

Parking Strategy and Policy/Charges Review

Appendix B: Parking Policy Consultation Outcomes

1. INTRODUCTION

Parking Policy Review consultation was undertaken in early 2024, with invitations to participants and publication on the London Borough of Haringey website.

“We are consulting on aspects of parking policy and would very much welcome your views. Parking is a public service that supports communities by providing access to managed (safe) parking spaces, improving access to public amenities, reducing congestion, and making our roads safer.

We are reviewing our parking policy to ensure that it continues to reflect best practice and support the delivery of the Council’s Transport Strategy, and Road Danger Reduction and Air Quality Action Plans.

Owning and using a motor vehicle impacts everyone who lives in or visits our borough, so we are seeking the views of everyone - including those who do not own a vehicle.”

Respondents we invited to complete the online form. Survey questions invited free text responses in order to encourage free-ranging views, comments and suggestions.

2. OUTCOMES

2.1. Overview

The majority of responses have been coded into categories in order to identify trends and patterns. A number of questions have been left as free text responses, not categorised in themes, given the wide ranging responses with complex and varied comments.

A total of 100 responses were received

	Count	%
Response method		
PC / Laptop	37	37%
Tablet	5	5%
Phone	58	58%
Total	100	100%

2.2. Survey responses

Q1 What are the priority parking issues in your area?

Comments

Survey Response	Officer response
Maintain all currently available parking - no reduction in provision or on street parking. Removal of unwanted LTN restrictions and filters between Moorefield and Sperling Roads and on St Loys Road. Removal of unwanted physical obstructions (planters) on Clacton Road to reopen previous one-way route to residents - most notably to access southbound High Road A10.	Issues of this nature to be addressed through the procedures for LTN / schools streets review
Not enough space on pavement Parking is on the pavement in my road. There is not much space between garden walls and the cars. More bike hangers.	Issues of this nature to be addressed through the

Survey Response	Officer response
Parking on kerb space sperling rd n17	Footway Parking Policy and associated processes
Pavement parking	
Pavement parking, parking on double yellow lines	
Pavement parking, parking outside Sainsbury's by Seven Sisters station and blocking the road for buses, parking to block LTN	
removal of all pavement parking, prevention of dangerous and obstructive parking by strategic placement of trees and greenery, prevention/removal of parking that obstructs public transport	
Return Lansdowne roads pavements to the public that you took in 2018 for private vehicle storage.	
Availability	Issues of this nature to be addressed through the Parking Schemes – Resident Engagement Policy, Footway Parking Policy and associated processes; covered by developing EV strategy being progressed by Transport and Travel Planning
Availability of parking space	
Being able to park nearby your residence	
Being able to park within a distance I can manage to walk of my home. Not being confident that I will be able to find a space impacts on me deciding if I can take part in activities e.g. visit friends, attend the theatre etc. Additionally I am anxious about personal safety on returning home after dark if I can't park very nearby. It would be helpful if some consideration could be given to creating protected parking spaces for older residents.	
Cars parked on both side of the road are very dangerous for cyclists	
De-escalate plans to make the entire borough a paid parking zone, and get rid of ugly covid boulders ruining the landscape and taking up free parking spots for those who want to enjoy the space at Ally Pally without having to pay for parking.	
Difficult to park. Some cars left months without moving but can't report as have tax/mot	
Encroachment from adjoining road where maisonettes have one road space for two or more cars.	
Finding a space near accomodation. Being able to visit amenities and park close by.	
Getting safe parking near my house.	
Haringey ladder too long from 8–6.30pm	
In residential streets that do not have cpz	
Insufficient parking spaces	
Lack of overall space; more EV charging spaces in longer term.	
Lack of parking in my street	
Lack of residential parking, unable to apply for parking permit on adjoining road	
New CPZ in Hornsey North has meant after 50 years of living on Boyton Road, we are no longer able to find parking on our street, nor family or tradespeople visiting us due to excessive double yellow lines being implemented and restricted parking bays.	
Not being able to park in my street at times even though I pay for a permit	
Not enough free parking. Parking everywhere is either restricted or prohibited.	
Not many. The CPZ together with the one-way system and LTN has massively decreased traffic and parking issues in Bruce Grove.	
parking outside my property and finding space	
Parking, especially of the huge 'tanks' that we get round here, narrows roads to the point of being 'single lane'. People try to buld crossovers and change front gardens into parking lots	
Penalising residents whose visitors and service providers have to pay to park when calling on them. I agree with the event day restrictions and resident charges for this but not the visitor restrictions in Brantwood Road. Nobody parks here to access shopping or transport so why are we penalised when streets nearer the Stadium and Station eg Pretoria Road, Creighton Road are only restricted on event days?	
Poorly designed CPZ for a small number of streets that just shifts the parking onto the neighbouring streets on the estate. Tower Gardens should have the same parking controls for the whole estate. Knock-on effects of CPZ and match day controls are not addressed e.g. increased parking on and damaging the greens, removal of hedges to allow parking in front gardens via informal pavement crossovers	
Reducing parking restriction hours on residential streets in Tottenham - my road recently increased the hours a parking permit is required from 8.30-18.30 to 8.30-20.30 without consultation with residents on my road and without	

