

Report for: Head of Highways and Parking in consultation with Cabinet Member for Tackling Inequality and Resident Services

Item number: N/A

Title: Proposed Muswell Hill South controlled parking zone.

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Ward(s) affected: Alexandra, Muswell Hill

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

1 Describe the issue under consideration

1.1 This report sets out the results of the public engagement undertaken on proposals to implement a controlled parking zone for the Muswell Hill South area. This was undertaken between 01 and 29 December 2021. However, this was extended to the 21 January 2022 at the request of ward Councillors.

2 Cabinet Member Introduction

2.1 N/A

3 Recommendations

3.1 It is recommended that the Head of Highways and Parking in consultation with the Cabinet Member for Tackling Inequality and Resident Services:

- a) Note the results of the public engagement undertaken for the proposed introduction of the Muswell Hill South controlled parking zone (CPZ)
- b) Agree not to introduce a CPZ in the majority of roads within the Muswell Hill South area
- c) To undertake statutory consultation for the introduction of controlled parking measures within Wood Lane and for this road to be merged with the existing Highgate Station A CPZ area. This CPZ operates Monday to Friday, 10am – 12 noon.

4 Reasons for decisions

- 4.1 The Council adopted a formal CPZ policy (attached as **Appendix I**) in March 2020. This requires the Council to consider the results of public engagement conducted on proposed new CPZs, prior to making a decision on whether or not to proceed to implementation. This policy sets a minimum threshold for response, as well as requiring at least 51% support for proposals from those who do respond.
- 4.2 Analysis of the results of the public engagement undertaken on the proposals to implement a new CPZ for Muswell Hill South area indicates a 31% response rate which exceeds the 10% threshold required. The majority of those responding to the public engagement indicated a preference to retain the existing 'non controlled' parking arrangement and citing that the existing arrangements work well for residents. Therefore, no changes are recommended.

However, one road 'Wood Lane' expressed a preference with 61% of those responding, in favour of the introduction of parking controls.

5 Alternative options considered

- 5.1 Consideration was given to not progressing the proposed CPZ in Wood Lane which reported a majority in favour of controls. However, this option was not progressed as it would conflict with the Council's CPZ parking policy

6 Background Information

- 6.1 The Muswell Hill South area was identified for engagement on a proposed CPZ area as part of the 2021/22 parking investment plan approved in March 2021 with a public engagement programmed to be undertaken in early 2022.
- 6.2 When developing the extent of the area to be engaged, consideration was given to recently introduced CPZ's and other recent engagements undertaken on the introduction of parking controls.

A drawing showing the extent of the proposed CPZ area is provided in **Appendix (II)**

Public Engagement

- 6.3 Public engagement was carried out over a three-week period starting on 01 December 2021 with an initial closing date of 29 December 2021. However, This was extended to 21 January 2022 following request by ward councillors to allow more time for residents and businesses to respond. Our usual engagement practice was followed, which involved delivering public engagement packs which contained an information letter, questionnaire, and an area plan. These packs were delivered to all registered properties within the area. In addition, street notices were erected in every road to help raise awareness of the Council's proposal. Lastly, the engagement material and related information was uploaded onto the Council's website with access to an online questionnaire allowing responses to be submitted digitally. The engagement letter questionnaire and plan are provided in **Appendices (I and III)**.

Responses Received

- 6.4 Of the 2908 properties which received the engagement pack, the Council received

894 responses. This represented a response rate of 31%, which exceeds the minimum threshold of 10% set out in the **Council's** CPZ Policy.

6.5 Of the 894 who responded to the question 'Are you in favour of parking controls?':

- 20% (181) supported the introduction of Muswell Hill South area CPZ.
- 80% (713) did not support parking controls being introduced.

Further analysis on a road-by-road basis was carried out, which identified 1 road 'Wood Lane' exceeding the 51% majority required for the introduction of parking measures to be considered. Residents of this road responded with a percentage of 67% in favour of parking controls being introduced.

6.6 A copy of the full analysis report has been attached in **Appendix (IV)**

7 Contribution to strategic outcomes

7.1 It is important that safe, green travel is available to prevent the borough's roads from being overrun by cars and to support active travel, an ambition the Council has laid out in its [Borough Plan](#) and [Transport Strategy](#). Controlled parking zone installation support the objectives set out in these documents as well as the wider initiatives to improve air quality and support the health of residents, as in the Council's [Climate Change Action Plan](#).

