
Executive

TUESDAY, 24TH APRIL, 2007 at 19:00 HRS - CIVIC CENTRE, HIGH ROAD, WOOD GREEN, N22 8LE.

MEMBERS: Councillors Meehan (Chair), Reith (Vice-Chair), Canver, Diakides, Amin, Basu, Haley, B. Harris, Mallett and Santry

AGENDA

10. BEST VALUE INDICATOR TARGETS FOR 2007/08 - 2009/10 AND THE DRAFT COUNCIL PLAN (PAGES 1 - 20)

(Report of the Assistant Chief Executive (Policy, Performance, Partnerships and Communications) – To be introduced by the Executive Member for Organisational Development and Performance Management): To present proposed three year targets for the statutory best value performance indicators.

12. DRAFT STATEMENT OF COMMUNITY INVOLVEMENT (PAGES 21 - 144)

(Report of the Director of Urban Environment – To be introduced by the Executive Member for Regeneration and Enterprise): To approve the Statement of Community Involvement for submission to the Government Office for London.

13. REVIEW OF EXISTING CPZ SCHEME FOR HIGHGATE STATION (PAGES 145 - 184)

(Report of the Director of Urban Environment – To be introduced by the Executive Member for Environment and Conservation): To report back on the review and request agreement to the recommendations.

14. PARKING CHARGES REVIEW - STATUTORY CONSULTATION RESULTS (PAGES 185 - 244)

(Report of the Director of Urban Environment – To be introduced by the Executive Member for Environment and Conservation): To review the results of the statutory consultation on parking charges.

15. LOCAL IMPLEMENTATION PLAN ANNUAL PROGRESS REPORT 2008/9 - 2010/1 (PAGES 245 - 254)

(Report of the Director of Environmental Services – To be introduced by the Executive Member for Environment and Conservation): To seek approval for the Local Implementation Plan Annual Progress Report (LIP APR) funding submission to Transport for London.

17. ENFORCEMENT STRATEGY AND POLICY (PAGES 255 - 310)

(Report of the Interim Director of Urban Environment – To be introduced by the Executive Member for Crime and Community Safety): To recommend for approval a proposed new 4 year Enforcement Strategy and Policy).

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Report title: **Best Value Indicator Targets for 2007/08 - 2009/10**

Report of: **Justin Holliday ACE Policy, Performance, Partnerships and Communications**

Ward(s) affected: All

Report for: Key Decision

1. Purpose

1.1 To present proposed 3 year targets for review by Members before targets are published in the Council Plan in accordance with our statutory duty.

2. Introduction by Executive Member for Organisational Development and Performance Management (Cllr Dhiren Basu)

2.1 The council is required to publish its performance against the best value performance indicators and to set three year targets for these indicators. These are attached for consideration. The indicator and targets are to be published at the end of April with the Council Plan 2007-10

2.3 We need to work hard on these targets; they are a good way of driving up performance as we can clearly see which areas need assistance and focus.

3. Recommendations

3.1 That Members agree the proposed targets for the Best Value performance indicators.

Report authorised by: Dr Ita O'Donovan – Chief Executive

Contact officers: Eve Pelekanos Head of Policy and Performance
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Margaret Gallagher – Performance Manager
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Head of Legal Services Comments

The legal implications are stated in the main report.

4. Executive Summary

4.1 It is a statutory requirement for Local Authorities to publish performance and 3 year targets against the Government's Best Value indicators.

4.2 The statutory deadline for publishing this performance information is the end of June but this year we have brought forward the timescales to align with the publication of the Council Plan.

4.3 There are 157 Best Value indicators and 13 key local measures included in Appendix 1. Many of these are used in the various assessments of the Council.

4.4 Each year we review targets to ensure that they are realistic but challenging, that they can be delivered within the Financial Strategy and put us on a path of continuous improvement.

4.5 Of the 125 indicators where it was appropriate to make comparisons, 96 targets have been set to deliver improvement. For an additional 14 indicators targets have been set for performance to remain at the same level.

4.6 Three year targets will be published in the Council Plan by the end of April.

5. Reasons for any change in policy or for new policy development (if applicable)

5.1 None

6. Local Government (Access to Information) Act 1985

The following background papers were used in the preparation of this report:

ODPM Circular 05/2006- Guidance on Best Value Performance Plans
Service Business Plans including provisional outturn information for Best Value Performance Indicators and 3 year targets.

Strategic Implications

It is a statutory requirement to set and publish 3 year targets for Best Value performance indicators. These targets set the benchmark for our performance in the coming year. They have been set to drive improvement in line with the council's vision and priority of providing excellent services.

Financial Implications

The 3 year targets have been considered as deliverable within the Council's Financial Strategy.

Legal Implications

The Local Government Act 1999 requires that local authorities publish provisional outturn information and set three year targets against the Best Value Performance Indicators.

Equalities Implications

Equalities is a central thread throughout the council's performance and equalities indicators are included in both the business plans and the council's scorecard. Targets for these measures ensure that there are no adverse implications for service users or our staff.

Consultation

Business unit Heads and Lead Members have been consulted on these targets through the business planning process.

7. Background

7.1 It is still a statutory requirement for Local Authorities to publish performance against the Best Value indicators and set 3 year targets for these. We normally publish this information in June as required by the Department for Communities and Local Government. Targets are set for 3 years in the business plans and published each year in our Corporate/Council Plan.

7.2 The timescale for setting these targets has been brought forward this year to align with the timescale of publishing the Council Plan by the end of April. This has meant that targets have been set on the basis of provisional outturns and that there may be some minor changes to the 2006/07 outturns and targets as data is finalised.

7.3 In line with the Council's vision and our priority to deliver excellent services, targets are aimed at moving services towards upper quartile performance. Our aim is to set challenging but realistic targets deliverable within the Council's financial strategy.

7.4 Progress against targets is reviewed as part of the mid year pre- business plan review. In previous years we have also reviewed targets at the end of the financial year in light of performance outturns and latest comparative data.

8 Three Year Targets

8.1 Appendix one sets out the proposed 3 year targets for the Best Value performance indicators. These are also the indicators that feed into a number of assessments by various Inspectorates and are used to judge our performance in the annual Comprehensive Performance Assessment.

8.2 For 96 of the indicators the targets for 2007/08 show improvement on 2006/07 performance. Some of these areas are:

- Employment, Education and training for care leavers
- Pupils achieving 5 GCSE's A-G or equivalent including English and Maths
- Participation in and outcomes from Youth work
- Average time for processing benefit claims
- Planning appeals allowed against the authority's decision to refuse
- Street and environmental cleanliness
- % of household waste composted

4.7 For an additional 14 indicators targets have been set for performance to remain at the same level.

4.8 For 11 of the key local indicators the targets for 2007/08 show improvement on 2006/07 performance including call centre telephone answering and dealing with Members' enquiries.

The Best Value indicators along with key local indicators and their 3 year targets are contained in Appendix 1 for your consideration.

Directorate	Business Unit	Ref.	Description	2005/06	England 2005/06 Top Quartile	London 2005/06		2006/07 ESTIMATE D outturn	Targets				High/ Low is good
						Top Quartile	Average		2006/07	2007/08	2008/09	2009/10	
C&YP	Children & Families	BV 49 PAF A1	Stability of placements of children looked after by the authority by reference to the % of children looked after on 31st March in any year with three or more placements during the year.	13%	N/A	N/A	N/A	11%	13%	11%	10%	10%	Low
C&YP	Children & Families	BV 50 PAF A2	Educational qualifications of children looked after by reference to the % of young people leaving care aged 16 or over with at least 1 GCSE at grades A* - G, or GNVQ.	50%	59%	56%	50%	55.00%	55%	60%	65%	70%	High
C&YP	Children & Families	BV 161 PAF A4	Employment, education and training for care leavers: % of those young people who were looked after on 1 April in their 17th year (aged 16), who were engaged in education, training or employment at the age of 19	0.91%	0.91%	0.98%	0.84%	70.00%	70%	72%	75%	78.00%	High
C&YP	Children & Families	BV 162 PAF C20	Reviews of child protection cases: % of child protection cases which should have been reviewed during the year that were reviewed	99%	100%	100%	100%	100%	100%	100%	100%	100%	High
C&YP	Children & Families	BV 163 PAF C23	Adoptions of children looked after: The no. of looked after children adopted during the year as a % of the no. of children looked after at 31 March who had been looked after for 6 months or more at that date.	6.40%	9.50%	9.40%	7.10%	6.70%	7%	8%	9%	9%	High
C&YP	Children & Families	BV 197	Change in the no. of conceptions to females aged under 18, resident in an area, per thousand females aged 15-17 resident in the area, compared with the baseline year of 1998	10	-18.20%	-17.40%	-5.40%	N/A	48.3 per 1000	41.6 per 1000	34.8 per 1000	28 per 1000	Low
C&YP	Children & Families		Children's act complaints - Stage 1 responded to in 10 day timescale					63%	80%	80%	80%	80%	High
C&YP	Children & Families		Children's act complaints - Stage 2 responded to in 25 day timescale					0.00%	40%	40%	40%	40%	High
C&YP	Children & Families		Cost of service per looked after child	N/A	N/A	N/A	N/A	£877.00	£908	£880	£860	£840	Low

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						Top Quartile	Average		2006/07	2007/08	2008/09	2009/10	
C&YP	Stds & Inc	BV 38	% of 15 year old pupils in schools maintained by the local education authority achieving five or more GCSEs at grades A* - C or equivalent.	48.50%	58.30%	59.90%	54.80%	51.70%	53.00%	57%	59%	60%	High
C&YP	Stds & Inc	BV 39	% of 15 year old pupils in schools maintained by the local education authority achieving 5 or more GCSEs at grades A*-G or equivalent. inc. English & Maths	81.00%	90.80%	91.30%	88.80%	79.30%	81%	82%	83%	84%	High
C&YP	Stds & Inc	BV 40	% of pupils in schools maintained by the local education authority achieving Level 4 or above in the Key Stage 2 Mathematics test.	68.00%	77.40%	77.00%	74.20%	70%	76%	71%	72%	73%	High
C&YP	Stds & Inc	BV 41	% of pupils in schools maintained by the local education authority achieving Level 4 or above in the Key Stage 2 English test.	73.00%	81.20%	82.50%	78.90%	75%	76%	75%	76%	77%	High
C&YP	Stds & Inc	BV 43a	% of statements of special educational need issued by the authority in a financial year and prepared within 18 weeks excluding those affected by "exceptions to the rule" under the SEN Code of Practice.	100%	100%	100%	97.90%	100.00%	99%	99%	100%	100%	High
C&YP	Stds & Inc	BV 43b	% of statements of special educational need issued by the authority in a financial year and prepared within 18 weeks including those affected by "exceptions to the rule" under the SEN Code of Practice.	85.00%	95.40%	95.60%	83.20%	80.00%	85%	90%	93%	93%	High
C&YP	Stds & Inc	BV 45	% of half days missed due to absence in secondary schools maintained by the local education authority.	8.63%	7.26%	7.01%	7.66%	8.24%	8.4% or 8.1%	8.2%	8.1%	7.9%	Low
C&YP	Stds & Inc	BV 46	% of half days missed due to absence in primary schools maintained by the local education authority.	6.41%	5.13%	5.72%	5.98%	6.63%	5.60%	5.4%	5.4%	5.4%	Low
C&YP	Stds & Inc	BV 181a	% of 14 year old pupils in schools maintained by the LEA achieving Level 5 or above in the Key Stage 3 test in: English.	64%	77.00%	77.20%	73.58%	60%	65% stretch 69%	67%	68%	69%	High
C&YP	Stds & Inc	BV 181b	% of 14 year old pupils in schools maintained by the LEA achieving Level 5 or above in the Key Stage 3 test in: Maths	61%	77.00%	74.66%	71.00%	64%	62% stretch 65%	63% stretch 68%	67%	69%	High

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						Top Quartile	Average	ESTIMATE D outturn	2006/07	2006/07	2007/08	2008/09	2009/10			
C&YP	Stds & Inc	BV 181c	Science	52%	74.00%	70.49%	64.83%	55.00%	56%	57%	59%	61%	High			
C&YP	Stds & Inc	BV 181d	ICT assessment	63%	73.83%	67.55%	61.78%		62%	66%	68%	69%	High			
C&YP	Stds & Inc	BV 194a	% of pupils achieving level 5 or above in KS2 in English	25%	29.00%	29.00%	27.00%	30.00%	31%	31%	32%	33%	High			
C&YP	Stds & Inc	BV 194b	% of pupils achieving level 5 or above in KS2 in Maths	25%	32%	34%	30%	28.00%	31%	31%	32%	32%	High			
C&YP	Stds & Inc	BV 221a	Participation in and outcomes from youth work: Recorded outcomes	18%	59%	61%	45%	34.00%	40%	50%	55%	60.00%	High			
C&YP	Stds & Inc	BV 221b	Participation in and outcomes from youth work: Accredited outcomes	18%	24%	24%	20%	18.00%	20%	23%	27%	30.00%	High			
C&YP	Stds & Inc	BV 222a	Quality of early years & childcare leadership - leaders	45%	35%	38%	29%		50%	47.00%	49.00%	51.00%	High			
C&YP	Stds & Inc	BV 222b	Quality of early years & childcare leadership - postgraduate input	42%	100%	97%	56%		46%	44.00%	46.00%	48.00%	High			
CorpR	BLT	BV 9	% of council taxes due for the financial year which were received in year by the authority	93.35%	98.40%	96.00%	94.74%	93.75%	93.75%	93.85%	94.20%	94.4%	High			
CorpR	BLT	BV 10	% of non-domestic rates due for the financial year which were received in year by the authority.	98.98%	99.26%	98.98%	98.26%	99.0%	99.0%	99.0%	99.3%	99.4%	High			
CorpR	BLT	BV 76a	no. of claimants visited per 1,000 caseload	226	N/A	N/A	N/A	200	210	215	217	220	High			
CorpR	BLT	BV 76b	no. of fraud investigators per 1,000 caseload	0.2	N/A	N/A	N/A	0.19	0.19	0.19	0.19	0.19	High			
CorpR	BLT	BV 76c	no. of fraud investigations per 1,000 caseload	8	N/A	N/A	N/A	8	8	10	10	12	High			
CorpR	BLT	BV 76d	no. of prosecutions & sanctions per 1,000 caseload	2.4	N/A	N/A	N/A	2.9	3	3.4	3.7	4.2	High			
CorpR	BLT	BV 78a	Speed of processing: a) Average time for processing new benefit claims (calendar days)	41	26.4	30.7	36.1	40	36	32	29	27	Low			
CorpR	BLT	BV 78b	Speed of processing: b) Average time for processing notifications of changes of circumstance (calendar days)	32.2	9.1	11.4	18.4	20	20	17	12	9	Low			