Survey Response	Officer response
notification once the new hours were put into force. No flyers or knocks on the door to let us know. Tottenham feels as though it is unfairly treated in comparison to richer areas in the borough which have 0-4hr restrictions (Hornsey, Crouch End, Muswell Hill)	
Removal of the CPZ and LTN	
Remove the permitted parking on pavement on Lansdowne road n17 that Haringey installed in 2018	
Removing parking spaces and replacing with more usable space for all.	
resident controlled parking with reduction for visitors parking. Ability to purchase permits and park on days when restrictions are removed.	
Residents being able to parking being able to park in more zingers in the area.	
Residents of Moorefield Road N17 often have nowhere to park because of customers of local businesses parking here. In the daytime this is often people using shops in the high street; in the evening spaces are usually taken by customers of North London Community House, a café and venue for hire at 22 Moorefield Road. Since the introduction of the LTN (which we support) this problem has been exacerbated as visitors can not drive through the filter into Sperling Road. Some addresses in the area are multiple occupancy, which tends to mean multiple vehicles; this adds to the shortage of spaces. Lorries frequently park on pavements blocking access to pedestrians, including elderly and disabled people.	
Residents Parking	
Residents parking in central Crouch End, Felix Avenue M8	
Retaining and enforcing our CPZ	
Shortage of spaces for residents to park in residential roads adjacent to CPZs but which are not themselves in a CPZ	
That there is no facility for loading and off-loading for delivery vehicles in our zone of Bounds Green Road travelling when all parking spaces are taken. Owing to cycle lanes people in our area of Bounds Green Road cannot park legally in front of our houses to deliver heavy shopping or to help families with disabled members or others with difficulty walking, to get in and out of vehicles safely. Parking on the off-side of a cycle lane into the main road is extremely dangerous especially trying to help an elderly or disabled person to get in or out of vehicles..	
The lack thereof	
There is not enough parking.	
There is nowhere to park easily. Some people are disabled without having documents and it is quite difficult to park and shop locally	
There's too many car parking spaces available on our street. At most, around 50% of the car parking bays are in use and should be removed and the space repurposed - for planting trees on pavement build-outs for instance, or for more cycle parking. Our street currently only has one bikehangar for only 6 cycles - the spaces were all taken within 2 weeks of it being installed. There is clearly a higher demand for cycle parking then for car parking in our area which needs to be addressed by Haringey. Haringey should also be installing Sheffield stands for cycles in ex-car parking spaces for visitors to the area. For instance, when my dad comes to visit us, he has nowhere to safely secure his bicycle and is forced to bring it into the house, which is far from ideal. Reducing the number of car parking spaces will decrease car dependency and will result in fewer car trips - which is obviously a good thing. Also, residential car parking permits are too cheap and encourages people to drive more and encourages car ownership. Haringey's most expensive annual car parking permit is less than £1 a day! Why should Haringey residents tolerate using our public spaces to store cars which are unused on average for 96% of the time (according to the latest RAC Foundation figures)? It's an abomination and needs to stop.	
They are too thin so more modern cars have to scrape their wheels against the kerb just to fit in the lines. And one side the kerb is too high so cars scrap doors on the path.	
To maintain free uncontrolled parking, which is working well at the moment. However this is threatened, with continues CPZ creep and increases in front garden drives reducing curb space.	
Too many cars lining the streets which makes it dangerous for cycling	
Too much restrictions	
Too much space devoted to car storage. Only one bike hangar on my street where the majority of residents don't have cars.	

Survey Response	Officer response
Too much street space is given up to parking, causing congestion to buses and limiting space on the pavement for the vast majority of residents who do not have a car.	
Unable to park in Wood Green surrounding roads until after 10pm!	
Vehicles parked on the pavement. Parking in West Green rd should be restricted 7am-7pm.	
Vehicles unconnected to local residents being stored for extended periods.	
We have parking restrictions between 2 and 4, but there was never a problem with parking in Pendennis Rd. The CPZ was imposed against the wishes of the majority of the residents of the street.	
We need a recognition that parking for cycles is just as important as for cars. Cars with very noisy engines parking, particularly at night. Cars parking with engines idling, often for long periods.	
Where I live (off the ladder) I think the main issue is street parking on Green Lanes. Individual cars block the lane and make the traffic enormous on Green Lanes between Harringay shopping centre and Wood Green shopping centre. I'd like to see parking removed from this street to make way for buses and potentially a bike lane. Additionally, we need more street-level bike parking. There are not enough bike racks for safely parking your bike to shop in Harringay off Green lanes.	
You got rid of all the places disabled people could park on yellow lines to put in cycle lanes	
Not only cars parked but the anything under and around trees in the borough gets super stick due to tree aphid infestation, as you probably know it's not sap, it's aphid excrement	Not considered to be related to parking policy
Cost of resident permits	No trends identified - further review will be made through future policy development
CPZ	
No Builders Parking Permit, so long term projects have no appropriate parking tariff	
don't know when event days at Spurs are. not just premier league but all the other ones. when buying visitor permits the system should automatically tell you if no charges apply. i've paid unnecessarily before now. this isn't providing a friendly service to local residents.	Ongoing review of customer feedback relating to parking systems
Expense; difficulty of using on-line vouchers;	
Making the online parking permit system work better, stop parking distrusting bus flow	
People who don't live here parking and people with multiple cars	Issues of this nature considered as part of the Parking strategy - Creating fairness in road space use
People with two cars on our small street taking up spaces outside our own house.	
Commercial vehicles taking residential spaces	Issues of this nature considered as part of the Parking strategy - Delivering a responsive, effective service for Haringey's people
Double parking around the school.	Issues of this nature considered as part of the Parking strategy - enforcement operations
I am in a CPZ and support those restrictions on parking, but enforcement needs to be improved. Now that we have virtual permits, it is not possible for residents to know whether vehicles have a permit so we cannot report vehicles that are not normally parked in the road.	
Illegal pavement parking as well as legitimate parking spaces that involved vehicles partially mounting the curb	
Illegally parked cars, legal parking blocking bus routes and cycle routes	
Lack of parking and harsh penalising for vehicles loading and accessing local businesses, and difficulty contacting parking authorities with regards to issues or unfairly awarded tickets	
Large trucks parking on pavements and double yellow lines: 1. Post office trucks waiting for a slot at the Sorting Office, parking in Moorefield Road on double yellow lines, often with two wheels on the pavement. The damage caused to the pavement by those heavy vehicles can clearly be seen. The	

