For elderly residents it would mean they to too would be able to go and come with confidence that they would be able to park near their homes as opposed to not going out in case they can't park when they return. To further support the CPZ it would reduce the people who use the street as a park and ride space. Parking on the road only to go Seven Sisters, South Tottenham and Stamford Hill going to work and not moving their cars until late evening. The Ermine estate residents also park on the road which will be addressed by the CPZ. The number of commercial vehicles, namely the white vans which park there evenings and weekends would be no longer take up valuable space. What support CPZ and make it of paramount importance is the fact emergency vehicles can park near the required address without blocking the road. Residents would be able to make better use of dial a ride services and could be helped to and from their door with greater ease. Please I can only plea with you to improve the quality of residents' lives and air quality by introducing CPZ. Haringey have successfully introduced CPZ in other area with great success and I look forward to it being rolled out on Gladedmore Road.</p>
Gladesmore Rd	Support	<p>If you are making the parking controls on this time from 10 till 2 Monday till Friday, I will be happy.</p>
Gladesmore Rd	Support	<p>If you are making the parking controls on this time from 10 till 2 Monday till Friday, I will be happy.</p>

Gladesmore Rd	Support	Support if longer hours are applied - including late at night. The proposed operational hours of the controls being 10am -2pm will have no benefit to residents. I reside on Gladesmore road and the main time when there are issues with parking is during the late evening. The issue is that there are too many large vans and school bus in the area which take up most of the spaces. By introducing the suggested control times there will be no benefit whatsoever. I have on many occasions returned home after 11pm and struggled to even park on the road I live on. There are always spaces during the day. I request the following to be considered as alternatives:- <ul style="list-style-type: none"> · Restrict large vans and school mini buses from parking in the area from 6:30pm until 9am. · No overnight parking for larger vehicles · CPZ control hours to be operational between midnight - 9am Ideally I would prefer no CPZ within the area as it will also be an extra financial burden for residents in addition to the points I have raised above.
Gladesmore Rd	Support	Thanking you for your time and effort and I hope the concerns of residents are taken into account for the planned CPZ. I also sincerely hope parking permits will be reasonably priced, and that the option to pay for those without a permit will be easy and economical. Please also take into account that those with permits should be permitted to park in roads in the surrounding area to avoid having extra costs and inconvenience to local residents.
Gladesmore Rd	Support	Thanks for doing the CPZ it's very difficult to find parking in the road where I live, I came home and there wasn't place where I could park, The council should do the CPZ from 8 AM till 8 PM
Gladesmore Rd	Support	We want to know what's happening with the CPZ parking it's hard, ?? cars dumping, people working in Tottenham hill shopping centre leaving the car in our road, (because it's free for all day). We don't have anywhere to park. School teachers and visitors taking away the parking and wee We are the neighbours don't have where to park, School making evening when they trying to find parking till 7:15 PM. WE NEED THE CPZ TO OPERATE UP TO 8:30 PM.

Gladesmore Rd	Object	<p>In my response to your informal consultation last year, I pointed out you had not made available the necessary map of the affected area as promised. This calls into question the outcome of what a finely balanced consultation was (55% v 41%) as some local residents were unaware, they were within the area affected. In that response, I also raised the need for an integrated approach to local transport, rather than a focus solely on cars. In particular, I requested that consideration be given to the inclusion of cycle "hangers" should any scheme go ahead. It is a matter of some concern that none of these comments were included in your report of the outcome of the earlier consultation. I continue to object to the plan to introduce a CPZ and feel the original consultation was flawed, given no map was provided and not all residents' comments were included in your report. However, should you decide to press ahead with the scheme regardless, I would like to raise the following points on the detail: 1. The proposed paid parking bay near 66a Gladesmore Road is unnecessary and excessive in size. I would anticipate this will get little use, given its position, while reducing the space available for resident parking (which is supposedly the problem in the first place). It should be reduced in size or removed entirely. 2. Provision of cycle hangers should be included within this plan, for instance at the junction of Gladesmore Road and Fairview Road. South Tottenham currently lacks any such provision, and any proposed change in parking usage is an opportunity to address this. As the council's Cycling Action Plan points out "Cycle Parking forms an integral part of the cyclists' network ... more sophisticated medium-to-long stay parking solutions are needed for locations at which cyclists are likely to remain for longer periods, such as at home or at educational establishments". 3. The Proposed Sign on Lamp Column outside 66 Gladesmore Road is unnecessarily close to the signage on th</p>
Gladesmore Rd	Object	<p>strongly oppose the introduction proposed. Reasons for this opposition include: ·We're a fast transforming and developing area that needs flexible parking access for nee residents and tradespeople to support regeneration. ·Many of the residents including ourselves are committed to reducing our emissions. Therefore, we use rental and flexible car services that will be impacted by permits for parking. ·South Tottenham has a low saturation of business and is very residential. There is little benefit from enforcing controlled parking from 10am - 2pm as it's primarily used by residents already. We hope our feedback can be taken onboard and it would be great if you can keep us informed on progress to a decision.</p>

