Original Feedback Date	Responder Type	Address Line 2	Address City	Post Code	Feedback Categories
07/11/2026 07:31:16 +01:00	Resident	Heybourne Road	Tottenham	N17	Parking

07/10/2026 18:08:22 +01:00	Resident	Stockton Gardens	London	N17	Parking
07/06/2026 15:01:02 +01:00	Resident	Roseberry Gardens	London	N4	Parking
07/06/2026 12:16:21 +01:00	Resident	Winchelsea Road	Haringey, London	N17 6XH	Parking
07/05/2026 18:26:50 +01:00	Resident	Bourn Avenue	London	N15	Parking
07/05/2026 18:11:16 +01:00	Resident	Bourn Avenue	London	N15	Parking

07/02/2026 11:00:15 +01:00	Resident	Mary Neuner Road	London	N8	Parking,Access
07/02/2026 09:34:06 +01:00	Resident	Bourn Avenue	London	N15 4HP	Parking
07/01/2026 16:30:00 +01:00	Resident	Fairbanks Road	London	N17	Parking
07/01/2026 16:24:41 +01:00	Resident	Fairbanks Road	London	N17	Parking
07/01/2026 13:57:40 +01:00	Resident	Cromwell Avenue	London	N6	Parking
07/01/2026 10:54:37 +01:00	Resident	Nightingale Road	London	N22	Parking
07/01/2026 01:26:32 +01:00	Resident	Lymington Avenue	London	N22	Parking,Traffic,Safety,Access
06/30/2026 17:01:44 +01:00	Resident	Muswell Avenue	London	N102EL	Parking,Access

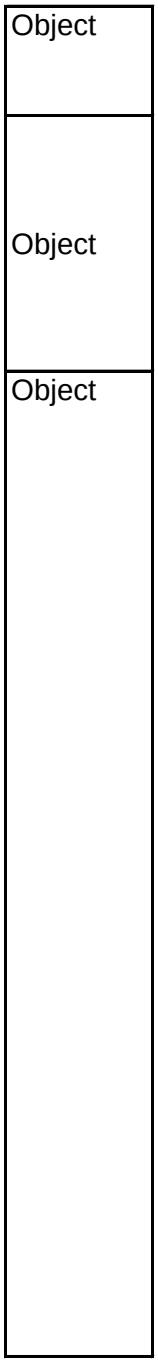
06/30/2026 11:49:30 +01:00	Resident	Lymington Avenue	London	N22	Parking,Traffic,Safety,Access
Sunday, July 12, 2026 7:58:38 PM	Resident	Crescent Road	London	N22	Parking,Traffic,Safety,Access
Tuesday, July 14, 2026 2:12:59 PM	Resident	Heybourne Road	London	N17	Parking,Traffic,Safety,Access

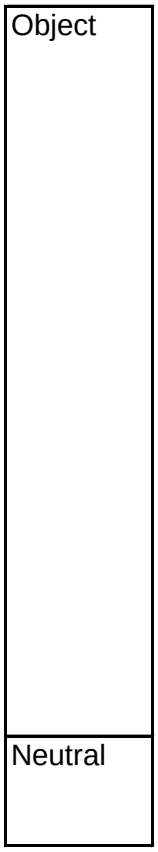
Friday, July 17, 2026 11:45:02 AM	Resident	Heybourne Road	London	N17	
Wednesday, July 1, 2026 1:58:35 PM		Gaskell Road	London		