Survey Response	Officer response
pavements have become uneven and dangerous, where the trucks are usually parked. 2. Large trucks parked on both sides of Moorefield Road in front of Mem's Building Supplies, on double yellow lines, every day during Mem's opening hours. Fire engines with sirens blaring and lights flashing have been unable to get through for several minutes because they could not squeeze through the gap between trucks on either side of the road. The trucks parked in front of Mem's are also regularly damaging the bollards on the pavement opposite Mem's. They are also making it difficult at times for pedestrians to pass. I have seen our neighbour, an elderly lady with a walking frame, forced to walk in the road in order to get past these vehicles. 3. There are usually no parking spaces available in Moorefield Road for local residents on Sundays after 9:30. There are usually no parking spaces left on evenings, when there is an event at North London Community House	
Large vans taking residential spaces	
Non residents, trade vehicles. Increasingly there have been camper vans.	
Parked vehicles make access to pavements harder for people using push-chairs, prams, wheelchairs or those who want to safely store their bicycles inside their houses. Parked vehicles close to (sometimes directly adjacent!) to junctions also lower visibility and make using roads more dangerous.	
Parking illegally on yellow lines, parking on either side of the road making it too narrow for cars to drive past each other.	
Scooters parked in the middle of bays, taking up 1-2 car spaces - not allowing people who have paid for a parking permit to park near their home Bike lock ups not placed at the end of bays correctly	
Stopping parking on bike and bus routes	
Ability to park outside your home and essential shops for free- make your Borough more accessible.	
Being able to shop in local areas	
Mopeds! There are so many mopeds within Tottenham and these don't require parking permits - why not? Most of these mopeds are throwing out more pollution than some cars as they are not maintained. Parking permits are a must as some houses like HMO's have 5 - 6 mopeds.	
Parking for local shops	Issues of this nature considered as part of the Parking strategy - Supporting a thriving, welcoming borough
Provide affordable parking for cars and end rules which penalise cars. I am a disabled driver. Provide more disabled parking bays in the community.	
I live in a flat that doesn't come with parking and I can't get a residents permit prohibiting me from owning a car	Issues of this nature considered as part of the Parking strategy - Supporting residents with additional needs
Why don't people with driveways have to pay a resident permits when they still take up a large space in the road to access their driveway?	
	Planning policy

Q2 What changes (if any) would you like to see to parking in the local high streets and shopping areas?

	Count	%
More accessible and have short stay free parking to help businesses	38	38%
Stop pavement parking	5	5%
Reduce parking - make it more pedestrian and cycle-friendly	24	24%
More enforcement to stop obstructive parking	10	10%
Costs are higher than many other boroughs	3	3%
Other	4	4%
N/A	16	16%
Total	100	100%

