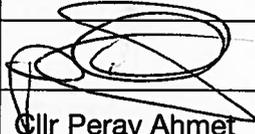
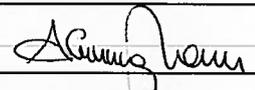


**Haringey Council**  
**Written Statement/Record of a decision made under delegated authority**

Decision Maker (Post Title)	Cllr Peray Ahmet (Cabinet Member for Environment) & Ann Cunningham (Head of Traffic Management)
Subject of the decision	Bruce Grove North CPZ-BGN & Bruce Grove West CPZ-BGW
Date of decision	February 2017
Decision	To approve officers' recommendations as set out in item 9 of the attached report
Reasons for the decision	To prioritise parking for residents who live in the affected roads
Details of any alternative options considered and rejected by the officer when making the decision	
<u>Conflicts of interest – Executive decisions</u> Details of any conflict of interest declared by a Cabinet Member who is consulted by the officer which relates to the decision and details of dispensation granted by the Council's Head of Paid Service	
<u>Conflicts of interest – Non executive decisions</u> Where the decision is taken under an express delegation e.g. by a Committee, the name of any Member who declared a conflict of interest in relation to this matter at the committee meeting,	
Title of any document(s), including reports, considered by the officer and relevant to the above decision or where only part of the report is relevant to the above decision, (that part)  These documents need to be attached to the copy of this record/statement kept by the Authority but must not be published if they contain exempt information	
Reasons for exemption with reference to	

<p>categories of exemption specified overleaf or</p> <p>Reason why decision is confidential (see overleaf)</p> <p>Decisions containing exempt or confidential information falling within the categories specified overleaf are not required to be published.</p>	
Signature of Decision Maker	 23.2.17
Name of Decision Maker	Cllr Peray Ahmet
Signature of Decision Maker	 7/8/2017
Name of Decision Maker	Ann Cunningham
<p>Does the decision need to be published</p> <p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p>	

### Exempt Information

#### Local Government Act 1972 Schedule 12A

#### Part 1: Descriptions of Exempt Information

1. Information relating to any individual.
2. Information which is likely to reveal the identity of an individual.
3. Information relating to the financial or business affairs of any person (including the authority holding that information).
4. Information relating to any consultations or negotiations or contemplated consultations or negotiations in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority.
5. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.
6. Information which reveals that the authority proposes -

- (a) To give under any enactment a notice under or by virtue of which requirements are imposed on a person; or
- (b) To make an order or direction under any enactment.

7. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.

Note: It is insufficient to simply identify a category of exemption, you must also conduct a public interest test on the basis specified in the Act as follows:  
Information falling within categories 1-7 is exempt if and so long as in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

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#### Confidential Decisions

1. The decision contains information provided by a Government department on a non disclosure basis
2. There is a Court order against disclosure

## 1.0 Purpose

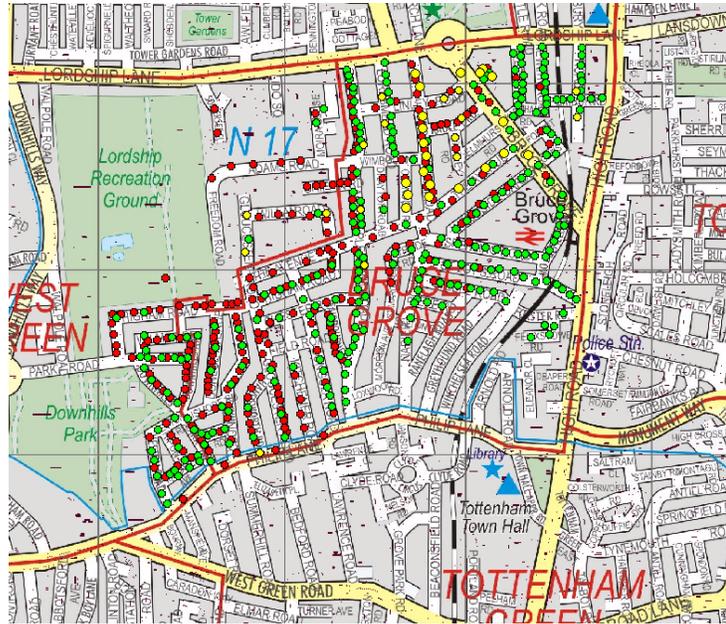
- 1.1 To report on the feedback received during the informal public consultation process on the proposed introduction of a Controlled Parking Zone (CPZ) to roads in Bruce Grove area (highlighted in green and labelled as area 3 on **Appendix I**).
- 1.2 To seek approval to proceed with the recommendations as set out in section 9 of this report.