Hale Gdns	Support	To whom this may concern, Further to receiving a letter regarding a statutory consultation aiming to get residents view on introducing a Controlled Parking Zone (CPZ) Extension Seven Sisters, I would like to advise that I support such an initiative. My name is Jose Alberto and I am a resident in 24 Hale Gardens, I am disabled and full time wheelchair user who has lived here since 2001 and since the new developments Hale Gardens no parking restrictions mean that there is never parking available for residents and due to the proximity to Tottenham Hale Station this road is used by residents of the new builds parking free development in Hale Village and commuters who use Tottenham Hale station. This scenario often means that the livelihood of residents of Hale Gardens N17, is affected as there is never available parking for residents and often the road is blocked for all traffic due to how cars are parked. To this end I would like to reiterate that I am supportive of the initiative to introduce parking restrictions in Hale Gardens N17 as part of this workstream.
Hermitage Rd	Other view	On behalf of all residents in the recently completed St Ann's development, 295-297 Hermitage Road, N15 5EF. In the development we have 20 residential flats and 5 residential houses. Historically, the land that the development has not been residential - predominantly being hospital land, a police station and business use. Accordingly, it does not fall into any local CPZ. Whilst we have limited onsite parking for some of the residents, there is no facility for visitors. Now that nearly all of the buildings are sold this is becoming an increasingly difficult problem to overcome as local paid parking facilities do not allow for stays of more than 2 hours. This small plot of land is surrounded by local CPZ s and our belief is that it has been mistakenly overlooked. For this reason, we would like to request an extension of any local CPZ to cover all residents of this development in order to allow us to purchase visitor's permits from Haringey council. We understand that we will never be eligible for resident's permits as we have a car park on site for this purpose.
Lealand Rd	Support	Hello. Regarding the recent South Tottenham CPZ proposals, please could you make the operational hours 11-1 since this will achieve the same effect as 10-2 yet will make it a bit easier for short term visitors. Many thanks
Lealand Rd	Support	I am positive you will consider my view which is likely the best solution and will hopefully have the least objection too.
Lealand Rd	Support	I strongly support your proposal, it is long overdue, it's time for the residents in the area to be able to park. Please get it operation ASAP.

Lealand Rd	Support	<p>Need longer hours. Some residents have taken to putting dust bins outside their houses to reserve their spots. Due to the large amount of building works in this area, builders place their materials on the road and remove it in the mornings when they turn up in their vans, I have only seen one permit for parking in this whole area. It's not the fact that I want to park outside or near my house, but as pensioners it becomes a burden when we have shopping to unload as some drivers get very aggressive when I stop to unload heavy items in the middle of the road. The other point I like to raise is that some of these roads are one way, yet some drivers flaunt this, even residents park facing the wrong way in these roads. If at all possible, can the proposal extend into the evenings and weekends, especially on match days as fans park up and take the bus to the stadium.</p>
Lealand Rd	Object	<p>I want to register a strong objection to the inclusion of Leadale Road in the proposed South Tottenham CPZ. While I can see some reasons for including the northern part of South Tottenham, in particular the area around South Tottenham Overground station, there is absolutely no justification for extending the CPZ to include the more southerly areas. There are absolutely no problems with parking in Leadale Road, or in any of the southerly roads, at any time of the day or night. So, the raison d'être for a CPZ simply does not exist. Why therefore impose extra restrictions and costs on residents who are already hard-pressed? One cannot escape the conclusion that this is just another means of raising funds for Haringey Council. There is the further consideration that a number of the roads in the southern areas, including Leadale Road, are shared between Haringey and Hackney. Including the Haringey section in a CPZ would have the bizarre effect of having different treatment for residents in the same street, as there are no parking restrictions in the Hackney parts of these streets. I hope therefore that you will reconsider the coverage of the proposed CPZ to exclude more southerly areas.</p>