Comments

Survey Response	Officer response
Ban all parking on main roads (e.g. green lanes and turnpike lane) to allow clear bus routes and cycle routes	Issues of this nature to be addressed through the Parking Schemes – Resident Engagement Policy , Footway Parking Policy and associated processes and Kerb Side Strategy
Ban on-street parking	
Ban parking on Green Lanes. Enforcement needed against persistent pavement parking on Lordship Lane. I've reported dozens of times and no discernable action from you. Install cycle parking on Tottenham High Road	
Better signage to Stoneleigh Road car park to encourage more use. Remove LTNs to enable better access to the area (as we had before the council destroyed our road network despite overwhelming opposition at consultation and review stages). Reinstate free parking on Saturdays on Stoneleigh Road itself (one-way section 'behind' High Road) to encourage use of local businesses, especially Holcombe Road market.	
Changes in and around Tottenham High Road: The needs of residents and pedestrians need to be prioritised over those of car users visiting the neighbourhood. Better protection of CPZ parking rights for local residents are needed. Generally, local high street users should be encouraged to use alternative forms of transport, such as walking, bikes, buses or trains to come to Tottenham High Road or any of the businesses in the vicinity, such as the Post Office Mail collection point and North London Community House. The corner of Bruce Grove and Tottenham High Road is a public transport hub because of the train station and numerous bus routes. This makes it easy to justify a reduction in private vehicle journeys and consequently non-residential parking needs in the area.	
Commercial vehicles charged for Sat and Sun in CPZ areas.	
CPZ boundaries coupled with LTNs make car journeys longer and more polluting. Especially when living on the boundary of LTN/CPZ	
Designated area with time limits that allows for short stay parking but not all day	
Easier spaces for local residents	
30 mins short stay for free	
Additional bike parking (on the pavement - the grey bars you lock your bike to) and less street parking for private vehicles. I am fine with delivery vans, etc. but individuals should have to park on the ladder or side streets.	
Afternoons free	
Make it easier for everyone to park - have less permit only and pay to park bays	
Make it easier to park for a short period without a charge, to help local businesses and people who can't carry heavy shopping.	
Make parking more accessible and cheaper	
More affordable parking spaces	
More available	
More car parks	
More disabled parking spaces and closer monitoring of the users of the currently provided ones.	Issues of this nature considered as part of the Parking strategy - Supporting residents with additional needs; Provision of dedicated disabled parking covered in the dedicated disabled parking policy
More consideration of keeping bus routes clear.	Issues of this nature considered as part of the Parking strategy - To support an efficient, reliable and safe road network
Allow flats that don't have their own parking the ability to park on the street	Planning policy

Q3. Do you think parking in our car parks could be improved? If so please tell us about any problems and give us your views on what is needed to improve parking.

Comments

Survey Response	Officer response
Better lighting and wider spaces to avoid damage to cars	To be addressed where practical and appropriate through the review of car parks scheduled this financial year. Will also be covered by developing EV strategy being progressed by Transport and Travel Planning
Clearer signage to parking, better signage in parking areas, clear rules/guidelines all can understand	
Clearer signage.	
Ensure good lighting in public car parks including those outside! I would also like to see more provision for paid limited parking (2 hours?) on CPZ streets as this would not remove provision from residents and their visitors, but would encourage shoppers and short-stop visitors.	
Finding a parking pale is a nightmare for disabled drivers. There are not enough spaces./	
Free for up to 1hr parking. Police them to stop drug users in cars. Pay stations on every floor	
Generally lack of parking. Improve EV charging points.	
Lines are very close together so cars are often damaged with nt many with cameras	
Make the car parks a cleaner, smarter, pleasanter place to be in. They are drab, dingy, smelly, dirty and really unpleasant places to be.	
Modernise with lights to indicate whether a space is free or not so drivers can see from a distance and also digital display of how many spaces available on each floor.	
More spaces	
Most of the small car parks fill up very quickly, so there is limited space. Also the cost of using these can sometimes deter residents.	
Security, safety, more spaces	
Space sizes. Cars are wider now.	
The car parks should be better maintained	
There should be bigger spaces provided for bigger cars at higher charges.	
They are a bit grubby and cash/card payment options always need to be provided.	
They need to be brightly lit and patrolled by security	
too scared to use multi storey car parks they are not safe.	
Yes not enough spaces too expensive.	
Not sure	Not considered to be related to parking policy
Not sure there are any local car parks! Only on street parking	
I don't have any experience of parking in car parks in Haringey but I have noticed some car parks eg the one on Lawrence Road is empty while parked cars clog up Philip Lane and West Green Road.	No trends identified - further review will be made through future policy development
All car parks should have the same payment apps borough wide. Currently different apps at different car parks is confusing and difficult and unnecessary.	Ongoing review of customer feedback relating to parking systems
I do not even knew there were car parks available. I would prefer to pay cash or card and never park where an app is needed.	
by making parking available, and make paying cheaper and easier to use	Issues of this nature considered as part of the Parking strategy - Supporting a thriving, welcoming borough
Cheaper	
Cheaper parking so shops get more customers	
No. They need to be made smaller, and need to be more expensive. Car parking is far too cheap, and Haringey needs to everything in its power to reduce the number of car trips in the borough.	
Not enough car parks. Too much street parking blocking through traffic	
Parking in Wood Green is very good. Parking in Crouch End is very good. The two hour CPZ slots at different times in different parts of Crouch End work well. Generally, emphasis should not be on creating more car parks, because this will lead to more cars, more unnecessary journeys in the local area. The emphasis should be on promoting alternative types of transport.	
Price is too high and stops people using local shops	

Survey Response	Officer response
Removal of parking spaces.	
There are no council car parks in vicinity, Haringey removed them all.	
There are very few Haringey car parks	
They should be free	
Yes, the biggest problem Muswell Hill Broadway is the ridiculous amount of delivery mopeds using the car spaces. This is in my opinion a priority	
Yes removal of the CPZ and LTN would greatly improve the area for the local residents	Issues of this nature to be addressed through the Parking Schemes – Resident Engagement Policy and associated processes

Q4 Have you come across, or been informed about, any instances of dangerous or obstructive parking in the Borough?