## 2.0 Background

- 2.1 The Tottenham Event Day (TED) zone was first introduced in 2008 to assist with increased parking demand in the vicinity of the Tottenham Hotspur football ground on event days.
- 2.2 Following the proposals to increase the stadium capacity, the planning consent granted that event/match day controls be extended to minimise trip generation and that a full time (non event day) CPZ should also be implemented to protect a core area - in and around the High Road - from the overspill of parking from the superstore on non event days.
- 2.3 The council secured £980K through the Mayor's Regeneration Fund (MRF) to implement these measures, with funding released over two key phases.
- 2.4 During Phase 1 the TED zone was reviewed, and the Tottenham North (TN), Tower Gardens Event Day (TGED), Tower Gardens (TG) and Tottenham Hale North (THN) CPZs were introduced. Phase 2 includes the Bruce Grove proposals set out in this report.
- 2.5 The council made a commitment back in September 2015 to conduct a review of the Tottenham area, and once views were established a further consultation would follow to consider the revision/introduction of new controls.
- 2.6 The council commenced the consultation in October 2015 with questionnaires and covering information letters, accompanied by a freepost return envelope, which was hand delivered to all properties within the proposed area. See **Appendix II** for consultation document.
- 2.7 We invited views and comments on parking issues from roads that are currently unrestricted, who may have been experiencing parking problems as a result of displacement and their proximity to adjacent CPZ's.

### 3.0 Consultation Feedback (Consultation area)

- 3.1 As part of the consultation process residents and businesses could respond by returning the questionnaire. Consultation documents were distributed on 2 October 2015 to all properties within the consultation area with 550 valid responses received by the cut off date of 30 October 2015.
- 3.2 When asked, '*Do you think your road should be in a Controlled Parking Zone (CPZ)?*' the 550 respondents answered as follows:
- 47% (258) in support
  - 44% (241) responded against controls
  - A further 9% (51) were in favour of event day controls
- 3.3 When asked what groups of people were responsible for restricting parking in their street, respondents generally agreed a combination of users caused the issues. However, the highest reports were that of non local parking (266), trade/camper vans (245) and stadium visitors/shoppers (234) cause the most parking problems.
- 3.4 When asked if there was a parking problem, what days do they occur? Match Days 246 (62%), Weekdays 312 (79%), Sundays 177 (45%) and Saturdays 230 (58%) were reported. Thus a spread over the entire week.
- 3.5 Residents also raised concerns of parking problems generated from the Regency Banqueting Hall who hold events throughout the week and at weekends placing greater demand on the limited kerb space. There were also reports of cars being damaged by commuters on a regular basis, and residents having to place cones outside their properties to reserve parking due to effects non-local parking.
- 3.6 Following the consultation officers met with ward councillors in July 2016 to discuss the outcome of the consultation. Subsequent to this meeting a request was made to officers to further analyse responses on a road by road basis; to determine more accurately responses across the consultation area.
- 3.7 **Figure 1** below shows a visualisation of roads which do, or do not want parking controls. The green points denote respondents in favour of controls and red points show those objecting. Yellow points denote requests for match-day only controls.



3.8 As is often the case parking issues vary across a consultation area, and in this instance the roads near to Bruce Grove Station and the High Road are very much in favour of controls. However, roads to the west of Mount Pleasant Road – towards Lordship Recreational Ground and Downhills Park are experiencing some parking difficulty but not as severe. For these reasons it is proposed to implement two separate CPZ's; one east of Mount Pleasant Road and one west of Mount Pleasant Road.

3.9 The roads to the east of Mount Pleasant Road will be known as the Bruce Grove North CPZ-BGN and roads to the west of Mount Pleasant Road to be known as Bruce Grove West CPZ-BGW.

#### **Bruce Grove North -**

3.10 The roads east of Mount Pleasant Road showed significant support for all day and evening controls from Monday to Saturday. This is in response to parking pressures associated with Bruce Grove Station, traders vehicles, shoppers, leisure centre and the existing Bruce Grove Controlled Parking Zone.

#### **Bruce Grove West**

3.11 Parking pressures in the roads to the west of Mount Pleasant Road are less severe at the moment. Discussions were held with councillors as to whether or not controls should be introduced in this area at all. During discussions it was noted that parking controls are proposed to be introduced in many roads adjacent to this Bruce Grove West area and these include Bruce Grove North, St Ann's CPZ extension and in nearby Enfield.