Norfolk Ave	Support	<p>(max 2 hours) Firstly, I would like the opportunity, to thank you for giving the public there say on this matter. My strong view on this matter is to introduce controlled parking, only for 2 hours per day for the following reasons below: 1) For the local residents who are so against the control parking, introducing 2 hours will show them that the council is very considerate on their views and the council is not going against them with a hard stick. 2) 2 hours of control is the right policy of interrupting all day parking. 3) 2 hours of control will dramatically reduce un-wanted cars in the area. 4) 2 hours of control will stop Polluting the area, city working people and others who drive into the area and park all day, taking the train from seven sisters to their destinations. 5) 2 hours of control will be very user friendly. 6) 2 hours of control can help locals to be considerate by using the public transport on AM or PM. 7) 2 hours of control, by limiting the parking will reduce the polluting of the area. 8) 2 hours of control, will allow for maintenance workers, small call out jobs to do their work on AM or PM, and not needing to buy parking daily permits, which the charge will only be passed on to the local residents, which many individuals will not be able to afford due to the extra expense. Again will make the poorer poor. All Day 8am - 6.30pm</p> <p>1. Will still have the same benefit as above of “interrupting all day parking”. 2. Will still have the same benefit as above of “reduce un-wanted cars in the area”. 3. Will still have the same benefit as above of “city working people taking the train from seven sisters to their destinations”. 4. Will still have the same benefit as above of “leaving cars for days and weeks un-moved”. 5. Will still have the same benefit as above of “cars sales leaving vehicles for weeks waiting for buyers”. 6. Will still not stop cars / vans in the evenings</p>
Norfolk Ave	Support	<p>I am very supportive of the CPZ. just a few points I would like to make Can residents have parking permits at reduced rate or free for residents? Can the restricted time be for just 30-60min midday as that will automatic prevent people parking their vehicles for weeks or months. Can this zone not be a part of other zones in Tottenham as we are just one big happy family?</p>
Norfolk Ave	Support	<p>i am writing in reference to the CPZ which i am in support. Can we please have a restriction for around 1hour a day like many other areas in London. Also, we should get cheap price for buying a permit and people with green cars should get for free. can we also be part of the same zone as other parts of Tottenham Thanks You</p>
Not stated	Support	<p>(2 hours preferred) Please make only Mon to Friday 10-12am.</p>

Not stated	Support	(2 hours) I am a south Tottenham resident, May I please kindly ask that the hours to revised to only 2 hours per day that's from 11am to 1pm Monday to Friday only, This will as well help to eliminate the dumped cars from the area, May I also ask for the cost of the resident permit to be Maximum £50 per household per annum.
Not stated	Support	(2 hours) I would like to ask for the CPZ to be in South Tottenham area Monday to Friday 10-12am. Having the above timings will stop tradesmen and car sellers parking their cars for long periods and causing residents with elderly people and young children to struggle with parking on a daily basis. Please can you reduce the charge of permits for residents to be a minimal charge of £30 annually. We appreciate your help with this project and hope you will consider our comments. Thanking you in advance for your help.
Not stated	Support	1 hour preferred. Thank you very much agreeing to put a CPZ in place in the area, but we think that 4 hours doesn't really make it any better, so perhaps you will consider making it for 1 hour only as it will serve the purpose just fine
Not stated	Support	2 hours operating times please
Not stated	Support	2-4hours. It is now urgently needed for three reasons: 1) to discourage indiscriminate parking here by non-residents 2) in my view much more important, to stop illegal parking at road junctions on double yellow lines. This problem has grown exponentially in the last few years with many drivers flagrantly flouting the Highway Code. It creates a genuine traffic hazard, likely to produce accidents (which is why we have double yellow lines in the first place): drivers arriving at obstructed junctions are forced to ease out into potentially oncoming traffic with no sightline, so everyone becomes vulnerable. I have myself witnessed some near misses like this and it is only a matter of time. It is my hope you will have traffic wardens who will patrol and strenuously ticket such offenders. 3) to stop parking across lowered, marked pavements intended to help disabled people, whether in wheelchairs or partially sighted, to cross the road more easily. I frequently see cars parked across these areas in a way that quite lacks consideration for what other people might need. I hope you will note these reasons when you think about how best to introduce and patrol the proposed CPZ. Will residents have to pay for our own parking permits or not, and will we be able to apply for permits for visitors when they need it? Thank you for your attention.