	Count	%
Yes	51	54%
No	43	46%
Total	94	100%

If yes, please give details:

Comments

Survey Response	Officer response
I live on Osier Crescent, one way system would be an idea for safety. People parking on corner drop kerbs creating blind spots	Issues of this nature to be addressed through the Parking Schemes – Resident Engagement Policy and associated processes
Overparking for access to the churches on Finsbury Road and Trinity Road N22- I have highlighted multiple times- there should be an extension to the yellow lines to prevent double parking and blocking the corner as it prevents access for other vehicles, including emergency vehicles.	
It's more about carelessly parked dockless bikes. They should be removed.	Not considered to be related to parking policy
I paid for a crossover and am able to park on part of my front garden. I have had to request the removal of an obstructing car on two occasions. Unfortunately neighbouring cars are frequently parked so as to reduce my exit width which means i have to back straight out with restricted vision. Dangerous	Issues of this nature considered as part of the Parking strategy - enforcement operations
I regularly come across instances of dangerous parking (e.g. too close to junctions, in front of lowered pavements, or restricting sightlines) closeby my house in the South Tottenham area.	
I report this all the time and witness on an almost daily basis, cars parked on pavement and obstructing spaces meant for people. Haringey needs to streamline how people can report such behaviour and should accept reports in retrospect to the incident if people submit good evidence - via an app perhaps? I would also like to see Haringey enforce engine idling too. Outside Welbourne Primary School, I see several drivers sitting in their cars with their engines idling. And when I report this to Haringey, it's not taken seriously. I was event told by someone in customer services that Haringey is unable to issue FPNs to such drivers, which is untrue as they do have the power and should do so.	
I see it every day	
it's literally everywhere. residential streets, high streets. literally everywhere	
Large lorries visiting Mem's DIY and the Royal Mail parcels office in Morefield Road often park partly on the pavement while waiting for access. This has damaged paving and blocked access to pedestrians, especially pushchairs and wheelchair users.	

Survey Response	Officer response
Large vehicles using pavement parking on La Rose Lane from a blocking traffic especially buses, being dangerous for pedestrians because there is not enough room to get past safely. People parking badly in these spaces and obstructing the pavement	
Main bus routes, eg Park Road, Middle Lane and Tottenham Lane often slowed by parking on both sides, especially at weekends. Turnpike Lane from Wightman Rd to tube station often blocked by illegal or obstructive parking, especially at evening rush hour.	
Many people park on double yellows near corners blocking visibility	
Nightingale lane people park on the double yellows by the junction. Also on Campsbourne Road	
North tottenham high road in front of laroyal banqueting hall. We often find cara double parked onto main road in the evenings.	
Obstruction at road corner crossings	
obstructive cars on double yellows outside many shops in tottenham	
On a Facebook group there was a photo of a car that keeps parking on the pavement in the High Road near Bruce Grove. The poster was complaining that neither the council or the police would take any action to prevent this.	
Parents parking on every inch of space just outside the start of the streets. Including parking on corners and blocking driveways	
Parking across dropped kerbs which can prevent residents from using their driveway. Your tow trunk service should operate longer hours to better reflect when obstructive parking occurs.	
Parking on footpath to make it difficult to walk past.	
Parking on roads near School Streets. I think School Streets are an excellent idea, but people are now parking on adjacent roads which are in CPZs and there is no enforcement. Many park there for a considerable time at the end of the school day as they arrive early to get a parking spot. Parking on Bounds Green Road for Trinity Academy and St Michael's Schools is a particular problem. Parking too near junctions is a general problem, making it difficult to see what traffic is coming.	
Parking on the kerb is severely obstructive	
Pavement parking and parking on corners	
Pavement parking on Lemsford Close, Grovelands Road. Parking on Gladesmore Road and Wargrave Ave preventing 318 bus access	
Pavement parking outside shops in Lordship Lane, particularly hair salons and barbers. Selfish and dangerous driving and parking on Green Lanes which endangers pedestrians and cyclists	
Pavement parking, parking on double yellow lines.especially.opposite.sainsburys on Northumberland park road	
People driving like idiots. Too many learner drivers driving too slow and holding traffic up.	
People park on the pavements or near crossings. Delivery vehicles park on double yellows	
People parking near crossings, in front of garages, etc	
Regular parking in the bus-stop outside Sirwan 415-417 Lordship Lane and also parking behind the Sainsburys blocking the pavement and access to St Benet Fink	
Regular parking on pavements in Wood Vale N6. Reported numerous times.	
School drop offs are the biggest concern. People leaving their engines running.	
The junction of St James's Lane and Muswell Hill N10 has double yellow lines but vans are found parked on the double yellow lines frequently. It is already a dangerous junction - this makes it even more so. Once incident meant that I hit an illegally parked van turning out of the junction because there was no safe manoeuvre.	
There are several places where people park on a main road very close to a junction, which can make it extremely difficult to see traffic when pulling out. The two places where I have noticed this is a problem are the junction of Dongola Road with Philip Lane (single yellow line extents much too close to the junction), and the junction of Raleigh Road with Whightman Road Pthe parking bay is too close to the junction).	
Van deliveries double-parking and blocking the roads. Suggest setting aside a number of spaces that can be used for only 5 minutes at a time. E-bikes are often dumped on the pavements in the area. The companies owning them	

Survey Response	Officer response
should do more to tidy them up and the system for reporting obstructions to them should be made much simpler.	
Vehicles are using Moorefield Road as two way street I have seen near misses with the school kids, an accident waiting for something to happen.	
Very common on green lanes in evening and night times	
Where pavement parking is allowed there can be far too little space left for pedestrians. There are multiple examples in Haringey, but one of the worst is Park Road between Bounds Green Road and Station Road, which can be impossible to navigate with a buggy or mobility scooter.	
Yes I can see it everywhere near where I live. Delivery vans parking on double yellows, the end of nightingale road parking blocking transit down the road, disabled permit bays sitting empty for months on end. Pavement parking etc.	
Food delivery mopeds take up lots of parking	Issues of this nature considered as part of the Parking strategy - Supporting a thriving, welcoming borough

Q5 Should those owning and using higher polluting vehicles pay more to park?