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						Top Quartile	Average		2006/07	2007/08	2008/09	2009/10	
CorpR	BLT	BV 79a	Accuracy of processing: a) % of cases for which the calculation of the amount of benefit due was correct on the basis of the information available to the determination, for a sample of cases checked post-determination.	95.60%	99.00%	98.86%	97.33%	96.00%	99%	99%	99%	99%	High
CorpR	BLT	BV 79b i PM7	Amount of HB overpayments recovered during the period as a % of total amount of HB overpayments identified during the period.	23.31%	79.39%	71.48%	63.46%	60%	62%	64%	66%	66%	High
CorpR	BLT	BV 79b ii PM8	Amount of HB overpayments recovered during the period as a % of total amount of HB overpayment debt outstanding at the start of the period plus amount of HB overpayments identified during the period.	4	39.69%	29.89%	25.06%	22%	24.00%	25.00%	27.00%	27.00%	High
CorpR	BLT	BV 79b iii PM9	Amount of HB overpayments written off during the period as a % of total amount of HB overpayment debt outstanding at the start of the period plus amount of HB overpayments identified during the period.	10%	N/A	N/A	N/A	4%	5%	6%	7%	7%	High
CorpR	BLT	BV 80a	Benefit claimants satisfied with facilities to get in touch	N/A	N/A	N/A	N/A	75%	73%	80%	80%	80%	High
CorpR	BLT	BV 80b	Benefit claimants satisfied with service in office	N/A	N/A	N/A	N/A	80%	76%	82%	82%	82%	High
CorpR	BLT	BV 80c	Benefit claimants satisfied with telephone service	N/A	N/A	N/A	N/A	63%	60%	66%	66%	66%	High
CorpR	BLT	BV 80d	Benefit claimants satisfied with staff in office	N/A	N/A	N/A	N/A	76%	82%	82%	82%	82%	High
CorpR	BLT	BV 80e	Benefit claimants satisfied with time to settle claim	N/A	N/A	N/A	N/A	67%	73%	75%	75%	75%	High
CorpR	BLT	BV 80f	Benefit claimants satisfied with leaflets and letters	N/A	N/A	N/A	N/A	65%	70%	70%	70%	70%	High
CorpR	BLT	BV 80g	Benefit claimants satisfied overall	N/A	N/A	N/A	N/A	72%	77%	78%	78%	78%	High
CorpR	Cust Foc	LSU 11	Customer Services Centres- Waiting times – personal callers seen in 15 mins	63%	N/A	N/A	N/A	48%	70%	70%	70%	70%	High

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						Top Quartile	Average		2006/07	2007/08	2008/09	2009/10	
CorpR	Cust Foc	LSU	Call Centre - Telephone answering	00:49	N/A	N/A	N/A	01:39	01:00	01:00	01:00	Low	
			Average Queuing Time - min:sec										
CorpR	Cust Foc	LSU 13	Call centre telephone answering in 15 seconds - of calls presented (all call centre calls)	55%	N/A	N/A	N/A	29.50%	70%	70%	70%	High	
CorpR	Cust Foc	LCS 1	Call Centre calls answered as a % of calls presented	86%	N/A	N/A	N/A	78.10%	90%	90%	90%	High	
CorpR	Cust Foc	LCS 3	Telephone answering in 15 seconds - of calls presented (Council wide)	79%	N/A	N/A	N/A	77.50%	77%	80%	80%	High	
CorpR	Proc	BV 8	% of invoices for commercial goods and services that were paid by the authority within 30 days	88.50%	96.71%	90.22%	86.89%	87.00%	92%	92%	92%	High	
CorpR	Prop	BV 156	% of authority buildings open to the public in which all public areas are suitable for and accessible to disabled people	27.45%	84.79%	64.52%	46.31%	34.00%	28%	40%	45%	High	
CorpR	Prop	Unit	Cost of office accommodation per sq metre (corporate property)	£246	N/A	N/A	N/A	£359.58	not set	£300	£290	Low	
P&OD	HR	BV 11a	% of top 5% of earners that are women	55.88%	42.58%	47.70%	41.39%	54.20%	50%	50%	50%	High	
P&OD	HR	BV 11b	% of top 5% of earners from ethnic minority communities	21.05%	4.33%	15.28%	11.86%	18.16%	26%	26%	26%	High	
P&OD	HR	BV 11c	% of top 5% of earners declaring they meet the Disability Discrimination Act disability definition	4.06%		4.30%	3.58%	2.18%	4.90%	4.90%	4.90%	High	
P&OD	HR	BV 12	The no. of working days/shifts lost due to sickness absence per FTE employee.	10.37	8.34		8.99	9.3	8.8	8.8	8.8	Low	
P&OD	HR	BV 14	The no. of employees retiring early (excluding ill-health retirements) as a % of the total work force	0.09%	0.17%	0.23%	0.45%	0.14%	0.20%	0.20%	0.20%	Low	
P&OD	HR	BV 15	The no. of employees retiring on grounds of ill health as a % of the total workforce (note small nos can affect outcome)	0.13%	0.10%	0.17%	0.23%	0.16%	0.20%	0.20%	0.20%	Low	
P&OD	HR	BV 16a	% of staff declaring they meet the Disability Discrimination Act disability definition	3.77%	3.86%	4.89%	3.64%	3.56%	4.89%	4.89%	4.89%	High	

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						Top Quartile	Average		2006/07	2007/08	2008/09	2009/10	
P&OD	HR	BV 16b	% of economically active disabled people in the borough	13.70%	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
P&OD	HR	BV 17a	% of staff from minority ethnic communities	44.61%	4.80%	35.40%	26.20%	44.94%	39.30%	39.30%	39.30%	High	
P&OD	HR	BV 17b	% of economically active minority ethnic people in the borough	31.35%	N/A	N/A	N/A	N/A	N/A	N/A	N/A		
PPP&C	Comm Safety	BV 126a	Domestic burglaries per 1,000 households	28.3	13.3	16.4	19.5	27.5	26.9 (2,711 offences)	23.8 (2,394 offences)	To be agreed with police	Low	
PPP&C	Comm Safety	BV 127a	Violent offences committed by a stranger per 1,000 population	41.7	19.9	22.8	34.8	35.3	To be agreed with police				Low
PPP&C	Comm Safety	BV 127b	Robberies per 1,000 population	9.1	0.7	3.8	7	7.5	To be agreed with police				Low
PPP&C	Comm Safety	BV 128a	Vehicle crimes per 1,000 population	22.2	14	15.7	18.8	19.7	To be agreed with police				Low
PPP&C	Comm Safety	BV 174	The no. of racial incidents recorded by the authority per 100,000 population	64.7	N/A	N/A	N/A		NA	NA	NA		
PPP&C	Comm Safety	BV 175 CPA H19	% of racial incidents that resulted in further action	100	100%	100%	97.86%		99%	99%	99%	High	
PPP&C	P&P	BV 2a	The level (if any) of the Equality Standard for local government to which the authority conforms	Level 2	N/A	N/A	N/A	Level 4	Level 4	Level 4	Level 4	High	
PPP&C	P&P	BV 2b	The duty to promote race equality. Does the authority have a Race Equality Scheme Score against checklist for Race Equality Scheme	89.50%	79%	89%	79%	100%	100%	100%	100%	High	
PPP&C	P&P	BV 3	Overall Satisfaction	44.00%	53.00%	58.30%	53.90%	45%	50%			3 years	
PPP&C	P&P	BV 4	Overall satisfaction with Complaints Handling	26.0%	35.0%	33.5%	31.3%	28%	30%			3 years	
PPP&C	P&P	BV 225	Action against domestic violence	91%	N/A	N/A	N/A	91%	91%	91%	91%	High	

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						Top Quartile	Average		2006/07	2007/08	2008/09	2009/10	
PPP&C	P&P	LCE1	Stage 3 public complaints dealt within target timescale	94% in 25 days	N/A	N/A	N/A	93.0%	90% in 20 days	95% in 20 days	95% in 20 days	95% in 20 days	High
PPP&C	P&P	LCE2	no. of calendar days taken to respond to Ombudsman enquiries	18.1 days	N/A	N/A	N/A	19	18	18	18	18	Low
PPP&C	P&P	Ex BV 5 LCE4	The no. of complaints to an Ombudsman classified as "maladministration".	0	N/A	N/A	N/A	0	0	0	0	0	Low
PPP&C	P&P	Local	Members Enquiries	85%	N/A	N/A	N/A	84%	90%	90%	90%	90%	High
PPP&C	Comm Safety	BV 198 PAF A60	The no. of drug misusers in treatment per thousand head of population aged 15-44	4654	78.25	85.36	68.97	N/A	1240 (05/06 baseline for all adults & young people)	1343	1475	To be agreed	High
PPP&C	Partnership	BV 226a	Advice and guidance services - total expenditure	£769k	N/A	N/A	N/A	£769k	£769k	£798k	£798k	£798k	Low
PPP&C	Partnership	BV 226b	Advice and guidance services - CLS quality mark	100%	N/A	N/A	N/A	100%	100%	100%	100%	100%	High
PPP&C	Partnership	BV 226c	Advice and guidance services - direct provision	0	N/A	N/A	N/A		0	0	0	0	High
UE	Enf	BV 217	Pollution Control - % of improvements carried out	99%	100%	100%	93.00%	100%	100%	100%	100%	100%	High
UE	Enf	BV 216a	Contaminated land - no. of sites of potential concern	168	325	230	867	235	235	196	166	166	Low
UE	Enf	BV 216b	Contaminated land - no. of site with detailed information available as % of sites of potential concern	5%	9%	24%	21%	7%	7%	15%	20.00%	20.00%	High
UE	Enf	BV 166a CPA E27	Score against a check-list of enforcement best practice for Environmental Health	100%	100%	100%	94%	100%	100%	100%	100%	100%	High

Directorate	Business Unit	Ref.	Description	2005/06	England 2005/06 Top Quartile	London 2005/06		2006/07 ESTIMATE D outturn	Targets				High/ Low is good
						Top Quartile	Average		2006/07	2007/08	2008/09	2009/10	
UE	Enf	BV 166b CPA E21	Score against a check-list of enforcement best practice for Trading Standards	100%	100%	100%	95.50%	100%	100%	100%	100%	100%	High
UE	HfH	BV 63 CPA H11	Energy Efficiency - the average SAP rating of local authority owned dwellings.	66.17	69	67		69	69	70	71	High	
UE	HfH	BV 66a CPA H6	Local authority rent collection and arrears: proportion of rent collected	97.37%	98.59%	96.24%		97.5%	97.5%	97.5%	97.50%	High	
UE	HfH	BV 66b	% of tenants with more than seven weeks rent arrears	13.11%	4.12%	10.68%		10%	10%	9%	8%	Low	
UE	HfH	BV 66c	% of tenants in arrears who have had notices seeking possession served.	10.66%	17.06%	29.34%		12%	15%	14%	13%	Low	
UE	HfH	BV 66d	% of tenants evicted as a result of rent arrears	0.80%	0.00%	0.00%		1%	0.8%	0.7%	0.6%	Low	
UE	HfH	BV 74a CPA H12	Satisfaction of tenants of council housing with the overall service provided by their landlord	73.67%	84%	69.86%		75%	66%	68%	70%	High	
UE	HfH	BV 74b	Satisfaction of black & minority ethnic tenants with the overall service provided by their landlord.	71.10%	82%	65.00%		73%	64%	66%	69%	High	
UE	HfH	BV 74c	Satisfaction of non black-&-minority-ethnic tenants with the overall service provided by their landlord.	74.70%	84%	71.32%		76%	68%	69%	71%	High	
UE	HfH	BV 75a CPA H13	Satisfaction of tenants of council housing with opportunities for participation in management and decision making in relation to housing services provided by their landlord.	69.37%	69%	56.64%		71%	60%	62%	64%	High	
UE	HfH	BV 75b	Satisfaction of black & minority ethnic tenants of council housing with opportunities for participation in management and decision making in relation to housing services provided by their landlord.	64.23%	71%	54.82%		68%	60%	62%	64%	High	