Not stated	Support	A two hour CPZ 10 a.m. - 12 p.m. Mon - Fri would be sufficient to address the current parking issues in the area. Could you please explain further the last paragraph on the 1st page of the Statutory Consultation re Homes for Haringey residents. Are you saying that permits can be purchased even if one does not reside on a street within the CPZ?
Not stated	Support	Can you please advise what the cost of residents parking will be? Is the charge dependent on the duration of operational hours of the CPZ? Are there any proposals for one-way streets to be introduced? I am referring particularly to Norfolk Avenue, Rostrevor Avenue and Craven Park Road.
Not stated	Support	Good Afternoon, Yes, I'm all for CPZ in the area, please go ahead,
Not stated	Support	I fully understand the importance and the purpose of the CPZ is to deter people to park, dump cars on a never ending basis making life difficult for the local residents whom have to park near, close to their homes, however placing a restrictions for a four hour period seems to be a very aggressive approach from the council, may we suggest a two hours slot i.e. 11.00 am to 13.00 pm be sufficient to deter and to make it easier for legitimate people to park for a short time during the day as is the common practise of other Boroughs.
Not stated	Support	I would like to suggest that the CPZ hours are shortened to two hours, and also include Jewish festivals. This should achieve the same effect and also it is unfair that the charge is so high, we are low income families and this extra expense is squeezing us more than we can afford, there are other boroughs that are free for residents
Not stated	Support	In my opinion the issue of not finding parking in the area is due to many drivers leaving their vehicle for the day or several days, and they do not live in the area and are perhaps seeking free parking and then using public transport for the rest of their travels. A 1- or 2-hour restriction would be a sufficient deterrent and prevention for this issue.
Not stated	Support	In regard to your consultation for CPZ in my area, I strongly endorse it, as parking at the moment is unbearable, with many people parking their cars for days or even weeks and then travel with the train or underground down seven sisters. This is in addition to people just parking for the day and commuting to work. Please go ahead with the CPZ with the timings you've proposed.
Not stated	Support	Please can we have the restrictions to be between Monday to Friday 11am-1pm, as this will solve the problem, just as well as 10am-2pm.

Not stated	Support	Please can you introduce the 2-hour parking sessions as out area is very badly congested, and the residents hardly have any parking
Not stated	Support	Please can you introduce the 2-hour parking sessions as out area is very badly congested, and the residents hardly have any parking. Thank you.
Not stated	Support	Please can you put the CPZ for 2 hrs not all day.
Not stated	Support	Recommend a CPZ for the full day. 8am - 6:30pm
Not stated	Support	Regarding the proposal of introducing controlled parking in the area from 10am - 2pm, I believe that 1 hour restriction i.e. from 12-1pm, would benefit the residence more than having a 4 hour restriction, as 1 hour restriction would avoid people parking their cars for long periods but we would still be able to have our visitors visiting us throughout the day. A 4 - hour restriction won't benefit the residents anymore.
Not stated	Support	Thank you for your email - I was very pleased to receive the consultation notice and I have responded accordingly
Not stated	Support	The hours you are proposing 10am to 2 pm would prove useless as the main issue and problems with parking we are having are in the evenings and night-time, when neighbours from the blocks and many builders' vans park. If you would also have said 2 hours from 12 to 2 am this would help.
Not stated	Support	We are in receipt of your statutory letter dated 15th January 2020 in respect of parking control in our area. Whilst we are pleased you are taking our complaints seriously; we want to ensure that the cost for parking permits for the residents are kept to the minimum. A lot of neighbours' family and friends in our area are on very low income and just make ends meets with the help of council benefits. There are times we do not use our car as we do not have enough money to pay for petrol. We therefore ask you to please consider the cost for those that are on low income. Thank u in anticipation
Not stated	Support	We are in total support of parking restrictions in the South Tottenham CPZ zone provided they are enforced. At some point last year double, yellow lines were painted at the intersections of back streets in the neighbourhood. However, people often park on these thus blocking views when wanting to turn onto these roads. They do not seem to be being enforced.

Not stated	Support	we originally agreed to a CPZ on condition that it would be operational for 1 -one - hour a day. Besides that, we wanted that the residents parking not be expensive as a lot of Tottenham residents are of limited means. Having a CPZ operating for 4 hours a day greatly limits our working and shopping day and arrangements such as picking up young children from day care settings. I trust that Haringey will copy the model from Golders green where CPZ zones are limited to 1 hour a day. This takes care of all-day long parents who do not come from our area. 4 hours is a burden on us.
Not stated	Object	I live in the area of the proposed parking zone. Please whatever you do, don't put parking restrictions in this area. One of the reasons I moved here was to avoid parking zones. The parking on these streets is not bad. Putting in restrictions is a waste of time, effort and money. At my last address it only caused issues. I was wrongly charged 3 times for parking and the process for correcting the mistake was arduous and frustrating. For this and many other reasons PLEASE DO NOT put in parking restrictions!
Not stated	Object	I'm not agree for to introducing a CPZ to the south Tottenham area
Not stated	Object	I think it is not a good idea at all to make a CPZ in the Tottenham areas there isn't a problem parking here at all during the day. If, however you do decide to go ahead it should only be for an hour or two during the day to deter dumping cars but not more than that.
Not stated	Object	in regard to the consultation of the South Tottenham CPZ I live in the area and do not want parking control here.