		Count	Column N %
Higher polluting vehicles - addl parking charges?	Yes	43	43%
	No	43	43%
	Oversized cars - yes	11	11%
	Not sure	3	3%
	Total	100	100%

Q6 Are there alternative parking permit charging models that the Council could consider?

		Count	%
Alternative charging models?	No suggestions	51	51%
	Free short term parking for trades and shoppers	13	13%
	Cheaper permits for residents	13	13%
	Online permit buying system is dysfunctional	7	7%
	Charge more for larger heavy cars	6	6%
	Charge more to reduce vehicle use	4	4%
	Offer paper (& cash) permits to improve the service	4	4%
	Charge for the kerb space taken up by driveways	2	2%
	Total	100	100%

Q7 Should multi car households be discouraged?

		Count	%
Discourage multi-car households?	Yes	49	49%
	No	42	42%
	Not sure	9	9%
	Total	100	100%

Comments

Survey Response	Officer response
No. If a car is needed, why should we penalize that family by having them pay more.	No trends identified - further review will be made through future policy development (see summary table)
No. It is not the right of the Council to act in this way. It is dictatorial.	
No. It might be necessary not luxury.	
No. Owning a car is expensive on its own, insurance prices have skyrocketed, petrol is expensive as well. Don't add to this bucket.	
No. The issue is not the number of cars it's the frequency that they are driven.	
No. They have to park somewhere	

Survey Response	Officer response
No. This is not helpful to households- many struggling already. Don't be lazy in your solutions offer. Be creative and considered.	
Not if keyworkers	
Presumably they would pay per vehicle, I don't think the solution is charging people more than what is fair.	
Problematic as there is a large variance in the number of adults in a household.	
Yes but it's often normal for a household to have a couple of cars so please don't punish normal working families.	
Yes if more than 2	
Yes of course	
Yes, especially in crowded residential areas, but alternatives, such as better public transport or access to zip cars, should also be promoted	
Yes, significantly.	
Yes. All cars owned by a household should be made to pay for a permit - I live in a non CPZ zone that is plagued with second cars/vans/camper vans owned by people in neighbouring CPZ areas that want to avoid paying for a permit	
Yes. Depending on how many people live there. For example households of over 5 should be allowed one more car included.	
Yes. Households should not keep multiple cars on the street.	
Yes. Much higher fees for additional cars	

Q8 Are company vehicles (trade, delivery vans etc.) making it difficult for you to park near your home?

		Count	%
Do trade vans and commercial vehicles cause parking problems?	Yes	23	23%
	Sometimes	14	14%
	No	52	52%
	No response	11	11%
	Total	100	100%

Comments

Survey Response	Officer response
No (despite your councillors claiming to the contrary in local WhatsApp groups which is completely unacceptable.	No trends identified for policy review - further review will be made through future policy development (see summary table)
No as I have a drive but they do take up a lot of space.	
No because the demographic has changed so much that only the wealthy can afford cars - Unfair and divisive.	
No but large lorry occupy space outside our house making it a bit unsightly	
No I don't have a car but they do make it harder for me to access my home via foot or on my bike, as they block the pavement and my driveway. There is a constant flow of delivery vehicles to EXPA - when they appear to have a loading bay on Lawrence Road that just isn't used.	
No it is not.	
No! We need them to work on our houses! Don't make our life harder! Help us instead by keeping it simple and unbureaucratic	
Sometimes If they live on the road and have their own business that requires a company vehicle where are they supposed to park ?	
Sometimes but not too often. This may become more of an issue as the Hornsey Police Station development gets into full swing.	
Sometimes. Especially deliveries and learner drivers. They always use our spot to practise parking!	
Sometimes. I think too many people park their company vans overnight in Bruce Grove roads.	
There are some vans parked nearby overnight. Interestingly your stupid residents parking scheme will not limit this.	
They don't make it difficult to park but they are an eyesore with many left us used for many weeks.	
Vans are a nuisance. Some are very long and take up two parking places, which does not seem appropriate for a residential road.	

Survey Response	Officer response
We noticed cars being parked that rarely move. A lot of vans were being parked due to free space. Resident permits from 6pm to 8am would have worked to reduce this issue, but the combined over use of yellow lines has had the reverse impact.	
Yes Large vans parked in residential roads block driver sightlines, block light to houses close to roads and are unsightly.	
Yes especially in the evening	
Yes, constantly. Company vehicles park on Felix Avenue from 11am and midday which block residents from parking on our street.	
Yes, lots of people on the estate have to park their work vans on the street. But again the problem was created by organisations who employ the workers (including the council) and the cost-cutting measures they have taken (outsourcing workers, selling off works yards). It also makes walking and crossing the roads more dangerous as the vans cut sightlines.	
Yes, outside of CPZ times	
Yes, several business vehicles and illegal garages using street/ parking space to do trade	
Yes. Mostly through delivery vans rather than anything else.	