7.2 The introduction of controlled parking is in accordance with Section 3.3.3 of **Haringey's Local Implementation Plan 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."

7.3 The introduction of CPZs also aligns with the **Council's** agreed Transport Strategy and supports its 'aims' which include:

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

Statutory Officers' comments

8 Comments of the Chief Financial Officer

8.1 This report seeks approval for the implementation of the CPZ controls into Wood Lane. These controls would be an extension of the existing Highgate Station (HGSTA) CPZ which operates Monday to Friday, 10am – 12 noon.

8.2 The full cost of this scheme is estimated to be £47.5k, including community engagement; inventory of existing site conditions; design and implementation. This **will be funded from the Council's** approved Capital Programme as it was included within the Parking Implementation Plan.

8.3 Once implemented the future operation cost will be funded from the existing service revenue budgets.

9 Comments of the Head of Legal Services and Governance

9.1 Before reaching a decision on whether to make a traffic management order to implement 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. Any decision must be taken in accordance with the requirements of the Council's CPZ policy (Appendix I).**

9.2 The legal position in relation to traffic management orders and the statutory requirements in respect of consultation are set out in section 9.1 of this report. Public engagement has been undertaken and due consideration given to representations by the public. The recommendations within this report are in line with **the requirements of the Council's CPZ policy, therefore the Council should be acting lawfully were it to proceed in compliance with the recommendations in this report.**

10 Equalities Comments

10.1 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advance equality of opportunity between people who share those protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not.

10.2 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.

10.3 The recommendation is to seek approval to not progress with the proposals at this time due to the lack of support received during the public engagement.

10.4 A public engagement document and a questionnaire with freepost envelope for returning the questionnaire was distributed to all households and businesses within the engagement area. Street posters were placed in every road and an online version of the engagement material was **made available on Haringey's website.**

10.5 The questionnaire also asked for disabled bay holders to indicate if they would like for their bays to be converted to a dedicated bay for their specific use only.

11 Use of Appendices

- Appendix I – Controlled Parking Zone Policy
- Appendix II – Map of the proposed Alexandra Palace West CPZ area.
- Appendix III – Public engagement letter and questionnaire
- Appendix IV – Engagement response analysis

Appendix I – Haringey Parking Policy

Background

A parking and traffic management policy is an important tool which contributes towards wider policy objectives. Such objectives include a less congested road network, improved road safety and a reduction in vehicle emissions, leading to improved air quality for residents.

Better managed kerb space will also benefit Haringey's residents with improved road conditions for walking, cycling and journey times on the local transport network. It also ensures the distribution of allocated disabled parking bays reflecting the necessary requirements within specific parking zones and shopping areas in the borough. The policy ensures the provision of visitor parking facilities to support local business and community groups including those on our local high streets, shopping areas and places of worship.

Controlled Parking Zones (CPZs)

This policy sets out the factors that will be considered when determining whether to **implement parking restrictions as part of a controlled parking zone ("CPZ") for the first time** in the whole or part of the borough.

CPZ Area

The area of the borough where it is intended to implement parking restrictions will be determined by parking stress surveys and expressions of interest received from residents and agreed by Ward Councillors. Parking occupancy of 80% and above would suggest pressure. Residents of roads on the boundary of an area, who may be at risk of displacement if a CPZ is subsequently implemented, will also be consulted on proposals and offered the opportunity of inclusion in the zone.

Consultation

An informal public consultation will be undertaken in addition to the statutory requirements set out in legislation.

Consultation Stages

Stage 1 – Informal Consultation

As part of the design consultation, residents and other stakeholders will be consulted regarding the operational times and days in the form of a questionnaire. This will allow schemes to be tailored to local needs, however these hours need to be limited to a time range that is appropriate for the area and does not fail to take into consideration the effect of attractions such as transport hubs or retail facilities. The minimum operational hours that will be considered are two-hour zones. The operational times proposed will be agreed with Ward Councillors prior to consultation commencing.

The results of the first stage consultation will be considered on an area wide basis, with the collective response of the area determining whether a CPZ is introduced. In order to ensure CPZs are coherent, **they need to reflect residents' views, but also reflect the local geography, including neighbouring CPZs, potential future development, nearby areas of parking pressures such as large venues and new housing and business development parking attractors, and the impact on main roads.** The implementation area will be finalised following the consultation process taking account of these factors.