Not stated	Object	Monday - Friday, 10am - 2pm. I understand that the Council decided that if people didn't want a 4-hour restriction they would have said no to this consultation rather than choosing this option in the hope that the hours of restriction could be changed. I think that your argument could possibly have been understandable had it stated on the consultation form in response to the question asking, 'If you feel controls are needed, what operating hours would you prefer?' , 'short period 2-4 hours'. However, it does not say that. On that consultation form it says 'short period e.g. 2-4 hours. There is a world of difference between these 2 statements. The first is definitive and absolute. The second is not, it is only given by way of example. I think it is therefore totally incorrect and improper that the Council should therefore now plump for a definitive period of 4 hours without having allowed further discussion first as to the length of restricted period. In many other areas common sense has prevailed with the operating period being for one hour. To achieve the objective of a controlled parking zone one does not need a duration of longer than one hour. I would hope, therefore, that the Council will invite public consultation and discussion which will relate specifically to the time period of the proposed controlled parking zone. It is in my opinion that, if the Council simply goes ahead with an introduction of a 4-hour parking restriction without allowing further public consultation on this particular issue first, legal action could be provoked into being taken against the Council.
Not stated	Object	We have writing regarding the CPZ in our area. We have studied the response from residents and notice that not many have responded to your earlier communication in September 2019. We feel that the majority of residents are very happy the way matters stand. We all respect each other's parking spaces and have no problem with parking whatsoever. With regard to abandoned cars, these can always be checked, and any abandoned cars can be towed away. We would please ask you to reconsider this. Furthermore, to those who felt CPZ is desired, the survey showed that most would be happy with one hour instead of the four-hour suggested.
Not stated	Other view	I share a car, so I only have it for about eight weeks a year (typically in two blocks of a month). Can you please tell me how this works and what charges are involved? Thanks in advance
Not stated	Other view	I wanted to enquire about the CPZ in regard to a disabled parking bay would that still stay?

Ravensdale Rd	Support	, I welcome the proposals to introduce CPZ in Haringey, however I feel that those people who leave cars for months on end will move over to my road, which has extremely high parking stress at the moment. I would suggest that you work with Hackney council to introduce Controlled Parking at the same time to minimise the parking stress we have.
Riverside Rd	Object	I don't want CPZ as I have clients and family coming from different areas.
Rostrevor Ave	Support	fully supportive of the proposal to introduce the South Tottenham Parking Zone. In addition, we would recommend you consider extending the one-way traffic arrangements which currently exist in parts of the proposed Parking Zone. Some roads are simply too narrow to cope with parking both sides and two-way traffic.
Rostrevor Ave	Support	If the CPZ restriction can be reduced to just one hour a day, e.g. 10-11am, that would be even better than 10-2, and is enough of a deterrent to make sure that people don't park for months at a time their abandoned vehicles. Finally, may we beseech you to allow residents either free parking or greatly reduced parking permits. Why should we have to pay large fees for the right to park in front of our house?... If you check out our area you will see that there are virtually no houses with driveways. We are already paying Council Tax, Road Tax, and the MOT test fee. We do not need an additional surcharge please.
Rostrevor Ave	Support	Petition with 282 households (334 signatures) requesting a 2-hour operating period for S Tottenham CPZ
Rostrevor Ave	Support	Petition with 284 signatures in support of parking controls but requesting a maximum 1-hour operating period from 12noon to 1pm.
Rostrevor Ave	Support	please make it just 2 hours a day preferred hour 12 till 2