Q9 Any other parking issues that you would like to raise ?

Comments

Survey Response	Officer response
Yes - we have to drive past our houses to park outside them on Sperling Road due to the abhorrent LTNs!	Issues of this nature to be addressed through the procedures for LTN / schools streets review
yes residents on other streets can not park in there road due to LTNS and because they cant enter they come and park in other roads which is a problem	
Not enough bike hangers.	Issues of this nature to be addressed through the Parking Schemes – Resident Engagement Policy and associated processes
Other than a lack of parking, no.	
Outlined spaces could help people park more efficiently	
Parking causes regular delays to the W3 bus on Middle Lane and the W7 bus on Park Road. The area around Kenwood House has become an unsightly mess of long term stored vehicles. It should be a CPZ with low pay by phone charges.	
Parking restrictions have been applied in residential areas where they are not needed	
Residents from Topham Square park on Risley Avenue as there is insufficient parking in Topham Square (especially with the new housing), but are not permitted match day permits. So everyone has to move their cars on match-days, to a limited number of spots elsewhere that they know they can park. It's a weekly farce. Topham Square should be treated as an equal part of the estate and not as second-class citizens (even though this would make parking for us worse personally).	
Residents on my street would like to see more cycle parking. The bikehangar which was recently installed is already full. How long will we need to wait to get another one on our street?	
Shop owners parking permanently outside their shops. Remove the parking in West Green Rd, re-allocate some residents spaces on side roads as short term shopper parks and loading zones. Remove all parking Green Lanes and as above, re-allocate some residential parking on side roads as short term shoppers parking. Enforcement enforcement enforcement by towing away. This happens in other countries, no reason it can't be implemented in London. Bus speeds on much of Green Lanes are slower than walking space in the weekends because the road space is given to car parking.	
The lack of parking on Boyton Road now you have put double yellows down most of it (but bizarrely done the opposite on Nightingale Road).	
The NPW parking scheme is so small and heavily impacted on match days when we lose a quarter of spaces to the shuttle buses, coaches and fans who don't mind paying for a ticket.	
There is a business parking zone near me on Conway road that seems unnecessary as there are no businesses near by.	

Survey Response	Officer response
Yes. Not enough parking spaces, and council is removing them instead of increasing their number.	
Not so much parking, but there are a lot of people who throw rubbish like food wrappers out of their cars onto the pavement.	Not considered to be related to parking policy/ but streetlighting issues handled through regular maintenance.
Question 7 and 8 - you know it!	
Street lighting inadequate due to overgrown trees and bushes blocking out light, therefore making streets darker and increasing risk of theft and damage not only vehicles, but also personal safety and home security.	No trends identified - further review will be made through future policy development
Only the high cost of parking	
Proving you live in a street to be able to get visitor permits when one pays council tax which should be proof of residence, especially to the same body. The two hourly visitor permits have been withdrawn and were useful e.g someone visiting half a day/for lunch etc.	Ongoing review of customer feedback relating to parking systems
Sometimes parking permit aren't registered on the Haringey website cause unfair fines or the parking permit page doesn't work	
Terrible online permit system	
The parking permit system is not intuitive or easy to use and causes so many problems.	
We get parking permits for tradespeople online, sometimes the website doesn't work.	Issues of this nature considered as part of the Parking strategy - enforcement operations
Not enough traffic wardens in Moorefield Road and other roads close to Tottenham High Road, to enforce that the parking rules and restrictions we already have are observed.	
On green lanes, people often double park, keep the hazards on and just get out of the car and go into a shop.	
Parents running car engines when picking up children from schools.	
School drop off outside Markfield park is chaos	
The only annoyance are people who park their camping vehicles for months on end, outside other people's houses	
There is inadequate enforcement in the area. We almost never see a traffic warden.	
Visitors at the New London Performing Arts Centre parking dangerously Monday-Saturday, across driveways, gates and dropped kerbs as well as double yellow lines. Parking is often with the engines left running for over an hour. The congestion on St James's Lane at that time means driving up or down the road is impossible because cars cannot pass each other.	
Would be good if we had specific bays assigned as we have so many car thefts and other antisocial behaviour (destruction/graffiti etc) that when the car isn't outside our house (we have a camera monitoring it when it's outside) I worry.	
yes. cars parking on pedestrian only areas. cars driving into parks. motorcycle and mopeds driving on pedestrian paths. cars covering licence plates to dodge fines in LTNs. cars parked on pedestrian walkways ruining recently paved surfaces	
Paving over front yards for parking. There should be an incentive to depave front yards or at the very least to install permeable paving. EV charge leads - these should not be stretched across pavements as they are a trip hazard for VI and mobility impaired people. Why not put charge points in car parks like the one on Lawrence Road or Westerfield Road?	Planning policy
Please ensure that people with driveways pay for the space outside their house. They may not park in the road (but often they do) but they are still using a space which no one else can park in. It's unfair that they don't have to pay.	