While an area may share the same parking problems, its residents may not share the same opinion of controlled parking. A CPZ will therefore be introduced based on the overall response from the area consulted or sub-areas of the consulted area, achieving at least 51% vote in favour of controls unless there are exceptional circumstances, such as a major development planned for the area.

This means that some streets may vote against a CPZ, but if surrounded by roads that support controls, they will be included to ensure that the zone is workable. Where this happens, the rationale will be made available to residents.

If there are roads on the periphery of a proposed controlled parking zone area are not in favour of parking restrictions being implemented, their roads may be removed from the proposed zone where practicable. Part roads will not be included in a CPZ.

Schemes will be progressed where at least 51% of respondents are in favour of proposals. There may be exceptional circumstances where controls need to be implemented in situations where there is less than 51%. These decisions will be taken by the Head of Highways and Parking in consultation with the relevant Cabinet Member and Ward Councillors.

The operational hours of controlled parking zones will be determined by the outcome of consultation. Where the consultation fails to deliver a clear preference, decisions on operational hours will be made in consultation with Ward Councillors. There may be exceptional circumstances where the Council will implement operational hours required to **discharge the Council's duties under section 122 of the Road Traffic Regulation Act 1984**

The Council should receive a response rate of between 10% and 20% to consultations. A response rate below 10% is deemed inconclusive and a scheme will not be progressed without further engagement with the community and achieving a response rate no less than 10%.

Stage 2 – Detailed Design

This is the formal statutory consultation stage where the proposals are advertised in the local press and notices are placed on lamp posts in the area. The period of consultation is normally 21 days where people can comment on the designs. However, this period is sometimes extended to take in to account public and school holidays. This consultation does not give the option if whether or not a CPZ should be implemented and simply takes account of measures that need to be taken on the highway to give effect to scheme implementation.

Review Stage

The Council will introduce a programme of review of all permanent controlled parking zones. This will involve an assessment of the parking provision within existing zones to ensure it still works for residents, businesses and visitors whilst also encouraging walking, cycling and more sustainable forms of transport for those that need to travel across the borough. The review programme will be developed with the aim that all permanent CPZs are reviewed every 5 years or in response to representations from residents and Ward Councillors. It is recognised that there will be exceptions where the

review of more recently implemented CPZs will take priority due to pending developments in the area.

Design principles

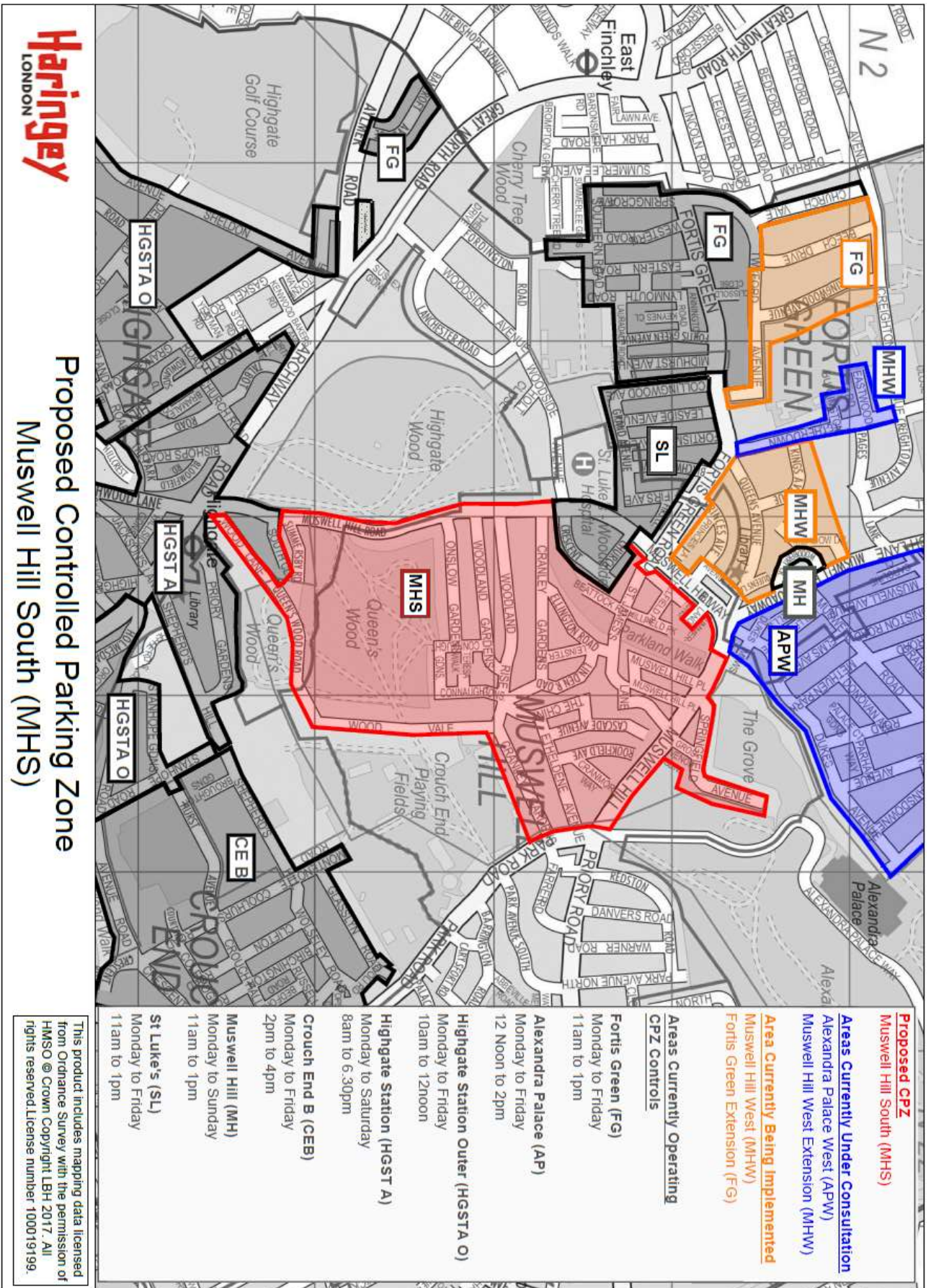
The Council's Borough Plan, Transport Strategy and Air Quality Action plan (AQAP) sets out the Council's commitment to improving air quality. Transport is one of the main contributors to poor air quality and as such our controlled parking zones should be designed not only to deter all day parking associated with commuters, but to discourage short trips and encourage walking and cycling.