Directorate	Business Unit	Ref.	Description	2005/06	England 2005/06 Top Quartile	London 2005/06		2006/07 ESTIMATE D outturn	Targets				High/ Low is good
						Top Quartile	Average		2006/07	2007/08	2008/09	2009/10	
UE	HfH	BV 75c	Satisfaction of non- black & minority ethnic tenants of council housing with opportunities for participation in management and decision making in relation to housing services provided by their landlord.	70.76%	70%	62.50%	57.25%	55%	73%	60%	62%	64%	High
UE	HfH	BV 164 CPA H10	Does the authority follow the Commission for Racial Equality's code of practice in rented housing?	yes				Yes	Yes	Yes	Yes	Yes	Non Numeric
UE	HfH	BV 184a CPA H1	The proportion of local authority homes which were non 'decent' at 1st April 2005	50.00%	16.00%	25.00%	42.00%	43%	42%	42%	42%	37.00%	Low
UE	HfH	BV 184b CPA H2	The change in proportion of non 'decent' local authority homes which were not 'decent' at 1st April 2005	11.71%	28.30%	23.80%	20.10%		22%	4.50%	0.00%	11.90%	High
UE	HfH	BV 212 CPA H8	Average relet times for local authority dwellings let in the financial year (calendar days)	29	29	29	51	37	27	27	26	25	Low
UE	Housing	BV 64 CPA H23	The no. of private sector dwellings that are returned to occupation or demolished during the year as a direct result of action by the local authority.	414	77	360	257	101	100	100	100	100	High
UE	Housing	BV 183a CPA H14	The average length of stay (weeks) in bed and breakfast accommodation of households which include dependent children or a pregnant woman and which are unintentionally homeless and in priority need.	0	1	0	2.19	0	1	1	1	1	Low
UE	Housing	BV 183b CPA H15	The average length of stay in hostel accommodation (weeks) of households which include dependent children or a pregnant woman and which are unintentionally homeless and in priority need.	67.41	0	0.95	17.57	60	35	60	51	43	Low
UE	Housing	BV 202	The no. of people sleeping rough on a single night within the area of the authority	1	0	1	10	6	5	5	5	5	Low

Directorate	Business Unit	Ref.	Description	2005/06	England 2005/06 Top Quartile	London 2005/06		2006/07 ESTIMATE D outturn	Targets				High/ Low is good
						Top Quartile	Average		2006/07	2007/08	2008/09	2009/10	
UE	Housing	BV 203 CPA H22	% change in the average no. of families, placed in temporary accommodation under the homelessness legislation compared with the average from the previous year	7.36%	-15.84%	-7.86%	1.87%	3.10%	1%	-1%	-10%	-10%	Low
UE	Housing	BV 213	Households who considered themselves as homeless, who approached the local housing authority's housing advice service and for whom advice/intervention resolved their situation per 1,000 households	4	5	6	10	3.6	4.3	5.1	5.6	5.6	High
UE	Housing	BV 214	Proportion of households accepted as homeless who have been previously accepted as homeless within last two years	1.55%	0.32%	0.32%	1.06%	2.30%	8.00%	1.06%	1.01%	0.75%	Low
UE	Planning P&D	BV 106 CPA E23	% of new homes built on previously developed land	100%	96.47%	100%	99.83%	100%	100%	100%	100%	100%	High
UE	Planning P&D	BV 111 CPA E3	The % of planning applicants satisfied with the service received	N/A	N/A	N/A	N/A	60%	76%			76%	3 years
UE	Planning P&D	BV 109a CPA E2	60% of major applications in 13 weeks	86%	74.90%	77.33%	67.32%	73%	82%	82%	82%	82%	High
UE	Planning P&D	BV 109b CPA E2	65% of minor applications in 8 weeks	82%	81.07%	83.89%	78.72%	88%	83%	85%	85%	85%	High
UE	Planning P&D	BV 109c CPA E2	80% of other applications in 8 weeks Gov target 80%	92%	91.39%	91.79%	87.72%	91%	92%	90%	90%	90%	High
UE	Planning P&D	BV 200a	Plan making LDS submitted	Yes	N/A	N/A	N/A	Yes	Yes	Yes	Yes	Yes	Non Numeric
UE	Planning P&D	BV 200b	Has the Authority met the milestones in the LDS?	Yes	N/A	N/A	N/A	Yes	Yes	Yes	Yes	Yes	Non Numeric

Directorate	Business Unit	Ref.	Description	2005/06	England 2005/06 Top Quartile	London 2005/06		2006/07 ESTIMATE D outturn	Targets				High/ Low is good
						Top Quartile	Average		2006/07	2007/08	2008/09	2009/10	
UE	Planning P&D	BV 200c	Publish annual monitoring report	Yes	N/A	N/A	N/A	Yes	Yes	Yes	Yes	Yes	Non Numeric
UE	Planning P&D	BV 204	% of appeals allowed against the authority's decision to refuse planning applications	32%	N/A	N/A	N/A	36.80%	30%	30%	30%	30%	Low
UE	Planning P&D	BV 205	Quality of service checklist	100%	94.50%	100%	94.10%	100%	100%	100%	100%	100%	High
UE	Planning P&D	BV 219a	Conservation areas - no.	28	N/A	N/A	N/A	28					Non Numeric
UE	Planning P&D	BV 219b	Conservation areas - Character appraisals	8	31.81%	42.24%	32.48%	43.00%	25%	50%	100%	100%	High
UE	Planning P&D	BV 219c	Conservation areas Management plans	0	7.70%	20.00%	17.21%	43.00%	43%	68%	100%	100%	High
UE	St Scene	BV 199a	Local street and environment cleanliness (litter)	37.00%	8.80%	17.00%	25.60%	40%	25%	29%	25%	22%	Low
UE	St Scene	BV 199b	Local street and environment cleanliness (graffiti)	6.00%	1.00%	7.00%	11.00%	5%	6%	5%	5%	5%	Low
UE	St Scene	BV 199c	Local street and environment cleanliness (fly - posting)	4.00%	0.00%	1.00%	3.00%	5%	3%	1%	1%	1%	Low
UE	St Scene	BV 199d	Local street and environment cleanliness (fly-tipping)	3	N/A	N/A	N/A	3	2	2	1	1	Low
UE	St Scene	BV 82aii CPA E6 Part	% of household waste that has been recycled.	16.08%	20.87%	19.29%	16.16%	18%	15%	19%	21%	24% LAA Stretch	High
UE	St Scene	BV 82aii	Tonnes of household waste that has been recycled.	12,964	15,126	18,289	15,276	14,257	14,257	15,050	16,634	17,466	High

Directorate	Business Unit	Ref.	Description	2005/06	England 2005/06 Top Quartile	London 2005/06		2006/07 ESTIMATE D outturn	Targets			High/ Low is good	
						Top Quartile	Average		2006/07	2007/08	2008/09		2009/10
UE	St Scene	BV 82bi CPA E6 Part	% of household waste that has been composted.	3.15%	13.05%	7.53%	4.94%	4%	7%	6%	7%	8% LAA Stretch	High
UE	St Scene	BV 82bii	Tonnes of household waste that has been composted.	2,543	8,770	6,746	5,140	3,800	3,960	4,752	5,544	6,098	High
UE	St Scene	BV 84a CPA E26	Kg of household waste collected per head.	359	393.6	377.8	428.9	370	355	370	370	370	Low
UE	St Scene	BV 84b	% change in household waste collected	2.16%	N/A	N/A	N/A	0.80%	0.80%	0%	0%	0%	Low
UE	St Scene	BV 86	Cost of waste collection per household.	£68	£39.48	£42.93	£57.38	£82	£82	£82	£82	£82	Low
UE	St Scene	BV 89 CPA E38	% of people expressing satisfaction with Cleanliness	38% 2003/04	N/A	N/A	N/A	49%	55%	55%	57%	65%	High
UE	St Scene	BV 90a CPA E8A	% of people expressing satisfaction with household waste collections	63% 2003/04	N/A	N/A	N/A	64%	69%	69%	74%	82%	High
UE	St Scene	BV 90b CPA E8B	% of people expressing satisfaction with recycling facilities	39% 2003/04	N/A	N/A	N/A	57%	60%	60%	63%	66%	High
UE	St Scene	BV 90c CPA E8C	% of people expressing satisfaction with Civic Amenity Sites	42% 2003/04	N/A	N/A	N/A	67%	84%			84%	High
UE	St Scene	BV 91a CPA E7	% of households served by a kerbside collection of recyclables (one recyclable).	99%	100%	100%	93.90%	100%	100%	100%	100%	100%	High
UE	St Scene	BV 91b	% of households served by a kerbside collection of recyclables (two recyclables).	99%	100%	100%	93.30%	100%	100%	100%	100%	100%	High

Directorate	Business Unit	Ref.	Description	2005/06	England 2005/06 Top Quartile	London 2005/06		2006/07 ESTIMATE D outturn	Targets				High/ Low is good	
						Top Quartile	Average		2006/07	2007/08	2008/09	2009/10		
UE	St Scene	BV 99a	No. of people killed or seriously injured (KSI) (LPSA 4: To reduce the numbers of people killed and seriously injured on roads. Target was based on 2000-1 average and original 2010 target)	2004: 131	2004: 83	2004: 101	2004: 125	2005: 94	2005: 135	2006: 124 (Outturn 117)	2007: 113	2008: 102	2009: 91	Low
UE	St Scene	BV 99b	No. of children KSI	2004: 19	2004: 11	2004: 11	2004: 15	2005: 15	2005: 14	2006: 13 (Outturn 16)	2007: 12	2008: 11	2009: 11	Low
UE	St Scene	BV 99c	No. of people slightly injured.	2004: 866	2004: 718	2004: 665	2004: 910	2005: 712	2005: 872	2006: 849 (Outturn 767)	2007: 826	2008: 803	2009: 780	Low
UE	St Scene	BV 100	no. of days of temporary traffic controls or road closure on traffic sensitive roads caused by local authority road works per km of traffic sensitive road	0.58	0.1	0.2	1.2	0.21	0.1	0.1	0.1	0.1	0.1	Low
UE	St Scene	BV 223	Condition of principal roads	15%	N/A	N/A	N/A	21%	14%	13%	12%	11%	11%	Low
UE	St Scene	BV 224a	Condition of non-principal classified roads (new method)	12%	N/A	N/A	N/A	18%	12%	15%	12%	12%	12%	Low
UE	St Scene	BV 224b	Condition of unclassified roads	11.34%	N/A	N/A	N/A	9%	9%	9%	9%	9%	9%	Low
UE	St Scene	BV 165 CPA E16	% of pedestrian crossings with facilities for disabled people	100%	99.70%	100%	89%	80%	80%	80%	83%	86%	86%	High
UE	St Scene	BV 178 CPA C1	% of the total length of footpaths and other rights of way that were easy to use by members of the public.	99%	88.10%	100%	88%	99%	99%	99%	99%	99%	99%	High

Directorate	Business Unit	Ref.	Description	2005/06	England 2005/06 Top Quartile	London 2005/06		2006/07 ESTIMATE D outturn	Targets				High/Low is good
						Top Quartile	Average		2006/07	2007/08	2008/09	2009/10	
UE	St Scene	BV 187 CPA E18	Condition of surface footway categories 1, 1a and 2	34%	12%	11%	23%	35%	29%	29%	28%	27%	Low
UE	St Scene	BV 215a	Average time for rectification of streetlamp failures non DNO (days)	1.92	3.43	1.99	4.63	2	3.5	2.5	2.4	2.3	Low
UE	St Scene	BV 215b	Average time for rectification of streetlamp failures DNO (days)	21.96	14.03	19.30	26.18	17	20	19	18	18	Low
UE	St Scene	BV 218a	Abandoned Vehicles - % investigated within 24 hours of notification	96%	96.64%	97.05%	88.32%	95.00%	90%	90%	91%	92%	High
UE	St Scene	BV 218b	Abandoned Vehicles - % removed within 24 hours of entitlement	92.50%	95.0%	96.94%	81.35%	95.00%	90%	90%	91%	92%	High
AC&C	A & OP	BV 53 PAF C28	Intensive home care per 1,000 population aged 65 or over.	23	N/A	N/A	N/A	20.47	24	21	21	21	High
AC&C	A & OP	BV 54 PAF C32	Older people helped to live at home per 1000 population aged 65 or over	155	100.1	115.38	102.95	93	120	101	108	115	High
AC&C	A & OP	BV 195 PAF D55	Acceptable waiting time for assessment- average of (i) % where time from first contact to beginning of assessment is less than 48 hours & (ii) % where time from first contact to completion of assessment is less than or equal to 4 weeks	59.30%	83.50%	86.90%	80.80%	71%	71%	90%	95%	98%	High
AC&C	A & OP	BV 201 PAF C51	Adults and older people receiving direct payments at 31 March per 100,000 population aged 18 or over (age standardised)	89	58	76	58	136	150	150	153	155	High
AC&C	A & OP	BV 196 PAF D56	For new older clients, the percentage for whom the time from completion of assessment to provision of all services in the care package is less than or equal to 4 weeks.	80	91.50%	91.70%	87.20%	94%	87%	96%	97%	98%	High

Directorate	Business Unit	Ref.	Description	2005/06		London 2005/06		2006/07		Targets			High/ Low is good
				England 2005/06 Top Quartile	2005/06	Top Quartile	Average	ESTIMATE	2006/07	2007/08	2008/09	2009/10	
AC&C	Adult L, Libraries & C	BV 118a	% of Library users who found a book to borrow	90% * *2006 Survey		85.7%*	87.5%*	73%	75.0%			80.0%	High
AC&C	Adult L, Libraries & C	BV 118b	% of Library Users who found the information they were looking for	80.5%*		75.1%*	75.1%*	73%	85.0%			77.0%	High
AC&C	Adult L, Libraries & C	BV 118c	% Library users who were satisfied with the library service overall	94.3%*		90.5%*	90.5%*	86%	85.0%			90.0%	High
AC&C	Adult L, Libraries & C	BV 119b CPA C6	The overall % satisfied with libraries	75.50%		71.5%	67.50%	62%	60%	reported 3 yearly	reported 3 yearly	68%	High
AC&C	Adult L, Libraries & C	BV 119c CPA C7	The overall satisfied with museums/galleries	52.00%		40%	33.40%	23%	26%	reported 3 yearly	reported 3 yearly	25%	3 years
AC&C	Adult L, Libraries & C	BV 220	Compliance against the public library service standards		3			3	4	4	4	4	High
AC&C	Adult L, Libraries & C	BV 170a	The no. of visits to/usages of museums per 1,000 population (only 1 museum in borough)	952	172	302	378	176	165	180	185	190	High
AC&C	Adult L, Libraries & C	BV 170b	The no. of those visits that were in person per 1,000 population	523	161	162	2153	163	155	166	169	172	High
AC&C	Adult L, Libraries & C	BV 170c	The no. of pupils visiting museums and galleries in organised school groups	8156	4865	5350	5737	4300	4200	4400	4500	4500	High
AC&C	Rec	BV 119a CPA C5	The overall % satisfied with sports & leisure facilities	60.50%	38% 2003/04	55%	48.70%	47%	48%			55%	3 years

Directorate	Business Unit	Ref.	Description	2005/06		England 2005/06		London 2005/06		2006/07		Targets				High/ Low is good
				67%	2003/04	Top Quartile	Average	ESTIMATE D outturn	2006/07	2006/07	2007/08	2008/09	2009/10			
AC&C	Rec	BV 119e CPA C9	The overall % satisfied with parks/open spaces	67%	2003/04	77.00%	73.20%	78%	73.20%	72%	72%				77%	3 years

HARINGEY COUNCIL

Agenda item: **[No.]**

Executive Meeting

On 24th April 2007

Report Title: **Submission Draft Statement of Community Involvement**

Forward Plan reference number (if applicable):

Report of: **Niall Bolger, Director of Urban Environment**

Wards(s) affected: **All**

Report for: **Key decision**

1. Purpose

- 1.1 The purpose of this report is to seek approval to submit the draft Statement of Community Involvement to the Government Office for London for examination by a planning inspector. The submitted document is subject to further public consultation for six weeks and representations received during this period will be considered by the planning inspector.
- 1.2 The draft Statement sets out the Council's vision and standards for involving the community and other stakeholders in the preparation of planning policy documents and for consultation on planning applications.