Q10. Do you know of any parking policies and practices carried out by other Boroughs that we should usefully consider in Haringey?

Please give any details below:

Comments

Survey Response	Officer response
School street signage is not big enough or clear therefore easily missed	

Survey Response	Officer response
The majority of places in the UK do not close roads unnecessarily - maybe try following the examples of Greenwich, Brent, Ealing and Tower Hamlets who have rejected LTNs due to their vile, divisive nature.	Issues of this nature to be addressed through the procedures for LTN / schools streets review
Not sure, but on Sperling we have limited pedestrian walking space. It would be great if the pavement was extended and road was one way (which it basically is now) giving car owners a chance to park on the road not the pavement.	Issues of this nature to be addressed through the Footway Parking Policy and associated processes
Allowing short term paid parking in all spaces rather than having separate residents and pay by phone bays. This could be a good solution for areas such as Crouch End instead of the current morning and afternoon controls in different areas.	Issues of this nature to be addressed through the Parking Schemes – Resident Engagement Policy and associated processes
Double yellow lines on the corners of roads are always a good idea. Being able to contact the council about parking issues by other means than online forms resolves problems much quicker. Actively making access to businesses a priority to help businesses avoid incurring unnecessary fines at a time when they're facing so many other difficulties.	
Enfield has free parking spaces with cpz zones	
For fairness consult the people again recently issued with CPZ in Hornsey North. The objective has not been met.	
Hackney reclaiming parking spaces for community use.	
Hammersmith and Fulham have charging points for electric vehicles on all lampposts.	
In Islington, residents with a neighbourhood residents parking permit are allowed to park in residents parking spaces anywhere else in the Borough between 11.0 and 3.0. on weekdays.	
It's time to stop targeting car drivers as a cash cow. Stop hiding behind online surveys and listen to the views of people face to face in consultation, rather than making it look as though there's engagement when there really isn't. Stop glorifying the results to suit your agenda, regardless of what people feedback.	
Make parking more accessible near leisure centres. Remove LTNs so we can drive places. What a dreadful idea.	
Mandatory Bike Lanes on Green Lanes would discourage parking. Look at Hackney!	
No, listen to your own residents instead of being sheep and following what others do. Just because others do it, doesn't mean it's a good idea.	
Not specifically parking but Haringey needs more low traffic zones to discourage rat running. Also pavement parking eg Ferme Park Road encourages speeding and is an obstruction for pedestrians.	
Please see Q6. Residents Parking should Borough wide as in Kensington & Chelsea.	
Too much restrictions and not consistent. Some residents area are from 10 - 2 pm and some 8am - 6.30pm I am not surprised lots of shops are closing down and charity shops taking over. This gives the area a cheap, poor area.	
Woodstock Road N4 and near Finsbury Park blend residents and pay and display parking well. It stops people from parking all day. Princes Ave N10 blends pay and display and residents parking well. By adding loading only bays on Topsfield parade and on the Broadway, this will increase parking pressure on central Crouch End residential roads. I object to the loading bays as it removes parking spaces for shoppers that pay and display.	
Yes stop making it your mission to charge parking in any tiny space possible. It's become policy to charge for parking, but now there is nowhere left to park without having to pay, resident or not. How about going back to being able to park for free, anywhere but car parks apart from resident zones.	
Yes. Other boroughs do not impose CPZs to get more money.	
Islington's visitor parking practices are awful	Not considered to be related to parking policy
Not aware of any.	
Free parking	

Survey Response	Officer response
Free parking for the first hour	No trends identified - further review will be made through future policy development
Southwark charge MUCH higher fees for resident parking	
Workplace parking fees.	
Yes - Barnet council has a Builders parking permit of £377.50 per year. In Haringey we don't have an equivalent and this currently costs £22/day under Permission to Park which is £5735 per year. This drives the wrong behaviours around parking. Under the lower charge, more money would come into the Council because people would actually pay it.	
I regularly use Camden parking on line Never have a problem sorting out parking permits. Haringey definitely needs to sort out parking online permits. Always seems to be a huge debate on FB and not favourable	Ongoing review of customer feedback relating to parking systems
Lambeth's kerbside strategy is the best I've come across in London, with plans to give 25% of existing car parking space over to other activities. Bath has also started using pollution levels for car parking charges. Paris is another great example, with plans to start charging SUVs significantly higher to park in the city.	Issues of this nature considered as part of the Parking strategy - Creating fairness in road space use + proposed kerbside strategy.
Not another borough, but in Paris they're planning to triple SUV parking tariffs to cut air pollution. Is Haringey bold enough to adopt policies like this?	
Better and swifter enforcement of LTNs, pavement parking, obstructive parking, blocking red routes, parking on double yellows.	Issues of this nature considered as part of the Parking strategy - enforcement operations
Tow away illegally parked cars.	
make new buildings have parking underground to ensure street parking is not needed for new housing.	Planning policy
People with driveways should pay for a residents permit	
Some UK local councils are providing residents with access to channels in or under the pavement to allow them to park and charge outside their homes without putting a cable across the pavement. For example Reading was recently reported to be trialing this: - https://transportandenergy.com/2024/01/09/reading-council-trialling-kerbside-charging-channel/	