The Traffic Management Act (TMA) 2004 is a key piece of legislation for parking management. The TMA requires that arrangements should be based on the principles of fairness, consistency and transparency. The associated guidance requires authorities to design arrangements with regard to:

- Managing the expeditious movement of traffic,
- Improving the local environment,
- Improving road safety,
- Improving the quality & accessibility of public transport,
- Meeting the needs of disabled people,
- Managing & reconciling the competing demands for kerb space.

In order to support local business loading restrictions will only be introduced where they are required to maintain road safety and protect against congestion on key routes.

The size of a controlled parking zone should consequently be such that allows residents easy and safe access to parking near their homes but deters short trips and interzone communicating that creates pressures at places of interest such as transport hubs and near retail facilities. It is therefore recommended that where possible a CPZ will not comprise of more than 30 roads as recommended in national guidance.



Environment and Neighbourhoods

Ann Cunningham: Head of Service for Highways and Parking



03 December 2021

Public Consultation on Parking Controls

Review of Uncontrolled Roads in Muswell Hill South area

Introduction

We are writing to ask for your views on the Council's proposal to introduce parking controls in your street through a new controlled parking zone (CPZ).

Why we are consulting you

It is important that we have safe, green travel to prevent our roads from being overrun by cars and to support active travel, which is the ambition of the Council as laid out in its [Borough Plan](#) and [Transport Strategy](#). Controlled parking zone installation will support the objectives set out in these documents as well as the wider initiatives to improve air quality and support the health of residents as per the Council's [Climate Change Action Plan](#).

The Council is aware that some residents in the proposed area are experiencing increased parking pressures, with concerns raised about lack of available parking both for residents and those visiting community services.

To ensure that the Council manages parking and addresses concerns raised we are consulting residents and businesses in the area to understand which roads are experiencing parking pressures, what these pressures may be, and understand if introduction of parking controls is supported.

The proposed CPZ boundary can be found on the attached plan. We have arrived at this boundary by looking at main roads, railway lines, green spaces, and existing parking controls in the neighbouring area.

Have your say

We would like to know if you support having a Controlled Parking Zone (CPZ) introduced, and if so what days and times you prefer.