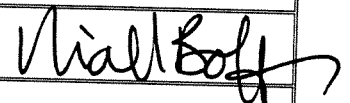
2. Introduction by Cllr Kaushika Amin [Executive Member for Enterprise and Regeneration]

- 2.1 I am hereby asking my Executive Colleagues for their approval to submit the Draft Statement of Community Involvement to GoL for examination.
- 2.2 In accordance with Haringey's aims to further engage and consult with local stakeholders the document is subject to further public consultation for six weeks.

3. Recommendations

- 3.1 To approve the Draft Statement of Community Involvement for submission to the Government Office for London and for public consultation for a period of six weeks.
- 3.2 To delegate power to the Executive Member for Enterprise and Regeneration in consultation with the Assistant Director (PP&D) to approve any changes prior to submission and to publish a public notice of submission and consultation.

Report Authorised by: Niall Bolger, Director of Urban Environment



Contact Officer: Malcolm Souch, 020 8489 5590

4. Director of Finance Comments

- 4.1 The Planning, Policy and Development budget for 2007/08 contains a provision of £75k to meet the costs of progressing the new Local Development Framework including the preparation of the Statement of Community Involvement. Any additional costs arising from the preparation of the Statement of Community Involvement and associated public and stakeholder consultation must be contained within the aforementioned provision.

5. Head of Legal Services Comments

- 5.1 The Head of Legal Services has been consulted and only wishes to comment that the preparation of a SCI is a statutory requirement of the 2004 Act. Individual planning authorities are able to set their own standards provided these meet the requirements of the Regulations and are found to be "sound", applying the tests set out at Appendix 3 of the draft SCI

6. Local Government (Access to Information) Act 1985

- 6.1 The following background papers were used in the preparation of this report:-
- Creating Local Development Frameworks, ODPM 2004
 - Community Involvement in Planning, ODPM 2004
 - Diversity and Equal Opportunity in Planning 2004
 - Haringey's Local Development Scheme 2007
 - The Town and Country Planning (Local Development) (England) Regulations 2004
 - Planning Policy Statement 12 'Local Development Frameworks', ODPM 2004
 - Haringey's Draft Statement of Community Involvement, January 2007

7. Background

- 7.1 One of the major changes to have emerged from the reforms to the planning system is the emphasis on community involvement. The Statement of Community Involvement (SCI) is a public document which sets out the Council's vision and standards for involving the community and other stakeholders in the preparation of planning policy documents and for consultation on planning applications. It identifies how, when, and at what stage local residents, organisations and other stakeholders can get involved. The SCI forms part of the Council's Local Development Framework.
- 7.2 A Members steering group was formed in late 2005 to guide and direct the preparation of the SCI to ensure that the Council produced an appropriate and successful document in accordance with the regulations. The steering group approved the publication of a booklet and questionnaire which raised awareness of planning and the SCI. The results from the questionnaire fed into the consultation draft SCI.
- 7.3 The purpose of this scoping stage was to:
- update existing mailing lists to achieve a "fit for purpose" database for the SCI and LDF

- collate information about Haringey's diverse communities, and information on good practice for community consultation
- initiate activities to raise awareness on planning amongst local residents, local community groups, officers and businesses
- seek views and information from potential consultees about the most appropriate ways of engaging them once the SCI is published for public consultation
- identify gaps for future action for better community involvement

7.4 This stage was supported by extensive internal consultation, a number of community events and presentations to a variety of stakeholder groups. Links were made with the 'Have your Say' consultation on the revised Community Strategy.

7.5 In accordance with the Town and Country Planning (Local Development) (England) Regulations 2004, the draft SCI has undergone a six-week statutory consultation period with statutory bodies (Regulation 25) which included adjoining Boroughs, the Highways Agency and the Greater London Authority. This stage was approved by the Executive Member for Enterprise and Regeneration and lasted for six weeks from 29 September until 13 November 2006. A draft SCI for public consultation was approved by the Executive on 21 November 2006 and the document was subject to public consultation from 15 January until 26 February 2007 (Regulation 26).

7.6 The consultation stages have been supported by a number of publicity events and meetings and a focus group. Appendix 3 lists the consultation and publicity activities undertaken on the SCI.

8. Description

8.1 The Submission Draft Statement of Community Involvement is attached in Appendix 1. The document sets out:

- A description of the Statement of Community Involvement and its purpose, the stages of its preparation and the importance of community involvement in planning matters.
- The Council's corporate vision and standards for community involvement, the Statement's relationship to the Community Strategy, Haringey Consultation Strategy and Haringey - COMPACT. As well as, details about the make-up of Haringey's population and communities, and the target groups that need to be involved in planning.
- Information about Haringey's Local Development Framework, how the different documents fit together, the preparation stages of Development Plan Documents and Supplementary Planning Documents.
- The proposed approach to community involvement and consultation on planning policy documents and planning applications.
- The resources and skills available to involve the community and other stakeholders on the production of the Local Development Framework.

8.2 The Submission Draft Statement has taken into account the representations received during the statutory and public consultation stages. In total 201 representations were submitted from 27 individuals and organisations. The representations and responses are attached as Appendix 2. The responses have resulted in some changes to the draft SCI. Generally the representations support the draft SCI and make some suggestions which will improve the document:

- Continue to improve accessibility to documents and officers, building on methods such as the development control forum
- Provide more feedback on responses and decisions in different formats
- Support the consultation bodies proposed, but suggest further groups to be consulted
- Use intermediary bodies to help engage with hard to reach groups
- Need to clearly explain the processes so that groups and individuals understand that their comments make a difference.
- Continue to improve internal processes and methods, ie site notices and the consultee database.

8.3 As part of the public consultation stage a residents' focus group and telephone interviews with businesses, community groups and resident associations were arranged. The key messages from the focus group and telephone interviews were as follows:

- For the community to get involved in planning they must understand the issues. Quality of consultation is more important than quantity.
- Residents appreciate face to face contact but don't necessarily want to be taught about the process. The process should be simpler to understand and to access.
- Availability and presentation of information is generally considered to be good. However, to explain the processes, residents and businesses suggest an easy to digest summary in jargon-free plain English with good illustrations. Suggest a regular planning feature in Haringey People.
- The website is good, but navigation could be easier. Use of email is to be encouraged.
- Community and other representative organisations could help inform and engage the community, especially those with language barriers. Training could be useful.
- Important that young people are engaged through contacts with schools and imaginative publicity.
- Emphasis on giving feedback on consultations and surveys.
- Development control forums are considered valuable and work well.
- Developers should do more to consult on planning proposals

8.4 These messages and comments have been fed into the draft SCI.

9. Next steps

- 9.1 If approved, the draft Statement of Community Involvement, attached as Appendix 1, will be submitted to the Government Office for London in May 2007. The document will then be subject to a further six week public consultation period.
- 9.2 Representations submitted during this stage will be considered by a Government-appointed planning inspector at an independent examination. The inspector will consider whether the SCI is "sound" and will apply nine tests. These tests are listed at Appendix 3 of the draft SCI. The Council will receive a binding report from the inspector and following any amendments recommended by the inspector may adopt the document. It is anticipated that the SCI is adopted in March 2008.
- 9.3 The draft SCI includes proposals to improve consultation. These proposals will be taken forward as an implementation plan. This plan will address:
- Awareness raising activities - including open days, exhibitions, activities with children and young people and sessions on planning with local projects/groups at a neighbourhood level
 - Translation and interpretation - all documents and notification letters to be written clearly in plain English and made available in a variety of languages and formats.
 - Implementation of new software to improve the contact database, on-line consultation and publicity
 - Notification methods on planning applications, including clearer and more visible site notices
 - Pre-application advice and community involvement

10. Conclusions

- 10.1 As part of the recent changes to the planning system, the Council is required to produce a Statement of Community Involvement as part of the Council's Local Development Framework. The draft Statement sets out the Council's vision and standards for involving the community and other stakeholders in the preparation of planning policy documents and for consultation on planning applications. Following public consultation, the draft SCI must be submitted to the Government Office for London and is subject to a further period of public consultation. Representations received during this period will be considered by the planning inspector at an Examination in Public.

11. Equalities Implications

- 11.1 The Statement of Community Involvement identifies how, when, and at what stage local residents, organisations and other stakeholders can get involved in planning matters. The document has been prepared in accordance with the Council's equal opportunities commitments and priorities, as set out in the Council's Equal Opportunities Policy. The community involvement activities and standards identified in the draft Statement have also been based on principle that

different groups and individuals within the community have different needs and requirements for consultation and engagement.

12. Use of Appendices / Tables / Photographs

- Appendix 1: Submission Draft Statement of Community Involvement
- Appendix 2: Schedule of Responses to the draft Statement of Community Involvement
- Appendix 3: Pre-submission consultation and publicity activities

Haringey Council

Draft Statement of Community Involvement in Planning

May 2007



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EXECUTIVE SUMMARY

This document is specifically about community involvement in planning matters: development-plan making and consideration of planning applications. The Council has prepared the Statement of Community Involvement (SCI) in response to major reforms to the planning system, introduced by the 2004 Planning and Compulsory Purchase Act. These changes require Councils to replace their Unitary Development Plan (UDP) with a Local Development Framework (LDF). This will gradually happen over a three year period. As a planning document the SCI forms part of the LDF. The SCI sets out how, when and at what stage the community can be involved in future planning proposals in the London Borough of Haringey.

The SCI is intended to help the Council ensure that community involvement and consultation is an integral part of planning activities. The Council will involve and consult local people in the development of the LDF right from the outset and will advise applicants of major or sensitive schemes to do the same before applying for planning permission, so as to avoid conflict and build consensus. The standards set out in the SCI will guide community involvement in planning matters, so the views of the communities in Haringey can make a difference.

We encourage those with a stake in the future of the Borough - residents, workers, employers and visitors, to get involved in planning processes. The more people that are involved the better we can work together and decide how best to plan for the future development of the Borough.

Below are the stages the SCI will go through before it can be adopted.

Table 1: Process for Preparing the Statement of Community Involvement

SCI Preparation Stages			
Stage	What Action	What Happens?	When?
Stage 1	Scoping - gathering evidence as part of pre-consultation activities	Gathering information and local intelligence to inform the draft SCI	November 2005 – December 2006
Stage 2	Publication and consultation on the draft SCI	Six week statutory and six week public consultation periods	January – February 2007
Stage 3	SCI amended and submitted to the Government Office for London	Six week statutory and six week public consultation periods	April – June 2007
Stage 4	Planning Inspector considers representations made on the submission SCI	This will also include an independent examination to test the 'soundness' of	July – November 2007

		the document	
Stage 5	Inspector publishes report	Council amends SCI in light of inspector's recommendations	December 2007
Stage 6	Adoption of the Statement of Community Involvement by the Council	SCI becomes publicly available	March 2008

For further details contact the Planning Policy Team, Environmental Services, 639 High Road, Tottenham, London N17 8BD. Telephone: 020 8489 5223, or email: LDF@haringey.gov.uk.

GLOSSARY OF TERMS

Annual Monitoring Report (AMR)

An annual report submitted to the Government in December of each year by local planning authorities. It assesses the implementation of the Local Development Scheme (LDS) and the extent to which policies in the Local Development Documents (LDD) are being achieved.

Development Plan Document (DPD)

DPD are spatial planning documents which also form part of the Local Development Documents (LDD). DPD have development plan status and together with the Regional Spatial Strategy (London Plan) will form the development plan for the London Borough of Haringey. DPD are subject to independent examination and will be shown geographically on an adopted proposals map. Once adopted, development control decisions must be made in accordance with these documents unless material considerations indicate otherwise.

Local Development Document (LDD)

The collective term for Development Plan Documents, Supplementary Planning Documents (does not form part of the statutory development plan) and other documents including the Statement of Community Involvement.