Rostrevor Ave	Support	<p>We very much support this parking control for the following reasons: We live at 10, Rostrevor Avenue within about 50 metres of the High Road, A10, so the parking problems for us and our neighbours are more acute at our end of the road with people going into local shops or even Stamford Hill rail station, than those living further away from the High Road. The demand for parking has increased substantially over recent years and gets worse every year. My wife has a Blue Badge, and we are grateful to Haringey Council for providing us with a designated Parking Bay outside our house. But, such is the pressure on parking space sometimes when we return after being out a car uses the bay without a blue badge and we have to park further down the road and I have to use her wheelchair to walk back to the house. These people may only use the bay for a short period visiting people or local shops, but it can be for longer. My only reservation about a CPZ for my wife and I is that if we are unable to use our parking bay especially if a car with a blue badge uses it legitimately during the regulated hours, we could receive a parking ticket parking elsewhere in the road. I know from conversations with close neighbours that they often have to park way off down our road. Some residents have more than one car in the household. Some residents have a number of visitors using cars on occasion which adds to the congestion. Most residents, therefore, including us would hope that there will parking permits for friends, family or others who may need to visit during controlled hours. I hope these comments will be of use.</p>
Rostrevor Ave	Object	<p>I am a Senior, and registered disabled with Haringey Council. I and a lot of other OAP's are NOT in favour of the proposed CPZ in the area. I recently had another serious fall at home and this would create huge difficulties for members of my family/friends who come to visit me and help with my day to day routine- this has been the case even prior to my recent fall at home . Only 20% of residents responded to the Survey and I understand only about half supported the CPZ ., so in effect plans are being made on the basis of a very small percentage of residents who want it and a significant number were in favour of 1 hour and NOT 4 HOURS Please SERIOUSLY consider the extra financial burden you will be imposing on frail and lonely OAP's like me who depend on Visitors that in some small way help to improve our quality of life and which is itself a good thing and also financially beneficial to Haringey Council as I try NOT to be a burden to the Council by NOT making use of Home /Domestic help or any Care Package . With Thanks</p>

Rostrevor Ave	Object	I disagree that the CP should be from 10-2. I would rather suggest that it's from 1-2!
Rostrevor Ave	Object	I live on Rostrevor Avenue, N15 and I do not support the introduction of parking controls in this area. We are managing very well with the parking situation at present. If however, there is a majority that support the introduction of parking controls, PLEASE bear in mind the following important points: 1) This is a low-income area and the price of parking permits should reflect that. Please ensure the price of a parking permit is as low as possible. Additionally, the price of visitors permits must also be low. We are a close-knit community and have family members and friends coming to visit and spend time with us very often. This can become difficult for us if it becomes expensive for us to have our family come visit. 2) I appreciate the fact that you have excluded Saturday and Sunday from the proposed days - this is good! However, the 4 hours from 10am - 2pm is not necessary in my opinion. Rather 11am-12pm is enough to solve the problem of cars from other areas parking here for a few days at a time. 3) We do have large families in this area and our cars are a necessity for us. PLEASE don't make our lives more difficult and take our unique needs into consideration. With much appreciation in advance of a favourable outcome to this consultation
Rostrevor Ave	Object	I vehemently disagree that the CPZ should be from 10-2. I would rather suggest that it's from 1-2! This will potentially harm me as people will refrain from visiting me during the day.
Rostrevor Ave	Object	I would like to suggest that the CPZ hours are shortened to two hours, this should achieve the same effect and also it is unfair that the charge is so high, we are large families and this extra expenses is squeezing us more than we can afford, there are other boroughs that are free for residents
Wargrave Ave	Support	(2 hours preferred) As a resident of Wargrave Avenue, a part of the area that will become a controlled parking zone, I would like to request that the proposed four-hour restriction be shortened to a one or two-hour restriction. I would prefer the restriction to be shortened so that the hours would be from 10:00 AM until 11:00AM/12:00 PM as I feel that it is not absolutely necessary for the restriction to be for the duration of four hours
Wargrave Ave	Support	Can I ask to apply no more than 2 hours parking restrictions per day Monday to Friday and it should be midday
Wargrave Ave	Support	Hi Thanks for listening to us residents and doing the CPZ really looking forward to being able to come home and park on my road after going shopping or taking the kids and not needing to park a mile away. Can't wait it should happen ASAP

Wargrave Ave	Support	My comments are, I support the CPZ but only for two hours per day 11am to 1pm, these two hours will help our needs so that City workers wont park their car and take the train, people from other areas wont park on hour street as long term parking lot and that car dealers wont park their cars for long periods of time.
Wargrave Ave	Object	hello, I have received the proposal for CPZ in my road-Wargrave Avenue. However I request as do my neighbours to please have mercy on taxing us more than necessary for the yearly permit, I am a single mum that's needs my car for family and work and having 200 extra to pay to park in front of my house when I pay Haringey council tax (for the poor service we get here) is something not fair. I believe other boroughs far more affluent than this one charge way less @50-80 Thanking you in advance.
Wargrave Ave	Object	I have absolutely no problem with my parking space in Wargrave Avenue n15 6tx please DO NOT MAKE ANY CONTROLLED PARKING ZONE
Wargrave Ave	Object	never had any parking issues whatsoever. There are no parking problems to justify a CPZ. None of our neighbours have shown any support for the introduction of a CPZ and it is totally unnecessary. We do not think it is acceptable to make us pay to park outside our property when there are no parking issues in the first place and in addition to have to pay for visitors coming to our property. We understand the majority of the residents in the proposed CPZ are not in agreement with these proposals, so please could you specify which roads and house numbers actually support it? We respectfully request that if the proposed CPZ does goes ahead, the area is reduced to preferably remove Wargrave Avenue from the CPZ , or at the very least restrict it to only the end of street near the shops on the A10 high road (say, no further than door number 40 Wargrave Avenue).
Wargrave Ave	Other view	in Barnett they have controls from 12am to 1pm i.e. one hour and this seems to work very well. Can we not have the same? Also, if one has 2 cars can we have 2 permits and you have as yet not told us what we will have to pay.
Wellington Ave	Support	I would like to express my strong support for this CPZ as long as it is for 2 hours sometime in the middle of the day. We feel this will be of great help to the parking problems in the area, without harming the local community. If this will be in effect for more than 2 hours a day we oppose this proposal.