Please submit your response to this consultation to reach us no later than 31 December 2021. You can do this via one of the following three options below:

Online: fill in a questionnaire for the Muswell Hill South which is found by following this link <https://www.haringey.gov.uk/current-parking-consultations>

Email: fill in the attached questionnaire and email it to frontline.consultation@haringey.gov.uk

Post: fill in your paper copy of the questionnaire and return it to us using the Freepost envelope provided.

Please Note: If you are responding on behalf of an organisation only one reply will be accepted. You must give your full postal address when responding to this consultation if you want us to consider your views. |

Other changes on offer

To promote the uptake of electric vehicles we are considering new locations to increase the number of electric [vehicle](#) charging points/bays available in the borough. If you would like to request an on-street charging point, then please provide your address and the suggested location under Q10 within the questionnaire.

Dedicated disabled parking bays (those that can only be used by one vehicle registration) are one of the benefits being offered by the Council to help residents with severe walking impairments and those residents who cannot travel far to their vehicle. The bays are intended to provide the eligible residents easy access to and from their homes and ensuring there is sufficient room to manoeuvre in and out of their vehicle. For full details on dedicated disabled parking places and how to apply online please visit <https://www.haringey.gov.uk/parking-roads-and-travel/parking/dedicated-disabled-parking-bay>.

If you do not have access to the internet, you can request an application for a dedicated disabled parking bay under Q11 within the questionnaire.

Information on parking

A controlled parking zone would only operate on roads within the public highway and not on private estate roads such as Homes for Haringey estates.

All residents and businesses within the proposed parking zone will be able to apply for a permit to park in any of the roads which are within the public highway of the CPZ.

Although roads within Homes for Haringey or private estate land will not be part of the CPZ, residents of these estates will be able to apply for parking permits to park in the CPZ.

Anyone applying for a permit to park within the CPZ will have to pay the relevant price for a permit.

Residents in car free developments will be aware that they will not be eligible to apply for permits to park within CPZ's. This a London wide Mayoral planning policy to encourage the uptake of sustainable modes of travel such as walking, cycling and the use of public transport. However, residents living in car free developments will be entitled to apply for visitor vouchers to allow their visitors to park within the zone.

Information on how CPZ's [operate](#) and our current permit prices is provided on a separate sheet as part of this consultation. The information is also available via www.haringey.gov.uk/parking-roads-and-travel/parking/parking-consultations/current-parking-consultations.

What happens next?

Our estimated timeline to progress this project is detailed below.

- **December 2021:** Council Officers will consider your feedback and discuss the outcome of the consultation with your ward [Councillors](#).
 - **January 2022:** Officers will prepare a report with recommendations which will be submitted for a decision to a key officer in consultation with the relevant Cabinet Member.
 - **January/February 2022:** We will write to you to update you on the outcome of the consultation and decision. If approved, we can then progress to statutory consultation.
 - **February 2022:** Statutory consultation which includes advertising the necessary changes in the local newspapers allowing anyone to object to the proposals.
-

- March 2022: Officers will prepare a second report with recommendations on whether to implement the changes on the street. This decision is likely to be taken by the relevant Cabinet Member.
- March 2022: We will write to you again to inform you if any changes will be implemented and the timeframe for this.

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

Muswell Hill South CPZ Questionnaire

Q1 Please tell us your road name and house number

Personal details will not be published, but we need the information for our analysis. Under the Local Government Access to Information Act 1985, your consultation response will be available for inspection if required; however, your personal details will remain confidential.

Q2 Are you a Resident, Business or Resident/Trader/Community Group?

Resident

Business

Group

If a Resident/Trader/Community Group, please provide details and number of registered members

Q3 Is it difficult to find parking space in your road?

Yes

No

Sometimes

Q4 Do you think your road needs CPZ controls?

Yes

No

Q5 If you voted 'No' to CPZ controls in question 4, but surrounding roads voted yes, would you want controls to be introduced in your road?

Yes

No

Q6 If there is a need for controls, what operational days would you support?

Monday - Friday

Monday - Sunday

Monday - Saturday

Q7 If there is a need for controls, what operational times would you support?

2 hours 10am – 12noon

All day e.g 8am – 6.30pm

4 hours 10am -2pm

Other, please write below

Q8 Do you feel that your street requires short term visitor parking e.g pay to park?