3.12 Tables 1 & 2 below show the results of the consultation where we asked what operating hours and days did people prefer:

		West or East			
		Lordship Downhills (Western)		Bruce Grove Stn (Eastern)	
		Count	%	Count	%
What operating hours?	2 hours only	32	13%	17	6%
	All day (to 6.30pm)	30	12%	78	26%
	All day plus evening	34	14%	91	31%
	Match days (all day to 8.30pm)	17	7%	50	17%
	N/A not wanted	130	53%	59	20%
Total		243	100%	295	100%

Table 1 – Operating hours overview

		West or East			
		Lordship Downhills (Western)		Bruce Grove Stn (Eastern)	
		Count	%	Count	%
Days	Weekdays	108	82%	204	77%
	Saturdays	74	56%	156	59%
	Sundays	53	40%	124	47%
	Match days	30	23%	216	82%
	Total	132	100%	265	100%

Table 2 – Operating days overview (excludes respondent who do not want controls)

- 3.13 Experience has showed in the borough and across London, that when parking controls are introduced in one area, parking is often displaced into the nearest uncontrolled roads. It is therefore highly likely that this will be the case for the Bruce Grove West area.
- 3.14 It should also noted that funding for parking schemes in the Tottenham area currently comes from the MRF. This funding stream cannot be carried over to 2017/18 and so funds must be spent this year. Therefore if we do not introduce parking controls in the area this financial year, the council cannot commit to being able to re-consult in the near future.
- 3.15 Based on this information local councillors agreed that parking controls should be introduced in the **Bruce Grove North** area, but for shorter operational hours, which would deter most of the commuter parking.
- 3.16 It was felt that match day controls were not required at this stage.
- 3.17 A decision was also made to introduce the controls under experimental powers. These allow flexibility to review the controls after six months to allow for amendments including changes to operational times/days.
- 3.18 Local councillors gave their agreement in principle and agreed that a statutory consultation take place on the introduction of a CPZ on an experimental basis.

3.19 Following feedback from the community, councillors and officers agreed that the operational days/times would be:

**Bruce Grove North (BGN)**

- 8am - 6.30pm Monday - Saturday (Non event days)
- And event days 8am - 8.30pm Monday - Friday; and 8am – 8pm Saturday and Sunday; and Noon – 8pm on public holidays

**Bruce Grove West (BGW)**

- Mon - Fri (2hrs) 2 – 4pm

3.20 A full analysis of the consultation responses received is contained in **Appendix III**.

**4.0 Chief Finance Officer Comments**

4.1 Following the proposals to increase the Tottenham stadium capacity, the planning consent granted that controls be extended to minimise trip generation. The council secured £980K through the MRF to implement those measures, with funding released over two key phases. This project relates to Phase two.

4.2 Associated costs include community engagement, inventory of existing site conditions, design and implementation (including installation of street signage, notifications etc). Likely costs to be £4k consultation / works notice distribution, £10k design and £136k lining and signing, totalling £150k.

4.3 Annual running costs will be maintained by existing staff/budgets.

4.4 Annual income is unknown at present but the team are doing work on this in order to identify potential revenue from new schemes based on properties within the area and likely permit sales etc.

4.5 Parking controls will be enforced by existing /in house civil enforcement officers (CEOs).

4.6 There is a potential loss of external funding if not spent within 2016/17 financial year.

**5.0 Environmental Implications**

5.1 Before reaching a decision to make the necessary Traffic Management Order to implement or amend a CPZ scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act 1984 (“RTRA”) (as amended) and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended). All representations received must be properly considered in

the light of administrative law principles, Human Rights and equalities law and the relevant statutory powers.

- 5.2 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 paragraph 8 and 9 of the RTRA.
- 5.3 The power of a local authority to make an order regulating or controlling vehicular and other traffic is contained within the ambit of section 6(1) of the RTRA. The power to make an experimental traffic order is contained in section 9 of the RTRA. Experimental traffic orders generally have a lifespan of 18 months. During the initial 6 month period the council will register representations received and consider and implement where possible these requests during the second 6 month period, these amendments have a further 6 month period before being considered to be made permanent.
- 5.4 When determining what paying parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.
- 5.5 By virtue of section 122, the Council must exercise its powers under the RTRA so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-
  - (a) The desirability of securing and maintaining reasonable access to premises.
  - (b) The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
  - (c) The national air quality strategy.
  - (d) Facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
  - (e) Any other matters appearing to the Council to be relevant

## **6.0 Comments of the Assistant Director of Corporate Governance**

6.1 The legal position and statutory requirements for consultation are set out in Section 5 of the report. Public consultation has been undertaken and due consideration given to representations by the public. As long as the statutory consultation is undertaken and due consideration similarly given to representations made, there is no reason why the Council should not be entitled to proceed with its proposals.