Local Development Framework (LDF)

The LDF will contain a portfolio of LDD, which will provide the local planning authority's policies for meeting the community's economic, environmental and social aims for the future of their area where this affects the development of land.

Local Development Scheme (LDS)

The LDS sets out the programme/ timetable for preparing LDD. It must be agreed with the Government Office for London and be reviewed every year.

Planning & Compulsory Purchase Act 2004

New national planning legislation from central government which introduces a new planning system. The new legislation updates elements of the 1990 Town &

Country Planning Act and is aimed at improving the planning process and enhancing community involvement. Visit www.dclg.gov.uk to find out more.

Stakeholder

Stakeholders are those who have an interest in the Borough or may be affected by local developments.

Statement of Community Involvement (SCI)

The Council's policy for involving the community in the preparation, review and alteration of Local Development Documents (LDD) and planning applications. It includes who should be involved and the methods to be used.

Statutory Bodies

These include appropriate 'Specific, Government and General' consultation bodies in accordance with Regulation 25 of the Town & Country Planning Act 2004 Regulations.

Supplementary Planning Document (SPD)

Provides supplementary information about the policies in Development Plan Documents (DPD). They do not form part of the development plan and are not subject to independent examination.

Sustainability Appraisal (SA) (Integrated Strategic Environmental and Sustainability Appraisal)

This is a systematic and continuous assessment of the social, environmental and economic effects of strategies and policies contained in development plan documents, which complies with the EU Directive.

The Regulations for the Planning & Compulsory Purchase Act 2004

Town and Country Planning (Local Development) (England) Regulations 2004 set out the public participation and consultation requirements for preparing and revising a Local Development Framework (LDF). Regulations 25, 26, 27 and 28 relate to informal and formal consultations for Stage 2 of Local Development Document (LDD) preparation. Regulation 29 relates to Stage 3 or Independent Examination of the Document. See Appendix 6 and 7.

1 INTRODUCTION

1.1 THE STATEMENT OF COMMUNITY INVOLVEMENT AND THE NEW PLANNING SYSTEM

1.2 This document is specifically about community involvement in planning matters: development-plan making and consideration of planning applications. As a planning document, the Statement of Community Involvement (SCI) forms part of the Local Development Framework (LDF) and sets out how the community can be involved in future planning issues in the London Borough of Haringey. The SCI will enable the LDF and planning applications to be responsive to community needs and aspirations.

1.3 The Council has prepared this document in response to major reforms to the planning system, which replaces Unitary Development Plans (UDP) with LDF. This will gradually happen over a three year period; however some UDP polices may be 'saved' if they meet set criteria. The LDF is a collection of documents (Local Development Documents, Supplementary Planning Documents and other documents) and it will contain the Council's polices, strategies and guidance for development within the Borough and decisions on planning applications. Along with the London Plan¹, it will become the statutory development plan for the area.

1.4 Further details about the LDF process are provided in Section 4. A glossary of terms is also provided at the front of this document.

1.5 WHY IS THE STATEMENT OF COMMUNITY INVOLVEMENT NEEDED?

1.6 The SCI is needed to help the Council ensure that community involvement and consultation is an integral part of planning activities and that the community know when, how and for what reason community involvement is to happen. The Council will involve and consult local people in the development of the LDF right from the outset and will recommend to applicants of major schemes to do the same so as to avoid conflict and build consensus. The standards set out in the SCI, will guide community involvement in planning matters. So the views of the communities in Haringey can make a difference.

1.7 HOW WILL THE STATEMENT OF COMMUNITY INVOLVEMENT BE PREPARED?

¹ The Greater London Authority not Haringey Council is responsible for the preparation and review of The London Plan. It was first published in February 2004 and will be reviewed in late 2006 early 2007. The document sets the strategic priorities for London and each individual Borough and it is within this framework that the Local Development Framework operates. Information about community involvement and consultation in the London Plan process is available at www.london.gov.uk.

1.8 Preparation of the SCI has to progress through a series of stages (detailed in Table 1) before it can be formally adopted. These are described in the Regulations and Planning Policy Statement 12. Before completing the draft SCI the Council undertook a range of community involvement activities to give local people and other stakeholders the opportunity to have an input into the content and shape of the document. For details of these activities see Appendix 1. Those views and suggestions have also helped us to put together an up-to-date consultation database, which will be added to over time.

Table 1: Process for Preparing the Statement of Community Involvement (SCI)

SCI Preparation Stages			
Stage	What Action	What Happens?	When?
Stage 1	Scoping - gathering evidence as part of pre-consultation activities	Gathering information and local intelligence to inform the draft SCI	November 2005 – December 2006
Stage 2	Publication and consultation on the draft SCI	Six week statutory and six week public consultation periods	January – February 2007
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Stage 4	Planning Inspector considers representations made on the submission SCI	This will also include an independent examination to test the 'soundness' of the document	July – November 2007
Stage 5	Inspector publishes report	Council amends SCI in light of inspector's recommendations	December 2008
Stage 6	Adoption of the Statement of Community Involvement by the Council	SCI becomes publicly available	March 2008

1.9 MONITORING AND REVIEW OF THE STATEMENT OF COMMUNITY INVOLVEMENT (SCI)

In accordance with the Council's Local Development Scheme (LDS), the SCI will evaluate and review our involvement activities after three years. This will involve the local community and other stakeholders to ensure our monitoring

processes reflect best practice. The Annual Monitoring Report (AMR) will also track how well the Council has achieved its standards for community involvement and the commitments set out in the document. Overall monitoring will allow suitable changes to be made to refine and improve the involvement methods set out. These methods are described in further detail in Appendix 2. At every stage of using a particular method we will refer back to the 'soundness' tests to ensure that the SCI is a 'fit for purpose' document. See Appendix 3 for details of the 'soundness' test.

1.10 WHAT HAPPENS NEXT?

1.11 Now that the draft SCI has been prepared, the next stage will be to consider all the comments received as part of the consultation process and to amend the document where necessary. In 2007 a revised SCI will be submitted to the Government Office for London. At the same time, the document will go out to statutory and public consultation for a six week period respectively and comments can be made through the Council to the Planning Inspectorate. At the end of this stage a Planning Inspector will hold an independent examination into the SCI to assess whether the document is 'sound'. The Inspector will issue a report, which is binding upon the Council and any recommendations put forward must be incorporated into the SCI before it can be adopted and published. The Council aims to adopt the SCI in March 2008.

2 HARINGEY'S VISION AND STANDARDS FOR COMMUNITY INVOLVEMENT

2.1 HARINGEY'S VISION FOR COMMUNITY INVOLVEMENT

2.2 **Haringey Community Strategy** - the vision for Haringey is contained in the Borough's Community Strategy (2003-2007) which sets out the priorities for the area over a four year period. The Strategy is prepared by the Haringey Strategic Partnership. The Strategy is currently under review. The Local Development Framework (LDF) will give a spatial interpretation to Haringey's new Sustainable Community Strategy, which is scheduled to be published in spring 2007.

2.3 The vision for Haringey is to *'measurably improve the quality of life for the people of Haringey by tackling some of our biggest problems and making it a Borough we can all be proud of'*. Within this context, the involvement and participation of the local community and other stakeholders in the preparation of Haringey's LDF and processing of planning applications is essential to achieving this vision.

2.4 **Haringey Consultation Strategy: Guiding Principles** - as set out in the Haringey Consultation Strategy, the Council recognises the fundamental importance of undertaking effective community involvement and consultation to ensure that decisions are based on 'sound' reasoning, and these are transparent and accountable to the community. The Council defines consultation as 'a

process of dialogue which leads to a decision', so it is the commitment of the Council to ensure that consultation:

- reaches more people;
- demonstrates to the community that their views are heard;
- avoids consultation fatigue; and
- avoids duplication of consultation issues.

2.5 *'Haringey Council is committed to improving communication channels between the Council and the local community'* (Haringey Council Consultation Strategy: Guiding Principles). Because the Council is committed to making it worthwhile for local people to get involved in services provision it has set out **eight guiding principles** for consultation. We will:

- do careful forward planning before starting a consultation exercise;
- be clear about the purpose of the consultation – what we are consulting about, who we are consulting, about what and what effect the findings will have on shaping policies and proposals;
- actively engage the whole community by using a variety of formats and mediums and be mindful of local avenues for accessing people, particularly within the voluntary sector;
- give enough time for people to be consulted;
- choose the right method for the type of stakeholders being consulted;
- provide feedback;
- monitor consultations; and
- co-ordinate consultation within the corporate framework.

2.6 The Planning Service will, when necessary, ensure officers are appropriately trained in these principles and attend courses focused on the delivery of effective community involvement and consultation. Where it is practicable, the Planning Service will also update the corporate consultation calendar with any community involvement and formal consultation activities it undertakes. We will also work with the Communications Team right from the outset to deliver a co-ordinated approach to how information is delivered to local people.

2.7 **Haringey COMPACT** - The Council will also take forward the principles and commitments of the Haringey COMPACT, which is an agreement between voluntary, community and statutory organisations on how they intend to engage and work together in partnership to make a positive difference to the services offered in Haringey. See Appendix 3 for details of the public sector's commitments in the COMPACT.

2.8 The community involvement and consultation activities undertaken in planning will reflect the Council's equal opportunities commitments and priorities, as set out in the Council's Equal Opportunities Policy, which is concerned with age, disability, gender, religion or belief and sexuality.

- 2.9 The Council has also taken into account the results of its 2005 Customer Satisfaction Survey. This assessed customer satisfaction with the Planning Service. Eighty-four percent of customers surveyed believed discussing planning applications with a planner was helpful, a 5% increase (79%) from the previous survey. Sixty-two percent felt they were given good advice and help, an increase of 6% (56%). The area people most wanted improved was communication - 25% suggested more consultation/communication.
- 2.10 The SCI will reflect the community involvement and consultation priorities identified in the aforementioned documents. In addition, we will work with structures that have developed in Haringey over recent years such as Neighbourhood Management, Conservation Area Advisory Committees, Development Control Forums, Tenants Forums, Residents Associations and local projects. These initiatives have allowed more local people to get involved in planning and other Council services.

3 COMMUNITY INVOLVEMENT IN PLANNING MATTERS

3.1 WHY IS PLANNING IMPORTANT?

- 3.2 Planning is about how land will be used for development such as the delivery of new homes, jobs, shops and roads. It is also about the change of use of buildings. Through planning we can preserve the best of what already exists and make sure that new buildings and uses are of a high standard and in the right place. Planning affects everyone, where you live, work, and how you spend your leisure time. Haringey Council is responsible for deciding whether a development - anything from a house extension to improvements to an existing town centre - should go ahead. Community involvement can help

ensure that changes to our environment occur in a transparent and open way and is responsive to local knowledge and need. The SCI is focused on wider community involvement in two key areas:

- the development of planning policy; and
- planning applications.

3.3 WHAT DO THE COMMUNITIES IN HARINGEY LOOK LIKE?

- Haringey's population currently stands at 224,300 in an area of 29.06 square km. Haringey also accounts for 3% of the total London population.
 - Approximately 45% of the population are white British, and nearly 55% of the population are from ethnic minority communities including Black African, Black African-Caribbean, Chinese, Greek-Cypriot, Turkish-Cypriot, Indian, Pakistani, Bangladeshi, Irish, Jewish and Kurdish communities. And approximately 10% of the population are refugees or asylum seekers.
 - There are over 160 languages and dialects spoken in the Borough.
 - The male to female ratio is 50:50
 - A quarter of the population (55,000) are between the ages of 0 and 19; over half are between 20 and 49; and just over one-fifth are over 50.
 - At 2004/05, 60.3% of the working-age population was in employment. At June 2006, 7.9 per cent of Haringey's economically active population (i.e. those working or actively seeking work) were claiming Job Seekers Allowance (JSA).
 - Over 15% of the local population are estimated to have an illness that limits their daily activities or work.
 - Approximately 18,800 people of working age in Haringey are disabled either by the Disability Discrimination Act definition or by work limiting. This represents 12.6% of the working age population (16-59/64) (Source: Annual Population Survey, January-December 2004).
 - The 2001 Census found there to be 952 same-sex couples in Haringey, which is 0.6 per cent of all people over the age of 16 living in households.
 - Some 50% of residents do not have access to the internet.
- 3.4 Haringey's population is projected to grow by 2016 to 233,125. The population of children and young people is growing. There are 2,592 children aged four, but 3750 are not yet one. It is estimated that the number of children aged between 10-14 years will also increase between 2001 and 2016. Larger growth is being projected amongst adults between the ages of 35-69 from 2001-2016 as the population gets older.

3.5 WHAT DOES THIS MEAN FOR COMMUNITY INVOLVEMENT?

3.6 There is great diversity in Haringey and our community involvement activities will reflect this diversity and we will aim to provide equal access to all. We will pay special attention to the following:

3.7 **Language barriers** – the diversity of language in the Borough means that we will provide clear and appropriate translation and interpretation of Council documents on request. Contact details are provided on the last page of this document if translation is required. More interactive community involvement activities will also be used such as visual displays and exhibitions.

Children and young people – we will involve young people in decision-making on planning issues. This will require using more innovative and creative techniques as young people have not always been adequately involved in the past.

Low internet access – access to the internet is not available to everyone. The methods selected for community involvement will be a combination of online (e-planning) and offline facilities.

Mature Citizens – the Council will aim to involve more mature citizens and groups such as the Muswell Hill and Highgate Pensioners Group more effectively in decision making by creating stronger links with mature people's groups in the Borough. We will also use accessible venues and facilities and have documents available in accessible formats.