Yes

No

Q9 Which (if any) of these impact on parking provision in your road. Tick any that apply

Commuter parking

Use of bins to
consume space

Overspill from nearby CPZs

Temporary traffic
management schemes

Multicar households

Other, please state
below

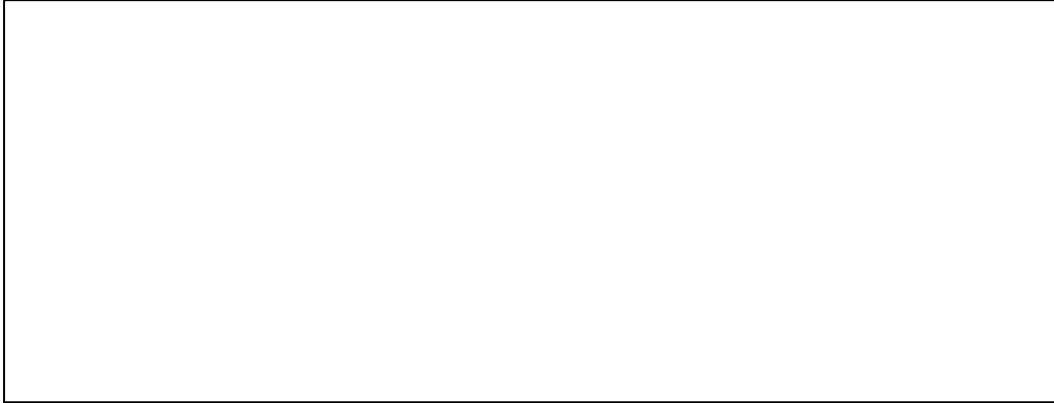
Q10 If you would like an electric vehicle charging point (EVCP), please enter your name and address in the space below.

Q11 If you are a disabled blue badge owner and want to request a disabled parking bay (general for any badge holder or for your use only) or would like to convert an existing general disabled parking bay to a Dedicated Disabled Parking Bay (for your own use), please apply online via <https://www.haringey.gov.uk/parking-roads-and-travel/parking/dedicated-disabled-parking-bay>. Alternatively tick the 'yes' box below and enter your name and address. We will then send you an application form.

Yes

If yes, please enter your full name and address

Q12 Please use this space for any comments or to provide an alternative suggestion for changes in your area that you feel would work better.

A large, empty rectangular box with a thin black border, intended for the respondent to provide comments or alternative suggestions.

Appendix V – Engagement Response Analysis

Muswell Hill South: Possible CPZ

Consultation on a possible CPZ was conducted from 1st December 2021 with an original closing date of 29 December. This was subsequently extended to 21 January 2022.

Data Analysis

		Count	%
Are you a Resident, Business or Resident/Trader/Community...	Resident	863	96%
	Business	14	2%
	Holmewood School	18	2%
	Total	895	100%

Respondents did not understand the definitions clearly and many assumed that group referred to number of persons in the household. Respondents identifying as a group consisted of school teachers and staff at Holmewood School

Q3. Difficult to park in your road?

		Count	%
Difficult to park in your road?	Yes	155	17%
	No	543	61%
	Sometimes	195	22%
	Total	893	100%

Q4. Need CPZ controls?

		Count	%
Need CPZ controls?	Yes	181	20%
	No	713	80%
	Total	894	100%

		Format			
		Paper		Online	
		Count	%	Count	%
Need CPZ controls?	Yes	101	22%	80	19%
	No	364	78%	349	81%
	Total	465	100%	429	100%

Q5. If 'No' to CPZ, but others said yes, would you then agree to a CPZ?

		Count	%
If 'No' to CPZ , but others said yes, would you then agree to a CPZ?	Yes	144	19%
	No	607	81%
	Total	751	100%

Q6 & Q7 Operating times (if CPZ required)

		Count	%
If CPZ needed, what operating days?	Monday -Friday	377	71%
	Monday - Saturday	64	12%
	Monday - Sunday	91	17%
If CPZ needed, what operating hours?	Two hours 10am - 12noon	307	55%
	All day e.g 8am - 6:30pm	105	19%
	Four hours 10am - 2pm	57	10%
	Other, please write below	94	17%

10.01-10.02

10am - 5pm

11am-12noon

12-1pm only 1 hour needed to stop commuters

12-2pm

12-2pm

12noon - 2pm

2am-4am

3-5pm

3.30pm onwards

30 mins

3pm - 5pm

3pm-8pm

4-6pm

4pm - 6pm

4pm - 6pm

4pm - 6pm weekdays. 10am to 6pm on Saturdays

4pm - 7pm

4pm-6pm

5:00 pm to 7:00 am

5pm-8am

7am-9am

8am - 10am

8am to 12noon

9-10

9pm - 10pm is the only difficulty but that is because residents with multicars are all at home

After school hours when parents wait for music school students

as short as possible - 1 hour 11-12?