## **7.0 Equal Opportunities**

7.1 Consultation documents were distributed to all households/businesses within the area of the proposed scheme.

7.2 Any interested party can submit a representation regardless of where they live or work during the statutory notification period.

7.3 A translation service for the consultation document was available upon request; however, no such requests were received.

## **8.0 Summary**

8.1 With the expansion of the Tottenham Football Stadium, which does not have a public parking facility, and the likely introduction of a CPZ in the southern part of LB Enfield adjacent to the boundary with Haringey, it is highly likely that further pressure will be placed on uncontrolled areas in the Bruce Grove area.

8.2 This area of Bruce Grove is within short walking distance to the stadium and it is evident from the consultation outcome that visitors are parking and reducing the parking opportunities for local residents and businesses.

8.3 The existing Bruce Grove (BG) Controlled Parking Zone was first introduced in 2007 and covers only a small proportion of roads in the south-eastern corner of the ward. The Seven Sisters (7S) zone lies to the south of Bruce Grove (BG). These parking controls have reportedly been successful in preventing commuter parking while making it easier for local residents to park at all times of the day.

8.4 However since the recent introduction of the St Ann's CPZ in November 2016 alongside these zones we have seen a noticeable increase in parking enquires and requests to introduce the Bruce Grove controls more swiftly due to parking displacement.

8.5 These residential roads are some of the last remaining uncontrolled areas at the heart of the borough and it has a good offering of shops. The effect of uncontrolled areas can often negatively impact on the local community i.e. local businesses can experience suppressed trade as short-term parking opportunities are limited or not offered in

this case. Available kerb space is reported to be occupied during the day by long-term commuter parking.

- 8.6 The area is linked via a London Overground station which connects direct to a number of tube lines in central London where you can arrive at Liverpool Street in just over 20 minutes. These links also make it an ideal location for those wishing to park and visit the Westfield Shopping Centre in Stratford or travel through to the shopping areas in Central London.
- 8.7 In 2008 the first event parking zone was introduced surrounding Tottenham Football ground and these controls have reportedly been successful in preventing match day parking while making it easier for local residents to park during the controlled times.
- 8.8 On non event days residents often experience difficulties in locating a parking place due to congested kerb space. Off-street parking to the front of properties is not viable in some areas of the Bruce Grove area due to the insufficient size of front gardens to accommodate a vehicle. Introducing controls will lead to a significant reduction of parking problems identified as part of the consultation exercise and will ease the pressure felt by residents in locating a parking space.
- 8.9 Respondents to the consultation have also alluded to the environmental issues caused by non-residential parking and events with reports of refuse being left on the road side. Whilst this cannot be entirely eradicated, it is possible that the reduction in non-residential parking will act as deterrent for this type of behaviour.
- 8.10 The overall feedback from the consultation indicates 47% (258) of residents support the introduction of parking controls, in the Bruce Grove, whereas 44% of residents were against.
- 8.11 From the responses received from individual roads, it is also acknowledged that some roads within the consultation area were against parking controls. However, with the introduction of any parking scheme there is always the possibility of parking being displaced to other areas/roads outside new controls.
- 8.12 It should also be noted that the consultation was undertaken to help address parking and other concerns in a strategic manner, in order to avoid problems that can result from piecemeal projects delivered to alleviate individual local concerns. If parking controls are introduced in the wider area but the individual roads that are against the controls are omitted, this simply results in increased parking pressures in these roads. We aim to introduce parking controls in a strategic and sustainable manner which would benefit the area as a whole.

- 8.13 Furthermore, if parking controls are not introduced in individual roads who objected to the CPZ, the Council cannot commit to being able to consult these roads again in the near future. This is because of pressures elsewhere in the borough and resources being utilised there.
- 8.14 We realise that there may be impacts to residents or businesses that currently park in unrestricted roads on the boundaries of existing zones. As such we will continually monitor any representations made as part of the experimental process and may review within the first six months of implementation.

## **9.0 Recommendations**

9.1 Following consideration of the consultation results and further to discussions with ward councillors, it is recommended that the Cabinet Member for Environment and Head of Service:

9.2 Notes the feedback of the public consultation set out in this report.

9.3 Approves parking controls to be introduced (subject to statutory consultation) to all roads in the green shaded area labelled as area 3 on Appendix I.

9.4 Based on feedback received during the consultation and further to meetings with ward councillors to split the area into two separate CPZs.