Order Support
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Feedback Text
RE: Formal Objection to Proposed Residential Disabled Parking Bay Location: Outside 6 Heybourne Road Traffic Regulation Order (TRO) Reference: 2026- T15 Dear Sir / Madam, I am writing to formally log my objection to the proposed installation of a residential disabled parking bay at the location referenced above. While I fully understand and support the council's duty to assist residents with severe mobility issues, I believe this specific application does not meet the necessary criteria for an on-street bay due to local highway conditions and space availability. I object to the proposal based on the following material planning and highway grounds: 1. No Demonstrable "Parking Stress" or Shortage of SpaceLocal authority guidelines generally stipulate that a dedicated on-street disabled bay should only be installed where a resident faces severe and consistent "parking stress"—meaning they regularly struggle to find an available space near their property. On this specific section of Heybourne Road, there is consistently space available for parking both day and night since the introduction of the Monday to Fridat resident only permit scheme. Because there is space on the road, the applicant already has unrestricted, use of the diabled bay and immediate access to near-door parking without requiring a legally designated bay. Restricting a public highway space where no localised deficit of parking exists is unnecessary and disproportionate. 2. Disproportionate Displacement of Other Blue Badge Holders. Unlike standard advisory white lines, it is my understanding that a formal Traffic Regulation Order (TRO) creates a specific legal restriction. If this proposal is approved, it permanently removes a 6.6-metre section of the public highway from general use.Because there is parking space on this road, other visiting Blue Badge holders, and residents with a blue badge would disadvantage them. The

Dear Sir/Madam

Re: Statutory Consultation – Reference No. 2026-T15
Proposed Dedicated Disabled Parking Bays at 9 Stockton Gardens N17 7HY and 13 Stockton Gardens N17 7HY

I write in response to the above Statutory Consultation regarding the proposed Dedicated Disabled Parking Bays.

I wish to make formal representations and respectfully request that the Council gives careful consideration to the following information before reaching a final decision on the locations of the proposed parking bays.

The occupier of 8 Stockton Gardens, London N17 7HY has an outstanding application for a vehicle crossover (dropped kerb). The current application is Reference HC-115202435, following the previous submission Reference HC-112128400, under Crossover Reference 7449, originally submitted on 1 October 2024. This application remains under consideration.

In addition, an application for a Blue Badge has been submitted and is currently awaiting determination.

As both applications relate directly to access and parking arrangements for the property, I respectfully submit that they are material considerations in determining the most appropriate locations of the proposed Dedicated Disabled Parking Bays.

Should the vehicle crossover application be approved, the siting of the proposed parking bays in its current locations could conflict with, or prejudice, the future use of the crossover and may necessitate further amendments at additional public expense. It would, therefore, be appropriate for the Council to take these pending applications fully into account before implementing any parking

There is already a dedicated disabled parking bay in front of 110 Roseberry Gardens. It is almost never in use - I can't remember the last time a vehicle with a disabled permit was parked within it over the last 2 years. If a new DPB is required on the north side of the street further east - which would only be 3 car lengths away - then I suggest removing the current DPB from in front of 110

I live with my mum we are both disabled and need this for the
Hoist and electric wheelchair I hope this is considered.

Thanks

Given that there are two handicap parkings on Bourn Avenue, I am objecting this proposal. It is difficult to find parking on most days, and this would cause more issues.

We already have 2 disabled spaces on a very short road. Adding another, in addition to the planned works to make West Green Road red parking zone will stretch already slim pickings for residents even further.

The photos show that even on a Sunday afternoon (without church or school pick up which dramatically increase parking on our road) that the only free space is an unused disabled space.

One of the spaces is fairly used by a resident and neighbour and the other is almost always vacant.

Please, before putting in another unnecessary reduction to residents parking, consider the

I am writing to object to the proposed conversion of the current parking area to a dedicated disabled permit holder bay.

While I fully appreciate the importance of accessible parking and understand this proposal would benefit a specific permit holder, I respectfully ask the council to consider the following:

The existing parking spaces on the opposite side of the street already provide disabled parking provision in this location, meaning the accessibility need is already met nearby.

The current space is actively used by up to 10 resident motorcycle owners, making it a well-utilised, high-demand resource for the local community. Removing it would deprive both current and future residents of the only practical motorcycle parking near their homes, with no apparent alternative provision.

The needs of one permit holder — already served by adjacent disabled bays — should be balanced against the collective impact on a significantly larger group of residents who depend on this space.