Disabled people - the Council will aim to involve people with disability and mobility issues more effectively in decision making by creating stronger links with disability and mobility groups in the Borough. We will also use accessible venues and facilities, and make documents available in accessible formats.

3.8 The Council recognises it can not persuade everyone to get involved, or be able to take on board every comment received. We also recognise that some individuals, groups and businesses may have a greater capacity to get involved in planning matters than others and so where appropriate we will support those that find it difficult to get involved with planning issues. We have sought to be realistic about the community involvement activities proposed (see Table 3 and 4); recognising that there are limits to our resources and time constraints. The Council are committed to getting less actively engaged groups and individuals involved, and to supporting those who are already involved to support those who are not yet engaged or fully engaged.

3.9 AWARENESS RAISING

3.10 The Council will also undertake a programme of activities in the Borough to raise awareness of planning amongst local communities:

- minimum once a year open days and seminars on planning;
- exhibitions at local community events;
- a programme of activities with children and young people involving local schools, colleges and neighbourhood projects; and
- introductory sessions on planning with local projects/groups at the neighbourhood level.

3.11 WHO WILL WE INVOLVE AND CONSULT?

3.12 Haringey will seek the views of those who live work and spend their leisure time in the Borough. As well as those organisations whose activities affect life in the Borough such adjoining land owners, the Police, Health Services and the Mayor of London. A list of the key stakeholders that the Council must involve and consult is detailed in Appendix 5. We have also produced a database of individuals and organisations who wish to be involved, including local businesses, residents associations, voluntary groups, government bodies and individuals, as well as those organisations whose activities affect life in the Borough such adjoining land owners, the Police, Health Services and the Mayor of London. If you wish to join the LDF consultation database and be kept up-to-date on the new development plan for Haringey you can log on to it online at the Haringey website, - www.haringey.gov.uk – by entering a password and submitting (or updating) your personal details or those of your organisation. Alternatively these details can be added by the Council if you submit a request to us. Finally, if you are on the Council's LDF database and wish to be removed please contact us advising us of this. A list of the key stakeholders that the Council must involve and consult is detailed in Appendix 5. These stakeholders can be broken down into:

Table 2: Consultation Bodies

Consultation bodies	Specific consultation bodies	Statutory bodies such as adjoining Borough and government agencies.
	Government departments	Where necessary particular government departments will also be consulted.
	General consultation bodies	National and local community and voluntary groups, businesses and other stakeholders, including the Lee Valley Regional Park Authority (LVRPA). and CAACs.
	Other Consultees	Other groups which will be consulted on specific issues, some of whom are under-represented or hard to reach.

3.13 The following principles will help to ensure that the communities in Haringey are effectively involved:

Table 3: Community Involvement Principles

Principle	Example of what this means for the community?
Early contact	<p>This was one of the issues highlighted during the scoping stage. Haringey Council will involve stakeholders at the earliest stage, right from the outset of when plans are proposed.</p> <p>Developers of major development proposals will be advised to involve and consult with local communities early and in a meaningful way before applying for planning permission. The Council will recommend Planning for Real exercises or similar activities to be undertaken by developers and expect that these activities reflect good practice in line with the Council's consultation principles.</p>
Access to information	<p>All documents and notification letters for LDF documents and planning applications will be written clearly in plain English, with a full explanation of abbreviations. We will also use accessible formats such as Braille, audio tape, easy words and pictures, different languages (available on request) and electronic formats.</p> <p>With the LDF, where necessary a summary of large documents will be provided for ease of translation.</p> <p>Information on planning applications on the web will be user friendly and easy to navigate. Translation of web pages can be achieved online using a link with a self explanatory icon on the Haringey website to a free or charged for (paid by Haringey) service covering all the Haringey Community languages.</p> <p>Site notices will be made user friendly and particular attention will be paid to visibility and readability of the notices. For major applications a site notice will be displayed on all publicly accessible boundaries of the site. For all other applications a single site notice will be displayed in a prominent location on or near the site.</p> <p>We will also use Geographic Information Systems (GIS) more effectively as a tool for public consultation especially for LDF documents and Sustainability Appraisals (SA).</p>
Appropriate methods	<p>Community involvement activities will be planned in a consistent way to ensure the methods used are the right ones in each case. The Council has also identified consultation tools that are appropriate for different processes as listed in Appendix 2.</p>
Reducing barriers	<p>Haringey Council will be creative and innovative to involve all sections of the community in planning matters, particularly those that do not get involved in planning issues. Where appropriate, LDF documents will be made available in community venues such as libraries and on the Council's website. We will also undertake activities to raise awareness on planning issues with open days and seminars.</p> <p>The Council is also developing a LDF database. Those community groups who want to be consulted on major development site applications and planning policy documents can request their</p>

	representatives to be added to the list indicating that alongside LDF documents they also wish to be consulted on major planning applications. How to get on to the database will be publicised via Haringey People magazine.
Collaboration	The Council will work with other Council services for joined up consultation exercises, where practicable and to avoid consultation fatigue or duplication. This will help to ensure consistency and prudent use of resources and ensure that a holistic approach is taken to multifaceted issues e.g. those involving trees, listed buildings, traffic impact etc.
Feedback	Feedback will be provided.
Monitor and Review	We aim to improve our community involvement practices through evaluating what we have done and how we can do better. We will invite the local community and other stakeholders to comment on how they have been involved.

3.14 The following methods that will be used for LDF documents and recommended to applicants of major or sensitive applications:

Table 4: Community Involvement Methods

Community involvement methods	Relevant planning process
Information by letter (available in different formats)	Development Plan Documents SCI Supplementary Planning Documents Planning Applications
Public Exhibitions/ Open Days/Road Shows	Development Plan Documents SCI Supplementary Planning Documents General awareness on planning Major Planning Applications (by developers)
Council websites (the internal website (Harinet) and the public website)	Development Plan Documents SCI Supplementary Planning Documents All Planning Applications
Council Magazines and Publications e.g. 'Haringey People', Tenants Participation, Home Zone.	Development Plan Documents SCI Supplementary Planning Documents
Leaflets, Newsletters (available in different formats)	Development Plan Documents SCI Supplementary Planning Documents Major Planning Applications (by developers)
Local press briefing and public notices	Development Plan Documents SCI Supplementary Planning Documents Planning Applications

Community involvement methods	Relevant planning process
Consultative documents requesting public comments	Development Plan Documents SCI Supplementary Planning Documents Major Planning Applications (by developers)
Public meetings with displays	Development Plan Documents SCI Supplementary Planning Documents Major Planning Applications (by developers)
Workshops and seminars	Development Plan Documents SCI Supplementary Planning Documents General awareness on planning Major Planning Applications (by developers)
Surveys/ Questionnaires (available in different formats)	Development Plan Documents SCI Supplementary Planning Documents
Focus groups and discussions	Development Plan Documents SCI Supplementary Planning Documents
User panels and representative groups (VS) e.g. Design Panel, Conservation Area Advisory Committee (CAAC),	Development Plan Documents SCI Supplementary Planning Documents Major Planning Applications or Applications within Conservation Areas
Participatory forums/Community forum e.g. Development Control Forum, Stakeholders Forum, HSP Forums	Development Plan Documents SCI Major Applications
Planning for Real (PFR)/ Workshops	Development Plan Documents SCI Supplementary Planning Documents Major Planning Applications (by developers)

3.15 The above principles and methods will help ensure that documents in the LDF and future planning applications produce higher quality, locally designed and well supported plans, policies and proposals. The Council also intends to exceed the minimum requirements for consultation and publicity as set out in the Regulations relating to the Planning & Compulsory Purchase Act 2004. This will help to increase:

- transparency in planning decision making processes; and
- community and other stakeholder participation in planning.

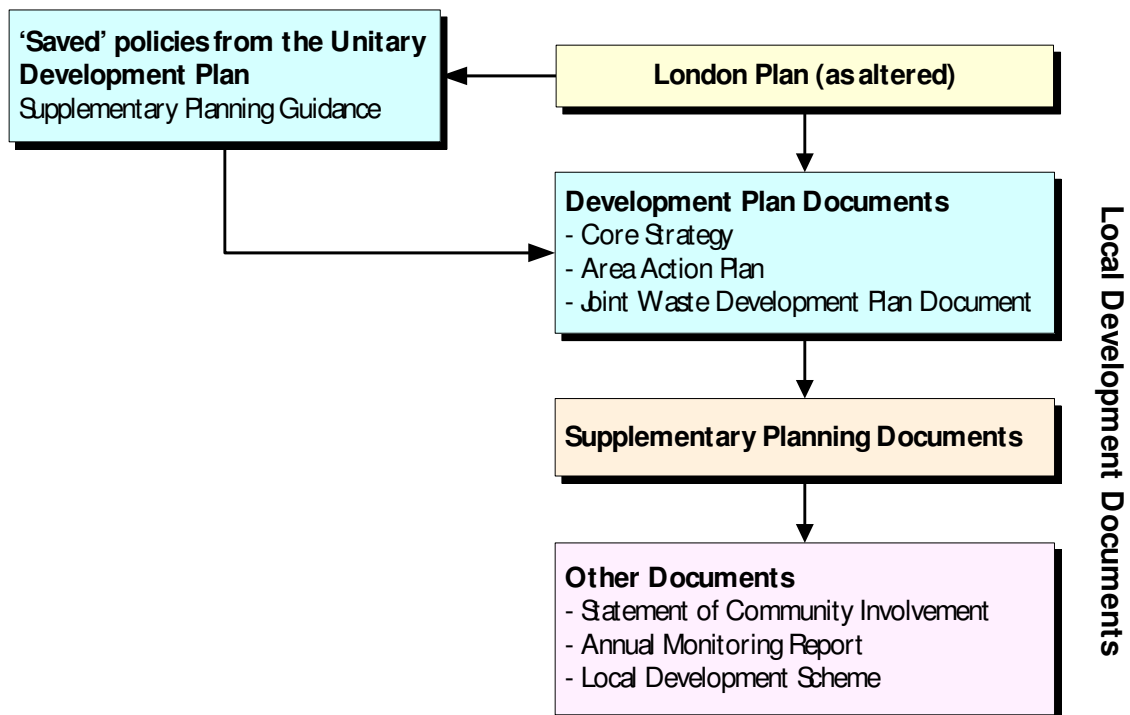
3.16 We will encourage applicants of major or sensitive applications to undertake early community involvement before the application is formally submitted. We will expect developers to employ a mixture of consultation tools listed above to achieve meaningful engagement with the communities likely to be affected by their proposals. The choice of appropriate mechanism will, however, be at the discretion of the developer". The applicants will be encouraged to submit a Consultation Statement with larger applications to identify the consultation undertaken and its results, together with how this has been incorporated into the submitted planning application. We will also recommend all applicants, regardless of the scale or size of their applications, to consider talking to neighbours, amenity groups, Conservation Advisory Groups Conservation Advisory Committees etc to maximise the benefit of local knowledge and, through early discussions, increase the likelihood that the application will be unopposed.

4 HARINGEY'S LOCAL DEVELOPMENT FRAMEWORK (LDF)

4.1 The next section will explain Haringey's LDF and how the different collection of documents fit together.

4.2 WHAT IS HARINGEY'S STATUTORY DEVELOPMENT PLAN?

4.3 Reforms to the planning system are embodied within the Government's *Planning and Compulsory Purchase Act 2004*. Below is a diagram of the key documents that will form part of Haringey's LDF.



4.4 The LDF will comprise a number of Local Development Documents (LDD). Some LDD are required by regulation to be Development Plan Documents (DPD) and these include a Core Strategy, Proposals Map, a Joint Waste Development Plan Document and a joint Area Action Plan. Other documents in the LDF include the Statement of Community Involvement (SCI), Supplementary Planning Documents (SPD), Annual Monitoring Report (AMR) and Local Development Scheme (LDS). Below is a timetable describing each LDF document and when consultation will begin, further details are in the LDS on the Council website: http://www.haringey.gov.uk/haringey_local_development_scheme_2007.pdf. All documents in the LDF folder with the exception of the SCI, AMR and LDS will be accompanied by a series of supporting documents, which will include:

- a statement of general conformity with the London Plan;
- Strategic Environmental Assessment/Sustainability Appraisals

- where applicable, an explanation of how the document has been prepared in accordance with the SCI;
- a statement of all the representations received during the consultation period(s); and
- a list of relevant document associated with an LDD.

Table 5: Haringey Council's Local Development Framework in Detail

Document	Description	Consultation Start Date
Core Strategy and Development Control Policies LDD - (Development Plan Document)	This will outline the vision, overall approach and core policies guiding all future development and land use in the Borough. It will contain new development control policies and could include site allocations and site specific policies. It will also contain an updated Proposals Map.	September 2007
Joint Waste DPD (Development Plan Document)	This will identify the mix and location of waste facilities needed in the North London sub-region, and will also provide waste projections. Unitary authorities are required under the Planning and Compulsory Purchase Act 2004 to produce a Waste Development Plan Document for their area. This document will be produced with six other adjoining Boroughs that make up the North London Waste Authority area.	This is a future DPD and the timetable will appear in the revised LDS.
Area Action Plan	The Council is in the process of preparing a joint Area Action Plan with Enfield for the Central Leaside Area which straddles the boroughs boundaries. This Plan will be adopted by June 2010.	October 2007 for issues and options, and June/July 2008 for preferred options.
Proposals Map LDD - (Development Plan Document)	The Proposals Map will accompany DPD identifying where various policies and proposals apply. For relevant DPD the proposals map will be based on Ordnance Survey information.	The Proposals Map will be revised and updated as each new DPD is produced.
Supplementary Planning Document	This will supplement and support planning policies and proposals that require additional guidance. They will directly relate to specific policies in the 'saved' UDP and subsequent DPD. They can be thematic or spatial and in different formats, for example design guides and practical advice notes. They may relate to specific areas or policy issues. A number of these will be produced over the next three years.	Documents will be produced throughout the Local Development Framework process.
Statement of	This will set out how the Council will involve the	January 2007

Document	Description	Consultation Start Date
Community Involvement (Local Development Document)	community and other stakeholders in the preparation of LDD and in development control decisions.	
Sustainability Appraisal	To ensure that plan preparation is based on the principles of sustainable development, all DPD and SPD will be subject to a Sustainability Appraisal (SA). The SA will assess the environmental, economic and social impacts of each of these documents.	SA will form part of the preparation process of each DPD and SPD.