9.5 For these new CPZs to be known as Bruce Grove North (BGN) and Bruce Grove West (BGW) CPZ.

9.6 Approves the operational days/times as follows:

### **Bruce Grove North (BGN)**

- 8am - 6.30pm Monday - Saturday (Non event days)
- And event days 8am - 8.30pm Monday - Friday; and 8am – 8pm Saturday and Sunday; and Noon – 8pm on public holidays

### **Bruce Grove West (BGW)**

- Mon - Fri (2hrs) 2 – 4pm

9.7 Approves the CPZ's to be introduced under Experimental Traffic Management Order(s).

9.8 Approves for the CPZ's to be reviewed after six months of operation.

9.9 Approves that residents / traders in the area be informed of this decision. This will be done via written works notification letters distributed throughout the area.

## **APPENDIX I**

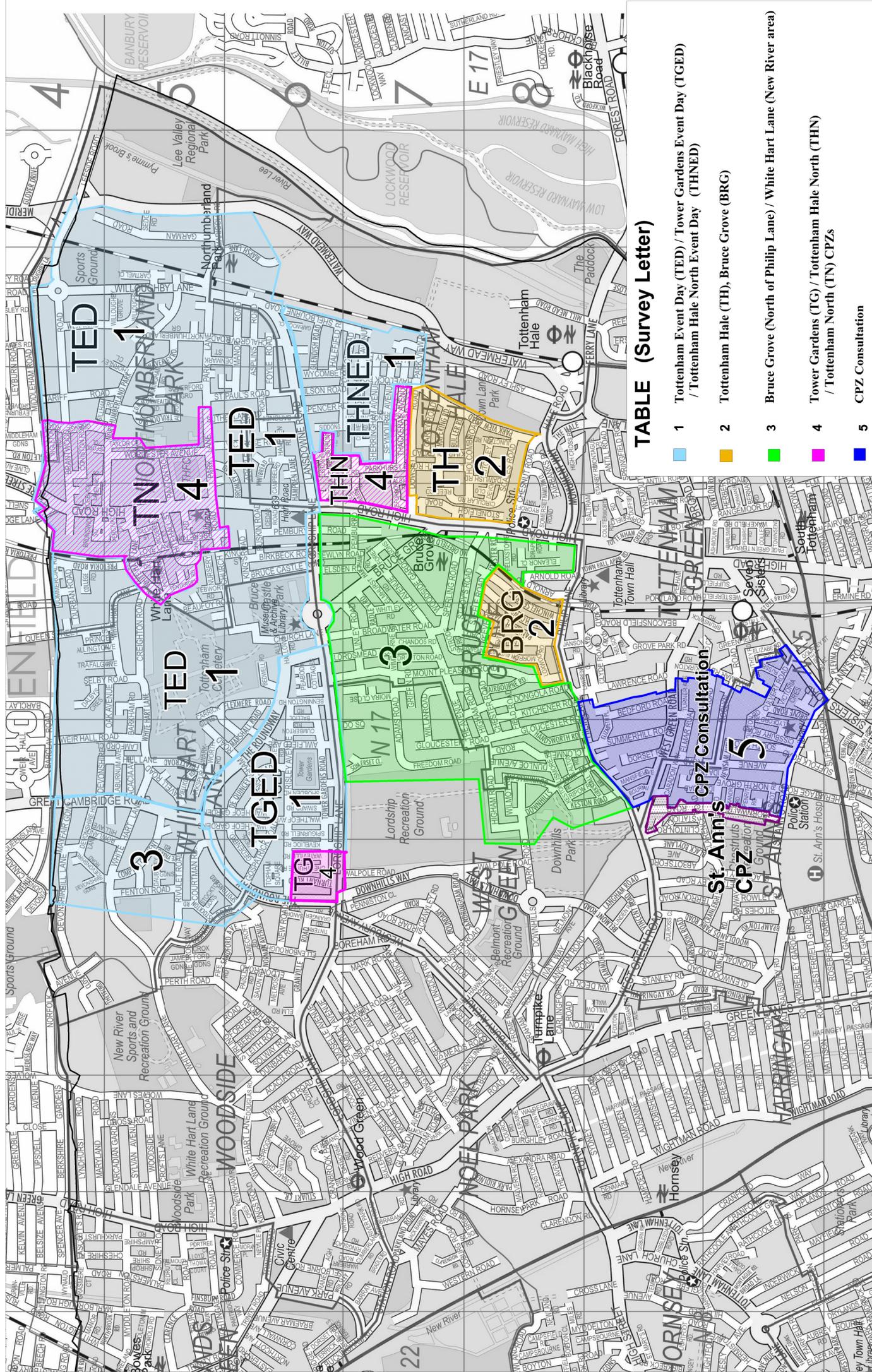
**Map of Consultation areas**

## **APPENDIX II**

**Public consultation documents**

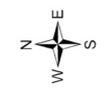
## **APPENDIX III**

**Summary of Consultation Feedback**



**TABLE (Survey Letter)**

- 1 Tottenham Event Day (TED) / Tower Gardens Event Day (TGED) / Tottenham Hale North Event Day (THNEED)
- 2 Tottenham Hale (TH), Bruce Grove (BRG)
- 3 Bruce Grove (North of Philip Lane) / White Hart Lane (New River area)
- 4 Tower Gardens (TG) / Tottenham Hale North (THN) / Tottenham North (TN) CPZs
- 5 CPZ Consultation



# Tottenham CPZ Phase 2 Survey

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## Traffic Management

Ann Cunningham: Head of Traffic Management



### Tottenham Parking Zones Review 3: White Hart Lane - Bruce Grove

9 October 2015

Dear Resident or Business,

Parking controls were introduced locally in 2014 to protect residential roads from increased traffic flow and parking demand associated with Tottenham redevelopment. We are now reviewing the controls and their effect on parking in roads near to existing Controlled Parking Zones (CPZ).

We want to know if parking conditions in your road are satisfactory or if there is a need for controls to help ensure adequate parking space for residents and visitors. We welcome the views not only of motorists, but all road users including pedestrians and cyclists.

Your comments and suggestions play an important role in helping us develop solutions to parking problems. The attached questionnaire is your opportunity to report any parking issues. Please help us by completing the attached questionnaire and returning it in the prepaid envelope no later than the closing date of 30 October 2015. The questionnaire is also available online on the current parking consultations page of the council's website.

Consultation results will be published on the website and will be discussed with your local councillors. Should any changes be proposed, there will be further consultation with residents.