I would encourage the council to explore alternative solutions, such as designating a less heavily used location for the new disabled bay, or expanding existing provision rather than displacing

I'm writing in response to the proposed disabled bay at 10 bourn avenue. I have no objections to this however there is already an existing disabled bay at 20 bourn avenue which is no longer in use due to the resident passing away. This bay has been half scratched off so it's unclear if it is still in use. As part of the creation of a new disabled bay it would be helpful to fully update this bay to a neutral

There's absolutely no need to take away another parking spot from us residents when these 3 parking spaces that you took from us don't even get used, zip car has seized doing business in London, I don't remember the last time I've seen one parked there, now onto the doctor space, who even thought this was a good idea? I've lived here for over 10 years and I've never ever seen a

We as residents have already lost over 70% of our parking space on chesnut road due to the refurbishment that occurred. In addition, the new blocks that have been constructed have caused an extreme number of people with cars to move in. Every day it's a struggle finding a parking spot and now you want to take away 3 additional parking spots for disabled people?!?!?? Absolutely not, if

I do not support this application. There are not enough parking spaces on the road given how many non residents use it. And there is already a devoted bay for I believe the resident of a housing association flat at 82 Cromwell Avenue. The users of this bay seem entirely able to me when they are parking up or leaving. So if we need a disabled bay then this one that is currently devoted

2026-T15

I am supportive of the principle of adding a disabled bay but not the location. Those of us who live on this section of the road have already lost parking spaces to electric vehicle charging points and the bicycle storage unit. Combined with the fact that cars belonging to the houses in Alesia Close can park on the street, in addition to their private parking spots, it is getting increasingly difficult to

Reference 2026-T15 (batch DPB 2026-01)
I am objecting to this proposal because there is currently a double yellow line and a drop curb at the location. The drop curb is used as access for wheelchair users and the double yellow line provides a safety for pedestrians crossing safely. If any form of parking is located there ,it completely blocks pedestrians view for safe crossing including the disabled user. Please reconsider and keep our

DPB2026-01 item 27 60 Muswell Ave N102EL. I have no objection and indeed am happy to support this application.
I would like to know what will happen to the disabled parking bay at 54 Muswell Avenue. The resident at number 54 who had a blue badge had a designated parking bay put in. They have recently died, will this now be removed?

There is a double yellow line in front of 233 lymington Avenue n22 6JL. Are you proposing to remove the double yellow line. If so this is hazardous for pedestrians. Also there a a dedicated disable space at 231 lymington Ave. will this affect the dedicated disabled space opposite 231

I would like to register an objection to the proposed disabled parking bay outside 153 Crescent Road, N22. There is already an unused disabled parking bay right outside 153, located across the road outside 76 Crescent Road. Another one is therefore unnecessary and will disproportionately impact parking provision on the street. If a new one is to be granted outside 153 then the unused one outside 76 Crescent Road should be immediately removed to free up a space that is currently wasted.
I would like to add to my objection that there is also an unused disabled bay outside 70 Crescent

I am writing to formally lodge my objection to the proposed traffic order reference 2026-T15, specifically regarding item (ii), which outlines the proposal to convert the existing disabled bay outside No. 6 Heybourne Road N17 into a dedicated disabled parking bay.

While I fully understand and support the need for accessible parking for specific disabled motorists, the current layout on Heybourne Road cannot sustain further restrictions without causing severe detriment to the wider community.

I am opposing this change based on the following critical grounds:

1. Existing Loss of Resident Parking
Resident parking spaces on Heybourne Road have already been heavily reduced in recent times. Removing further flexible space by converting an existing bay into a dedicated, single-user space leaves the remaining residents with entirely inadequate parking options.

2. Impact on Elderly and Vulnerable Residents
A significant portion of residents on this street rely on close, dependable access to their properties due to age or mobility issues. Forcing these vulnerable individuals to park further away increases physical strain and compromises their safety when accessing their homes.

3. Impact on Mothers and Families with Young Children
The proposed restriction disproportionately affects parents, particularly mothers with infants and young children. Forcing parents to park long distances from their homes presents severe logistical and safety challenges. Carrying heavy car seats, managing strollers, and guiding young toddlers along a busy road with high parking congestion significantly increases the risk of accidents and places an unfair burden on local families.

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I am assisting Mrs ***to respond to proposal 2026-T15, to install a disabled parking bay in their street, Gaskell Road. Mrs *** and her family are in favour of this proposal, and as Blue badge holders it would be very helpful for them. I hope that their neighbours and community will be in