Table 5a Area Action Plans

Stages of Production		Method of Community Involvement	Community/Stakeholder
Pre-production ↓	Evidence Gathering/SA Scoping	Directly mailing letters Questionnaires/Surveys	Consultation Bodies: English Nature, English Heritage, Countryside Agency, Environment Agency
Production ↓	Regulation 25 Issues and Options	Direct Mailing letters One-to-one meetings Interest forums, groups, panels, committees (as appropriate) Planning for Real@ exercises as necessary	General Consultation Bodies – appropriate community and business groups, including groups representing the interests of hard to reach sections of the community Specific Consultation Bodies Other consultees Government departments
	Regulation 26 Preferred options/sustainability report	Information provided at Council buildings on council website, Media (press notice) Direct mailing letters Newsletters Public meetings (as necessary)	All communities and stakeholders

		Direct mailings letters One to one meetings	DPD bodies
		Newsletters, consultation through local community groups.	Hard to reach groups
	Regulation 28 Submission DPD/SA Report	Information provided at Council buildings, on Council website, Media (press notice)	All community and stakeholders
		Direct mailing letters	DPD Bodies Individuals and organisations that requested notification of the submission
Examination and Report ↓	Regulation 34 Independent examination/Inspectors report	Information provided at Council buildings, on Council website, Media (press notice) Newsletter	All communities and stakeholders
Adoption	Regulation 36 Adoption of the DPD	Direct mailing letters	DPD bodies Individuals and organisations that requested notification of the submission

5 COMMUNITY INVOLVEMENT IN PLANNING POLICY DEVELOPMENT

5.1 WHO TO INVOLVE?

- 5.2 In the preparation of Development Plan Documents (DPD) and Supplementary Planning Documents (SPD) the Council will seek views from:
- the general public;
 - people and organisations on the planning policy database;
 - statutory consultees (see Appendix 5); and
 - representative community and voluntary organisations within the Borough (see Appendix 5).

Consulting on a DPD or SPD presents opportunities particularly during the scoping stage, to undertake outreach work to raise awareness of the

document and to bring local people and other stakeholders on board, particularly those groups that do not respond to traditional consultation methods. This is particularly important as the production of documents is likely to stretch over a long period of time.

The Council will encourage co-ordinated cross-cutting consultation. The Local Development Documents (LDDs) are complementary documents and consultation responses will therefore be used in a comprehensive manner. Where possible, consultation activities for the Core Strategy and other DPDs will be combined. If appropriate, consultation on LDDs will be linked with other corporate consultation and consultation.

5.3 NOTIFICATION METHODS – HOW WE WILL KEEP YOU INFORMED

5.4 The following methods will be used to inform people of the different stages reached for producing DPD and SPD.

Table 6: Notification Methods

Notification Method	Comment
Letters: Informing interested parties on the Council's database in writing and email	Sent to consultees informing them of plan document and the stages reached.
Updates on our website	The Planning website will contain details of consultations on planning policy documents together with the relevant documentation. The website also contains details of all planning applications received, including drawings. All are viewable to the public.
Press notice	Regulations stipulate that public notices must be made at particular stages of the development plan document process.
Haringey People, Local newspaper adverts and articles	Press notices and articles will be produced where appropriate.
Presentations to existing meetings including, Area Assemblies, Planning Stakeholders Forums, Haringey Local Strategic Partnership and groups at the neighbourhood level	Where appropriate additional presentations may be given.

5.5 COMMUNITY INVOLVEMENT METHODS

- 5.6 A wide selection of potential methods for community involvement during the preparation stages of DPD and SPD are set out in paragraph 3.13 and in further detail in Appendix 2. Selecting a particular method at any given stage will depend on some of the following considerations:
- the extent to which the document will contribute to the desired outcome;
 - the topic under discussion;
 - geographic coverage of the document;
 - which particular stage of the planning process has been reached; or
 - the need for specialist local knowledge.
- 5.7 The Regulations set out minimum requirements that the Council must undertake for consultation on documents. However, Haringey Council aims to go further to ensure effective and wider community involvement. The Council recognises that different methods for involvement may be more appropriate for different audiences so the most effective way to meet local need and requirements is to choose a range of approaches throughout the whole process. The Council also recognises that the planning system can be difficult to understand and this may prevent people from getting involved. We will provide information and produce documents that are concise and easy to read. We will also be clear right from the outset of all community involvement activities, about their scope and room for influence to avoid raising unrealistic expectations. The Council are committed to clarifying the issues and options in the course of consultation wherever possible.

5.8 DEVELOPMENT PLAN-MAKING STAGES

- 5.9 The five stages of preparing a Development Plan Document (DPD) are set out below. The Council aims to involve the community and other stakeholders at each stage to ensure the documents are effective and reflect community priorities.

Table 7: Development Plan Making Stages

Stage 1: Pre-Production (Evidence Gathering – Identifying Issues and Options)	
What happens?	The Council seeks to find out what the issues are facing the Borough. These should be founded on a clear understanding of long-term economic, social and environmental needs of the area. Types of evidence gathering that the Council will undertake include: commissioning studies, surveys, and undertaking background research into population forecasts. The Council produces a Scoping Report for the Sustainability Appraisal (SA) which will accompany a DPD and it will begin to identify issues and options for the DPD. The Council consults with stakeholders to identify key issues and options for DPD and informally consults on the SA Scoping Report.

How Long?	No formal period of consultation. The Council will informally consult with various strategic and statutory consultees and other appropriate local stakeholders to identify priorities and aspirations to inform the preparation of the policy document.
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Stage 2: Production (Preparing Issues, Alternative Options and Preferred Options Documents)

What happens?	The Council will then incorporate views expressed in the previous stage and the findings of the SA into the production of its 'Issues and Alternative Options' document. This will set out the key issues that need to be addressed and the options and alternative options for dealing with them. It will be detailed, yet concise, providing where necessary maps, diagrams, and illustrations.
Documents available	The Council will publish the document, and make it available at the Council's planning office, the all libraries in the Borough and the Council website.
How long?	<p>The Council will formally consult on this document for six weeks with the community and statutory bodies to check that suggested options are practical and realistic. The Council will also include a commentary on the SA of options.</p> <p>Any other supporting information, such as technical studies, background studies and the results of previous material, will also be made available to help people understand what they are being asked to comment upon. This will enable people to understand the Council's position and any actions taken.</p>
Final version - Preferred Options	<p>Before producing a final version of the DPD we will consider all responses. The Council will also produce a summary report outlining any representations received during the formal consultation period and the Council's response. This will enable a clear link to be made between responses and Council decisions or actions. This summary of representations will also be available for inspection at the planning office.</p> <p>The final version of the DPD will be prepared – called the submission document – containing the Preferred Options for the DPD and a formal SA report. The SA sets out the environmental impacts of the Preferred Options in the DPD. The Council will submit the Preferred Options Report, SA and Consultation Statement to the Secretary of State and publish for formal consultation for six weeks. Any representations made during the formal consultation period will be sent to and considered by the Secretary of State (through a Planning Inspector), published and then be made available in the same way.</p>

Stage 3: Independent Examination

What happens?	The Secretary of State will appoint a Planning Inspector to examine the document, consider any representations received and assess whether the submission DPD is effective and realistic. Anyone has the right to appear in person at the examination. The Inspector will then write a
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	report to the Council setting out how the DPD must be changed (if at all).
Documents available	The Inspector's report will be binding and made available for public inspection. It is the Council's intention to meet all the minimum requirements for consultation as set out in the Regulations.

Stage 4: Adoption	
What happens?	Following the Inspector's report, the Council will incorporate all the recommendations.
Documents available	The Council will adopt and publish the document together with its SA. This will be advertised and made available locally at the Council's planning office and all libraries and the Council's website www.haringey.gov.uk . The document will be reviewed formally every three years or as appropriate, this will decide if parts need changing to keep it up to date. Further details are given in the LDS. The Annual Monitoring Report will also monitor how effective policies are in meeting the overall vision and objectives for the LDF.

5.10 Also see Appendix 6 for a breakdown of the community involvement and consultation stages for DPD.

5.11 SUPPLEMENTARY PLANNING DOCUMENT STAGES

5.12 There are three stages in the preparation of Supplementary Planning Documents (SPD) and these are set out below. The Council aims to involve the community and other stakeholders at each stage.

Table 8: Supplementary Planning Document Stages

Stage 1: Pre-Production (Evidence Gathering)	
What happens?	Local Authorities are not required to prepare an issues/ options document. However, the Council may seek input from particular bodies on the issue, topic or area under consideration when preparing a SPD.
Documents available	If any pre-production discussions are undertaken associated documents will be made available at the Council's planning office and on the website.
How Long?	This stage may not have a fixed time limit, depending on the nature of the document.
Stage 2: Production (Preparing Documents)	
What happens?	The Council will prepare and publish a draft SPD, accompanied by a Sustainability Appraisal.
Documents available	The Council will publish these documents, and make them available at the Council's planning office and the all libraries in the Borough and the Council website.

How long?	The Council will formally consult for six weeks.
Then what?	A summary report will be produced outlining any representations received during these formal consultation periods and the Council's response.

Stage 3: Adoption	
What happens?	The Council will consider representations made to the draft SPD, make any changes as a result, and then adopt it.
Documents available	Copies will be made available at the planning office and on the Council website.
How long?	There is no consultation at this stage.

5.13 For further details on the community involvement and consultation stages, see Appendix 7.

5.14 FEEDBACK

5.15 The Council will provide feedback on formal consultation exercises for LDF documents. At the end of the statutory consultation period letters/emails of acknowledgement will be sent to respondents. This will include a summary of how the information will be used and the next steps in the process. Paragraph 5.4 describes further how the Council will keep the community and stakeholders informed of progress on its LDF. This includes, updates on our website, presentations, features in local newspapers and Council publications.

5.16 The Council recognises that it is not possible for everyone to support policies and emerging proposals in the LDF. Neither is it possible for the Council to accept all views. Some issues cannot be influenced as they may be national or regional policies that the Council's LDF must incorporate and keep to. Comments received from local people and other stakeholders will be used to inform a document alongside government and regional guidance and policies and our evidence base derived from our scoping activities.

5.17 EFFECTIVENESS AND MONITORING

5.18 After a LDD has been completed, the Council will, where appropriate, evaluate individual consultation methods. We will use feedback forms to assist us in assessing our approach and this may include asking people to rate the consultation methods and suggest ways for improving their use. Below is a checklist against which methods will be assessed:

- Did it provide information needed from the Council?
- Did it provide sufficient opportunity for people to get involved?
- Did it widen involvement?
- Did it allow people to contribute their views and ideas?

- 5.19 This evaluation will allow us to refine our approach to community involvement, making any necessary adjustments to ensure that future activities are effective.

6 COMMUNITY INVOLVEMENT - PLANNING APPLICATION STAGES

- 6.1 This section sets out the planning application process. Applications arise when permission is sought by someone (an individual, groups, businesses, public authority) to use or develop land. Haringey Council is responsible for deciding whether planning permission should be granted or refused after considering the policies in the LDF, strategic priorities and representations from the local community. The community can comprise both individuals and groups, many of whom command a wide range of professional and technical skills and have a detailed knowledge of the local area. Developers and other applicants are strongly encouraged to tap into this resource at the earliest possible stage of the (proposed) development process.
- 6.2 The standard applications the Council considers are as follows and this must be undertaken within a prescribed period:

Table 9: Types of Planning Applications

Application type	Description	Target Timescale
Major	Residential developments (whether by conversion or new build), involving the creation of 10 or more units, or where the number of units is not known, those with a site area of 0.5 hectares or more; or other (non-residential) developments with a floorspace of 1000m ² or more or with a site area of 1 hectare or more.	13 weeks
Minor	Residential developments below 10 units and non – residential developments with a floorspace below 1000m ² .	8 weeks
Householder	Those within the curtilage of a residential property which requires an application for planning permission and is not a change of use. These include extensions, alterations, garages, swimming pools, walls, fences, vehicular accesses, porches and satellite dishes. Excluded from householder developments are applications to change the number of dwellings within an existing building and applications for the erection of a separate dwelling.	8 weeks

6.3 THE APPLICATION PROCESS

6.4 The nature of the application will decide who will be consulted. See Appendix 9 (consultation policy - neighbours) as a guideline for who we will consult on particular applications.

6.5 Applicants of major schemes are advised to undertake early community involvement before submitting an application to the Council. It is the responsibility of the applicant to conduct pre-application community involvement. With applications submitted to the Council, interested people will have the opportunity to know what proposals are in their area, be consulted on them and find out about decisions. The comments received during the application stage will help to inform how the application is determined, alongside national, regional and local planning policies. The Council recognises that with such an inclusive approach to the planning process it will not always be possible to satisfy everyone and achieve consensus all of the time.