The Council plans to deliver a range of highways improvement schemes in the wider Tottenham area this year as part of our highways works programme. While all of these works are co-ordinated, consultations are undertaken on an individual project basis. More details on the works will be available on the *parking, and road safety consultations* pages of the website.

For more information please email [frontline.consultation@haringey.gov.uk](mailto:frontline.consultation@haringey.gov.uk) or call 020 8489 1326. For detailed enquiries, call our Project Engineer Peter Ashley on 020 8489 1324. Thank you for your interest and we look forward to hearing your views.

Yours faithfully,

A handwritten signature in black ink that reads 'Ann Cunningham'.

Ann Cunningham  
Head of Traffic Management

**Traffic Management**  
Level 5 Alexandra House  
10 Station Road, Wood Green  
London N22 7TR

020 8489 1000

[www.haringey.gov.uk](http://www.haringey.gov.uk)

## Parking Review: 3 White Hart Lane and Bruce Grove Area

**Q1** Your street name and house number (Details will not be published but are required for analysis).

**Q2** Are you responding as:

Resident  Business

**Q3** Please state how many vehicles are used / operated in your household

**Q4** Do you have a driveway ?

Yes  No

**Q5** If you have a driveway, do you park:

On driveway  On the road  
 Both  N/a

**Q6** Do any of these parking issues currently affect your road? (Tick all that apply).

*Commuter parking*  *Stadium visitors / shoppers*  
 *Multi car households*  *Shop / business staff*  
 *Too many driveways*  *Trade vans, campers*  
 *Other non local vehicles*  *N/A none of these*

**Q7** If there are parking problems, which days do they occur? (Tick all that apply)

*Weekdays*  *Saturdays*  
 *Sundays*  *Match days*

**Q8** Do you think there is a need for CPZ parking controls in your road?

*No*  
 *Yes*  
 *Only on match days*

**Q9** If there is demand for a CPZ, what operating hours would be appropriate?

*2 hours only (e.g 10am-12noon)*  *All day (e.g 8am-6:30pm)*  
 *All day and evenings (e.g to 9pm)*  *Match / event days (to - 8:30pm)*

**Q10** Any comments

Thank you for completing this questionnaire. Now please return it in the prepaid envelope

# Consultation Analysis Report – Internal

## Tottenham Parking Review

### 3. White Hart Lane (New River) and Bruce Grove (Station and West) Area

This report covers two separate areas which currently do not have parking controls. The larger of the two sectors covers much of the road between Bruce Grove Station and Lordship Rec. The smaller sector covers a set of roads Northwest of The Roundway

In addition to this current report, there are several other areas forming part of the consultation. These latter are reported separately.