Wellington Ave	Support	<p>Thank you for proposing the CPZ to only be Mon-Fri, and to only be for a few hours in the day, we are so pleased that you took our previous replies into consideration! We would very much appreciate if the area will also have free parking on Jewish Holidays: Rosh Hashana, Yom Kippur, Sukkos, Purim, Passover, Shevuos, as this area is predominantly occupied by Orthodox Jews, this will help the community greatly. People have family staying over for the holidays, and CPZ on these days will make things difficult. Additionally, if the CPZ restriction can be reduced to just one hour a day, e.g. 10-11am, that would be even better than 10-2, and is enough of a deterrent to make sure that people don't park for months at a time their abandoned vehicles. Finally, may we beseech you to allow residents either free parking or greatly reduced parking permits. Why should we have to pay large fees for the right to park in front of our house?... If you check out our area you will see that there are virtually no houses with driveways. We are already paying Council Tax, Road Tax, and the MOT test fee. We do not need an additional surcharge please. Thank you very much for all your help!</p>
Wellington Ave	Object	
Wellington Ave	Object	<p>I am outraged by the outcome of the decision to potentially enforce CPZ zones in the South Tottenham area. I have lived at my address (Wellington Avenue, N15) for 25 years and have never had, seen or heard an issue regarding parking in the area highlighted in your attached document. Only in the past year or so have I heard complaints due to unwanted double yellow lines and other lesser parking restrictions added to the area which has only frustrated residents. I must make clear that I completely understand why CPZ is enforced but know that it should only be implemented where it makes sense to do so and most importantly BENEFITS its residents! The roads highlighted in your proposed CPZ have no local businesses (only one school) and are only used by families - therefore the only people parking are usually the residents themselves anyway! You noted that only 372 valid responses were received from 1850 which were distributed amongst the area. 55% for the parking controls and 41% against. However, we surely have to include the fact that 80% of residents for one reason or another felt it was not important enough to respond and therefore are automatically considered content with how things stand at the moment - without the parking restrictions. I implore you to remove the proposals of the CPZ area which only add inconvenience and added costs to your local residents who have been here for so many years.</p>

Wellington Ave	Object	everyone I have spoken to has agreed that there is NO need for the CPZ, particularly on Wellington Avenue, Wargrave Avenue and Gladesmore Road. Parking during the day is plentiful on these roads and introducing the CPZ is really unnecessary. We already pay such a high price in council tax and simply do not have the money to start paying for simply parking our cars outside our homes. If there was a need for it, I would understand but on these roads, there is NO need at all.
Wellington Ave	Object	Hi, I live on Wellington Avenue and everyone I have spoken to has agreed that there is NO need for the CPZ, particularly on Wellington Avenue, Wargrave Avenue and Gladesmore Road. Parking during the day is plentiful on these roads and introducing the CPZ is really unnecessary. We already pay such a high price in council tax and simply do not have the money to start paying for simply parking our cars outside our homes. If there was a need for it, I would understand but on these roads, there is NO need at all. I would appreciate a response as I'm clearly unhappy with this proposal! Everyone I have spoken to as of the same view. I am sure residents on these roads no one is in favour!
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Wellington Ave	Object	Hi, I'm resident at Wellington Avenue I would not like the CPZ zone at all thanks
Wellington Ave	Object	I am writing to you opposing the proposed CPZ scheme in South Tottenham. I have already expressed my view that currently there is no parking issue on my street. Secondly, I either walk to work or use public transport. My children do the same when going to school and we leave our car at home using it only when needed. You are now penalizing me for leaving my car at home, charging me the privilege of parking outside my house. Running a car is already expensive. Making a CPZ zone will just add to it.