Concert/Évent at Ally Pally Times

Q6, 7 and 8 not applicable as no need for controls

Support for CPZ controls – by Road

		Need CPZ controls?			
		Yes		No	
Road name		Count	Row %	Count	Row %
Alexandra Gdns		4	21%	15	79%
Beattock Rise		0	0%	2	100%
Cascade Ave		2	11%	17	89%
Connaught Gdns		2	3%	58	97%
Cranley Gdns		22	23%	74	77%
Cranmore Way		0	0%	6	100%
Ellington Rd		6	19%	26	81%
Etheldene Ave		6	26%	17	74%
Grosvenor Gdns		2	18%	9	82%
Dukes Avenue		1	20%	4	80%
Hillfield Park		12	41%	17	59%
Leinster Rd		1	11%	8	89%
Linden Rd		6	24%	19	76%
Muswell Hill		4	9%	42	91%
Muswell Hill Place		2	5%	40	95%
Muswell Hill Rd		15	29%	37	71%
Onslow Gdns		17	33%	35	67%
Park Road		0	0%	0	0%
Risborough Close		0	0%	0	0%
Rookfield Ave		1	7%	14	93%
Springfield Ave		2	6%	31	94%
St James' Lane		22	45%	27	55%
Summersby Rd		1	14%	6	86%
The Chine		1	5%	18	95%
Wood Lane		11	61%	7	39%
Wood Vale		21	33%	43	67%
Woodland Gdns		7	10%	66	90%
Woodland Rise		12	21%	46	79%
Outlying roads		0	0%	18	100%
Not stated		1	8%	11	92%
Total		181	20%	713	80%

Q8. Do you need short term visitor parking?

		Count	%
Do you need short term visitor parking?	Yes	88	10%
	No	793	90%
	Total	881	100%

Q9. Parking problems and issues

		Count	%
Parking problems	Commuters	194	47%
	Other issues	180	44%
	Multicar households	173	42%
	Overspill from other CPZs	146	35%
	Use of bins to reserve space	59	14%
	Temporary traffic schemes	45	11%
	Total	412	100%

Other issues consist of trade vans, shoppers, visitors to the woods and parks.

Examples:

- Vans left for long periods
- Vans left parked for days
- Vans park at the bottom of the road but it doesn't affect me.
- Very few available spaces for our flats at 63/65 Wood Lane. We have no off-road parking, and the introduction of double yellow lines in Queenswood Road (adjoining Wood Lane) means very few spaces are available. Given that Highgate Tube commuters also use this road for parking.
- Very narrow road so any parking disrupts pedestrians and other cars. Single yellow works fine.
- Visitors for the woods / Highgate with no respect for residents including blocking driveways, gateways and pavements
- Visitors to Highgate woods
- Visitors to park and woods. Builders and trade vans
- Visitors to Queens Wood
- Visitors to Queens Wood
- Visitors to Queens Wood & Highgate woods. Commuters use Highgate station
- Visitors to Queens Wood and Crouch End recreational area
- Visitors to Queens Wood walking their dogs etc.
- Visitors to the area
- Visitors to the woods park at top of road
- Visitors to Highgate Wood and Parkland Walk, drivers parking to shop in Muswell Hill
- Visitors to Highgate Wood (a good thing!)
- Very few available spaces for our flats at 63/65 Wood Lane. We have no off-road parking, and the introduction of double yellow lines in Queenswood Road (adjoining Wood Lane) means very few spaces are available. Given that Highgate Tube commuters also use this road for parking.
- Too many driveways / crossovers
- Too many flats on the street = too many cars
- Too many front garden conversions reducing on-street parking -- as well as increasing flood risk
- Trade / delivery vans left in the road at weekends
- Trade an builders vans left overnight. Some drive in and leave their car - and then drive away in the van
- Trade vans
- trade vans and lorries
- Trade vans and other commercial vehicles park overnight
- Trade vans left parked overnight

- Trade vans parked overnight
- trade vans, building works vans
- Trade vans, dog walkers, and front gardens which remove road parking space.
- Traffic congestion outside NLPAC
- Up to 20 cars parked by the Autowerks garage. The road should be for residents - not the garage
- Used car dumping. Large amount of building renovation work