#### 2. Tottenham Hale (TH) and Bruce Grove (BRG)

##### 1. Match and Event Day Controls

#### 4. Tottenham North (TN), Tower Gardens (TG) and Tottenham Hale North (THN) - adjacent to the High Road

#### 5. St Ann's (currently uncontrolled roads)

The consultation commenced in October 2015 with questionnaires and covering information letters, accompanied by a freepost return envelope, door-dropped to all properties in each of the consultation areas.

Questionnaires were also available online but most residents prefer to complete hard copy responses. Unit cost of door-drop delivery is less than 20p, while the cost of freepost is 37p for each returned response.

Analytical Content

- Q1. Street and property number (not for publication)
- Q2. Resident or Business
- Q3. Number of vehicles used / owned
- Q4. Do you have a driveway?
- Q6. Do any of these parking issues affect your road?
- Q7. If applicable, when do parking problems occur?
- Q8. Do you think there is a need for CPZ parking controls in your road?
- Q9. If there is demand for CPZ, what operating hours would be appropriate?
- Q10. Any comments

Q2. Resident or Business

		Resident or business?		
		Resident	Business	Total
		Count	Count	Count
WHL / BRG	WHL-New River	139	3	142
	BG Station & West	539	11	550
	Total	678	14	692

Q4. Do you have a driveway?

		Do you have a driveway					
		Yes		No		Total	
		Count	Row %	Count	Row %	Count	Row %
WHL / BRG	WHL-New River	36	25%	106	75%	142	100%
	BG Station & West	45	8%	505	92%	550	100%
	Total	81	12%	611	88%	692	100%

Q6 Do any of these parking issues currently affect your road?

		WHL / BRG					
		WHL3		BRG3		Total	
		Count	%	Count	%	Count	%
Parking problems	Commuter parking	46	33%	198	36%	244	36%
	Stadium visitors / shoppers	82	58%	234	43%	316	46%
	Multicar households	59	42%	199	37%	258	38%
	Shop / Business staff	26	18%	168	31%	194	28%
	Too many driveways	24	17%	18	3%	42	6%
	Trade vans / campers	64	45%	245	45%	309	45%
	Other non local	81	57%	266	49%	347	51%
	N/A none of these apply	24	17%	148	27%	172	25%
Total	141	100%	544	100%	685	100%	

Q7. If there are parking problems, which days do they occur?

		WHL / BRG					
		WHL3		BRG3		Total	
		Count	%	Count	%	Count	%
Problem days (if applicable)	Weekdays	83	69%	312	79%	395	76%
	Saturdays	73	60%	230	58%	303	58%
	Sundays	78	64%	177	45%	255	49%
	Match days	92	76%	246	62%	338	65%
	Total	121	100%	397	100%	518	100%

Q8. Is there a need for CPZ parking controls in your road?

		WHL / BRG					
		WHL3		BRG3		Total	
		Count	%	Count	%	Count	%
Need parking controls in your road?	No	48	34%	241	44%	289	42%
	Yes	79	56%	258	47%	337	49%
	Only on match days	15	11%	51	9%	66	10%
	Total	142	100%	550	100%	692	100%

**Views by road are set out on the next three pages. All roads are included. See subsequent list of roads by Zone to check which of the two sectors a road is in.**

		Need parking controls in your road?					
		No		Yes		Only on match days	
		Count	Row %	Count	Row %	Count	Row %
Roads A - F	The Avenue	14	64%	5	23%	3	14%
	<b>Alton Rd</b>	1	20%	4	80%	0	0%
	Broadwater Rd	12	52%	2	9%	9	39%
	<b>Bruce Grove</b>	3	21%	7	50%	4	29%
	Cambridge Gdns	0	0%	0	0%	0	0%
	Chandos Rd	1	25%	0	0%	3	75%
	Chester Rd	6	67%	3	33%	0	0%
	Clonmell Rd	12	67%	6	33%	0	0%
	<b>Compton Crescent</b>	3	18%	14	82%	0	0%
	<b>Courtman Rd</b>	4	27%	10	67%	1	7%
	Daubeney Gdns	1	33%	0	0%	2	67%
	Devonshire Hill Lane	6	40%	5	33%	4	27%
	Devonshire Rd	1	33%	1	33%	1	33%
	<b>Dongola Rd</b>	<b>4</b>	<b>33%</b>	<b>8</b>	<b>67%</b>	<b>0</b>	<b>0%</b>
	Downhills Ave	7	88%	1	13%	0	0%
	Downhills Park Rd	7	47%	8	53%	0	0%
	Drayton Rd	2	67%	1	33%	0	0%
	Dunloe Ave	12	80%	3	20%	0	0%
	Elmhurst Rd	1	14%	3	43%	3	43%
	<b>Elsden Rd</b>	1	7%	12	86%	1	7%
	Eve Rd	0	0%	3	100%	0	0%
	Fairbourne Rd	7	64%	4	36%	0	0%
	Felixtowe Rd	0	0%	3	100%	0	0%
	Fenton Rd	2	33%	4	67%	0	0%
	Forest Gdns	2	33%	4	67%	0	0%
	Edmansons Close	1	100%	0	0%	0	0%
	See other Groups	179	41%	223	51%	35	8%
	Eleanor Close	0	0%	1	100%	0	0%
	Forster Rd	0	0%	1	100%	0	0%
	Chaplin Rd	0	0%	1	100%	0	0%
Total	289	42%	337	49%	66	10%	