Wellington Ave	Object	I have lived here for nearly 50 years and am probably one of the longest residents in the area. I represent all my neighbours with whom I have consulted I wonder if you've ever driven down any of the roads in this CPZ between 10.00 and 14.00. I do so regularly in fact every day. I have NEVER I repeat NEVER had a problem to park. The only time there has sometimes been a shortage is 22.00 till 24.00. I would therefore appreciate if you could explain the reasons behind these parking controls . I do believe that I'm wasting my time writing this email as it seems you have already decided the outcome. Probably it is just another form of income for the Council. If you really mean the benefit of the residents than we should get FREE parking permits once it is implemented. Eagerly awaiting your response.
Wellington Ave	Object	I live in Wellington Avenue and have no problem with parking during the day. If the CPZ goes ahead to help residents whose streets are near the High Road, and are subjected to commuters parking outside their homes, this will push the problem onto neighbouring streets like ours. Also, I feel that four hours restriction a day is excessive, unnecessary and unfair. One- or two-hours restriction in the middle of the day would suffice to deter commuter parking.
Wellington Ave	Object	I object to the proposal of introducing a control parking in my area, I feel this is unnecessary and will only add additional costs to the residents & will add stress to the local families.
Wellington Ave	Object	I wish to strongly oppose to being part of the South Tottenham CPZ. This idea is horrifying and so unfair . I've got two sick relatives and I constantly have nurses and doctors coming. Paying for parking would push them off from coming . Plus it's a huge expense and I cannot afford it. I do have a disabled bay. Would this change??
Wellington Ave	Object	We strongly object to the introduction of a CPZ. We have been told that this will deter visitors who will not want to incur costs for visiting and we do not need parking restrictions in our streets. If we will be forced to have a CPZ it should only be for 1 hr a day like in holders green Barnet Council 11 am to 12 pm, but not on Saturday.
Wellington Ave	Other view	We do not wish for a CPZ but if it is going to be introduced, we only want it for 1 hour from 10am to 11am. Anymore would be onerous and unnecessary, thank you.

Grovelands Rd	Object	I did express my concerns about having parking restrictions where I have been living for the last 30 years. I do not see the reason for Haringey Council proposing to implement parking control in this residential area. I also would like to know the reason for proposing parking control, Monday-Friday, 10 am-2 pm. Not much has been explained. Do the residents have to apply and pay for parking permits? I do not think that full explanation was given to all residents. May be some of the ones who agreed to this are under the impression that they will not have to pay to park their cars outside where they live. Please reply and give full explanation. Thank you
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.
Olinda Rd	Object	We are residents of Olinda Rd N16 in LB Hackney and write to object to the proposed CPZ. The CPZ will have a very adverse and detrimental effect on the parking spaces in Olinda Rd especially since the adjacent road being Craven Park Road is within the proposed CPZ and those who can't park in Craven Park Rd will now use Olinda Rd, where the parking is already full to capacity by commuters and local business parking during the day. In any event the proposed 4-hour CPZ is also too onerous and should only be for a maximum of 1 hour, but we are opposed to any the proposed CPZ in South Tottenham.
Lockmead Rd	Support	12-2pm I would like 2-hour CPZ (12-2)
Lockmead Rd	Object	I wish to raise my strong objection to the proposed CPZ in my area of South Tottenham. I am very happy with the situation at the moment and have no problems of parking in Lockmead Road where I live.
Crowland Rd	Support	Frequently I have to park 2-3 doors away from my home and in order to unload groceries etc., I have to park in the middle of the road to unload, then find a parking space, and then walk back. Many non-residents park here all day and take the train at South Tottenham or Seven Sisters. I welcome the CPZ here. Please let me know when the CPZ is coming into force so I can park with more comfort.

Crowland Rd	Object	<p>As someone living in the proposed extension area I would like to register my objection to the imposition of parking controls for the following reasons: 1. We already have a controlled parking system on our estate (comprising Copperfield Road, Duffield Drive and Bushmead Close) run by our housing associations and paid for under our leasehold agreements. The current parking agreement is effectively free of charge to residents (we each have one parking permit per household plus one permit for visitors). This is very effective, and we do not have problems with parking. 2. As a senior citizen I am on a fixed income. Like others in my situation I find a car a necessity - and would find it problematic to meet the additional charges if this proposal was extended. Additionally, many families on the estate are not wealthy but also find cars a necessity. A parking charge is therefore regressive in that it penalises the poorest. And, as explained above, is not in any case a necessity on our estate which already has an effective system, which is cheaper than the one run by the council. I therefore hope you will take these objections into account when making your decision.</p>
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