		Need parking controls in your road?					
		No		Yes		Only on match days	
		Count	Row %	Count	Row %	Count	Row %
Roads G - M	Gloucester Rd	16	70%	5	22%	2	9%
	<b>Gospatrick Rd</b>	1	8%	12	92%	0	0%
	Gt Cambridge Rd	4	40%	3	30%	3	30%
	Griffin Rd	6	100%	0	0%	0	0%
	Hansdsworth Rd	7	78%	2	22%	0	0%
	<b>Hartham Rd</b>	0	0%	3	75%	1	25%
	Higham Rd	25	81%	6	19%	0	0%
	<b>Keston Rd</b>	3	30%	7	70%	0	0%
	<b>Kirkstall Ave</b>	3	30%	7	70%	0	0%
	Kitchener Rd	4	80%	1	20%	0	0%
	Linley Rd	4	67%	0	0%	2	33%
	Lismore Rd	2	67%	1	33%	0	0%
	Lordship Lane	0	0%	1	100%	0	0%
	<b>Lordsmead Rd</b>	4	25%	10	63%	2	13%
	Marden Rd	2	67%	0	0%	1	33%
	Mayfair Gdns	9	82%	1	9%	1	9%
	<b>Moorefield Rd</b>	1	11%	8	89%	0	0%
	<b>Mount Pleasant Rd</b>	14	26%	36	68%	3	6%
	Martlesham Adams Rd	5	100%	0	0%	0	0%
	Moira Cl	1	33%	2	67%	0	0%
	See other Groups	178	39%	232	50%	51	11%
Total	289	42%	337	49%	66	10%	

		Need parking controls in your road?					
		No		Yes		Only on match days	
		Count	Row %	Count	Row %	Count	Row %
Roads N - Z	<b>Napier Rd</b>	0	0%	6	86%	1	14%
	<b>Newlyn Rd</b>	1	8%	10	83%	1	8%
	Not stated	4	50%	2	25%	2	25%
	<b>Pembury Rd</b>	0	0%	13	87%	2	13%
	Pendennis Rd	4	80%	1	20%	0	0%
	Peregrine Rd	0	0%	2	100%	0	0%
	Radley Rd	6	86%	0	0%	1	14%
	Reynardson Rd	2	40%	3	60%	0	0%
	Rowland Hill Ave	2	50%	1	25%	1	25%
	Somerset Cl	2	67%	0	0%	1	33%
	<b>Sperling Rd</b>	3	23%	9	69%	1	8%
	Spottons Grove	2	67%	1	33%	0	0%
	<b>St Loy's Rd</b>	2	12%	15	88%	0	0%
	<b>Steele Rd</b>	2	22%	7	78%	0	0%
	<b>The Roundway</b>	0	0%	6	86%	1	14%
	White Hart Lane	3	38%	4	50%	1	13%
	Whitley Rd	1	33%	0	0%	2	67%
	Willan Rd	6	75%	1	13%	1	13%
	Wilmot Rd	5	50%	4	40%	1	10%
	<b>Rivulet Rd</b>	5	24%	16	76%	0	0%
	Stockton Rd	0	0%	2	100%	0	0%
	Strode Rd	0	0%	1	100%	0	0%
	Wimborne Rd	1	33%	1	33%	1	33%
	<b>Woodside Gdns</b>	5	29%	10	59%	2	12%
	Philip Lane	4	80%	0	0%	1	20%
	See other Groups	221	45%	219	45%	46	9%
	Ripon Rd	8	73%	3	27%	0	0%
	Total	289	42%	337	49%	66	10%