6.6 The following table outline the consultation process for planning applications.

Table 10: Planning Application Process

STAGE	METHOD	HOW THE COUNCIL WILL CONSULT YOU
<p>PRE-APPLICATION DISCUSSION</p>	<p>Comments by the Design Panel³</p>	<p>Pre-application discussions are available to applicants and are intended to provide specific planning advice concerning the development of a particular site and provide greater clarity to the applicant by identifying planning issues and requirements before the application is submitted. For applicants an appointment can be made with a planning officer for advice on the content of the application and on the relevant planning policies and procedures.</p> <p>Applicants are advised to come to a discussion meeting with adequate information in the form of site plans and photographs in order to be able to describe in reasonable detail the context surrounding the proposal.</p> <p>For major schemes relevant teams within the Planning Service (Design and Conservation, Strategic Sites, Transport and the relevant policy officer from Planning Policy) should have input into discussions. The Planning Service also operates a general advice service between 08:45 am and 17:00 pm Monday – Friday at the planning office, where customers can meet with a Planning Customer Care Officer without an appointment.</p> <p>Where appropriate, the following applications will be considered by the Design Panel:</p> <ul style="list-style-type: none"> o residential: at least 10 new residential units or residential sites of 0.5 hectares or more; o non –residential: 1,000 sq. m and over gross floorspace /or sites of over 1 hectare; o sensitive proposals such as a development adjacent to public open space or listed buildings; and o occasionally, other applications which officers feel will benefit from the expert design advice, could be brought to the Panel's attention with the Chair's agreement

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³ The function of a design panel is to give independent urban design advice on key development applications. The Panel does not have decision-making powers; rather it has an advisory role. The Panel meets to look at pre-application submissions only.

Table 10: Planning Application Process

STAGE	METHOD	HOW THE COUNCIL WILL CONSULT YOU
<p>PRE -APPLICATION COMMUNITY INVOLVEMENT AND ON MAJOR SCHEMES</p>	<p>Letters, News Paper Advert (public notice), Leaflets, Public Meetings, Exhibitions, Displays, Workshops, focus Groups, Planning for Real, seminars)</p>	<p>It is the responsibility of applicants of major schemes to undertake early community involvement before applying for planning permission and although there is no statutory requirement for applicants to do so, the Council will recommend that this is undertaken. For developers of major schemes, the developer will be directed where appropriate, to the Council's Community Contacts database/Community Portal as a way of identifying suitable community groups to contact. Such applicants will also be directed to the Council's consultation guidelines and standards for developers of major schemes, which will be made available on the Council website. The Corporate Consultation Team will also be able to provide advice about community groups and the resident population of the borough. Council services, including neighbourhood managers for the relevant area, will also be available to comment on the list of consultees produced by developers. This approach will help to inform applicants of key organisations and groups in the Borough that ought to be involved and which will help them to consult with residents prior to the application being submitted to the Council. The Council will recommend the use of community involvement methods set out in paragraph Table 4 and Appendix 2. We also recommend that applicants follow the procedure below:</p> <ul style="list-style-type: none"> (a) As early as possible, and where appropriate, applicants should discuss their community involvement programme together with the Council. This will help make sure that the involvement process is suitable, identifies relevant consultees and is in line with the Statement of Community Involvement (SCI). It is the responsibility of applicants to design and plan their own community involvement strategy as they think fit, but mindful of the standards set out in the SCI. (b) Whilst applicants carry out the community involvement activity, Council officers will recommend suitable community involvement methods. (c) After the community involvement activities have been undertaken and as part of the application process applicants should submit a Consultation Statement (CS) with the planning application. This should summarise the type of consultation that was organised, the key issues

Table 10: Planning Application Process

STAGE	METHOD	HOW THE COUNCIL WILL CONSULT YOU
		<p>raised and details of how the scheme addressed those issues.</p> <p>There are many benefits associated with pre-application community involvement. It provides the local community and other stakeholders with the opportunity to let applicants know what they think, raise any issues or concerns directly with the applicant and possibly negotiate changes by having the possibility to influence proposals right from the outset. Applicants too can benefit from local advice and intelligence so that what is proposed is the right development, in the right place, at the time. Hence, the pre-application involvement will, where appropriate, be encouraged for schemes other than major ones, if the Council consider that they are likely to be contentious.</p>
APPLICATION SUMITTED		<p>When a planning application (major, minor householder) is submitted to the Council the details of the application will be entered on to the Statutory Register of Applications. This is available for inspection at the Planning Service.</p> <p>As appropriate, applicants of major schemes should also include the relevant documentation needed to assess the application such as existing and proposed drawings, site plan, Design Statement, Travel/Transport Statement and /or Plan, Design and Access, Statement and Energy Statement.</p> <p>Applicants of major schemes should also provide a Consultation Statement of any pre-application consultation undertaken and how they have taken account of the comments made by the community, and how the comments have helped shape the application.</p> <p>A detailed checklist (validation procedure) of the documentation applicants and agents are expected to provide with their application will be available on the Council website. The website will also have details of how we consult and the planning process.</p>
ADVERTISING & CONSULTATION	Site Notice	<p>A site notice will be made more visible and clearly displayed if the application is a major scheme, falls within a Conservation Area, or if it is a departure from the development plan. For major developments there is a legal requirement to display a site notice on all publicly accessible boundaries of the site. For all</p>

Table 10: Planning Application Process

STAGE	METHOD	HOW THE COUNCIL WILL CONSULT YOU
		<p>other applications a site notice will be displayed in prominent locations on or near the site. The notices stay up for a 21 day consultation period.</p>
	<p>Direct Neighbour Notification Letters</p>	<p>Two basic letters are sent:</p> <ul style="list-style-type: none"> o notification of consultation on major, minor and householder applications; and o those for applications that will go to a Development Control Forum. <p>The Council will where necessary exceed the minimum requirement for consultation on applications (see Appendix 8). For details of which neighbours will be notified about a particular application see Appendix 9. The Council will notify by letter:</p> <ul style="list-style-type: none"> o all adjoining properties; and o additional nearby properties if they are likely to be directly affected by the proposed development. <p>The notification letters to neighbours:</p> <ul style="list-style-type: none"> o summarises the nature of the application; o gives the name of the case officer; and o gives a 21 day response deadline from the date of receipt.
	<p>Website</p>	<p>All consultation letters have guidance on the reverse giving advice on how to put your views forward to the Council.</p> <p>The Council's website provides information about all planning applications submitted to the Council and a separate list of the decisions given on those applications. Both lists are updated weekly. This online planning database allows you to:</p> <ul style="list-style-type: none"> o Access planning applications, current or past o View drawings, photographs and documents accompanying a planning application online o Comment on applications online o View the decision notice

Table 10: Planning Application Process

STAGE	METHOD	HOW THE COUNCIL WILL CONSULT YOU
	Interactive Maps	<ul style="list-style-type: none"> ○ View the officer report for each decided application in full (including reasons for approval or refusal) ○ View decision notices, which include any attached conditions or reasons for refusal ○ View appeal decisions <p>The website also contains information about planning briefs for specific sites, and advice about how to find out more about planning proposals in the Borough.</p> <p>The Council's interactive Borough maps illustrate graphically where in the Borough particular applications have been submitted and the decision taken.</p>
	Weekly Planning List and News Paper Adverts	A weekly list of applications registered with the Council will also be forwarded to interested parties and libraries. The Council also places adverts in local newspapers on particular applications that are submitted. See Appendix 10 for details of the weekly planning list and for guidance on the statutory publicity procedure.
	Statutory Consultees	The Council will consult with any statutory body required in accordance with any Act or Regulation.
	Adjoining Borough	Adjoining Borough Councils will be notified if the site is near a Borough boundary and is likely to affect the neighbouring Borough.
	Internal Council departments	See Appendix 11 for details of which internal Council departments will be consulted on a particular application.
CONSERVATION AREA ADVISORY COMMITTEES & AMENITY GROUPS	Conservation Area Advisory Committees (CAAC) Amenity	The Planning Service will send copies of planning applications requesting listed building consent, and conservation area consent to the Borough's Conservation Area Advisory Committees. The CAAC provide comments on those applications to Development Control and these are considered by the planning case officer in the assessment of the application.

Table 10: Planning Application Process

STAGE	METHOD	HOW THE COUNCIL WILL CONSULT YOU
	Groups	The Council already maintains a list of contact details for amenity and residents groups, and will arrange to notify them of applications in their area of interest. They can also view the weekly list of applications as well as check the application drawings via the web, and make representations to Development Control, which are likewise considered by the planning case officer during the assessment process. They may also request the Council to consider arranging pre-application discussions for any sensitive development.
DEVELOPMENT CONTROL FORUM		<p>The Council organises a Development Control Forum which brings together developers, local community groups, residents, Councillors and officers to discuss major, controversial and sensitive applications. This is an opportunity to discuss these applications at the application stage before they are determined; however the Council encourages pre-application discussion and community involvement on major schemes before they get as far as the Development Control Forum stage.</p> <p>The Development Control Forums have been a successful innovation to the Council's consultation activities. Because of this and as part the Council's review of the Forum we will consider widening who will chair the meetings to:</p> <ul style="list-style-type: none"> o a Senior Manager within the Planning Service; or o an appropriate Council Member <p>More details of the Development Control Forum is given in the Council's summary document titled <i>The Development Control Forum – an aid to reaching decisions on large or difficult planning applications</i>.</p>
REPRESENTATIONS		<p>Representations must be made in writing:</p> <ul style="list-style-type: none"> o by letter or fax to the Council; o by sending an email to the Council; or o on-line using the appropriate form.
RE-CONSULTATION		There is no legal requirement to re-consult neighbours where changes are made to an application. In many cases changes are made to meet objections. The Council will sympathetically consider re-consulting when the following issues arise:

Table 10: Planning Application Process

STAGE	METHOD	HOW THE COUNCIL WILL CONSULT YOU
		<ul style="list-style-type: none"> ○ Were the earlier objections substantial? ○ Are the changes significant? ○ Did the earlier views cover the matters now under consideration? ○ Do the changes mean others not previously consulted might now be concerned? <p>The period for re-consultation responses may be shorter than the initial 21 days.</p>
<p>NEGOTIATIONS WITH THE APPLICANT</p>		<p>The Council will negotiate with the applicant as appropriate so that a scheme is more acceptable in planning terms. This stage will have regard to the representations received, the Local Development Framework and any other material considerations. The negotiation may take place where the planning application is to be recommended for refusal.</p>
<p>MAKING A DECISION – PLANNING APPLICATIONS SUB-COMMITTEE (PASC)</p>		<p>The Planning Applications-Sub Committee meetings are held regularly throughout the year so that the committee can decide whether to grant or refuse planning permission. The committee's objective by consulting local interested parties is to ensure that developments granted planning permission help to improve the local area.</p> <p>During the committee meeting Members consider:</p> <ul style="list-style-type: none"> ○ Planning application reports, which they receive at least three days beforehand. ○ Planning officers' report describing relevant characteristics of the sites. ○ Maps. ○ Drawing of the proposed scheme. ○ Photographs of sites. ○ Representations from those who have made arrangements to speak. <p>Further details on how to attend a PASC meeting is in Haringey Council's Presenting Your Views at a Planning Applications Sub-Committee Guidelines, which is available from the planning office. Details on attendance can also be viewed at http://harinet.haringey.gov.uk/index/housing_and_planning/planning-mainpage.htm#attached_files</p>

Table 10: Planning Application Process

STAGE	METHOD	HOW THE COUNCIL WILL CONSULT YOU
MAKING A DECISION – DELEGATED POWERS		Where a decision is not required to be made by the Planning Applications Sub-Committee, delegated powers have been granted to Senior Planning Officers to determine applications.
DECISION FEEDBACK		<p>Everyone who makes a comment on a planning application will be given feedback on:</p> <ul style="list-style-type: none"> o the committee date for considering the application where decisions are to be made by the Planning Applications Sub-Committee (applicants will also be informed); and o the decision made on the application and the reasons for approval where planning permission has been granted, as well as the applicant. The Council will also tell people where the full text of the officer report and decision notice can be seen. The decisions list is also available on the Planning website. <p>Where an application has been refused, information of the right to appeal will also be provided to applicants.</p> <p>If a planning application decision was made by the Councils Planning Applications Sub-Committee, the minutes of the meeting will be available to be viewed on the Council's website and at the planning office.</p> <p>All responses received for an application during the formal consultation stage will be taken into account when a decision is made, provided they relate to land use planning matters. These responses will be considered alongside planning policies in the development plan and other information. All comments on an application, or an appeal, are placed on the case file and may be seen by applicants and any other interested party.</p> <p>Major Schemes</p> <p>If during the pre-application stage an applicant of a major scheme has involved and consulted with the community in a manner the Council disagrees with we can not refuse to consider a valid planning application. However, if an applicant fails to involve and consult the community on a major scheme this could give rise to objections being made, which could be taken into account when determining the</p>

Table 10: Planning Application Process

STAGE	METHOD	HOW THE COUNCIL WILL CONSULT YOU
		proposal. The aim of the process is to encourage a comprehensive discussion between local stakeholders and the applicant before a formal application is submitted to try to overcome objections at a later stage and enable communities to have a real influence over proposals before they are finalised.
APPEAL		Information about planning appeals logged and decided will be available on the Council's website and at the planning office Those who made representations on a refused application will be advised in writing that an appeal has been logged, how they can participate, the time, date and place of the hearing. You can write to the Inspectorate at The Planning Inspectorate, Registry/Scanning, Room 3/01 Kite Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN, tel 0117 372 6372 or email them at enquiries@planning-inspectorate.gsi.gov.uk

6.6 MOBILE PHONE MAST APPLICATIONS

6.7 Mobile phone applications undergo wide consultation encompassing surrounding streets, especially in built up areas. We also include the nearest schools in the consultation. In addition to this, consultation on all mobile phone base station applications will extend to a 100m radius and operators will be asked to provide information on beam intensity and evidence of the need for a new mast. An annual meeting will be held by the Planning Service with the Mast Operators, to discuss their roll-out programme.

6.8 NO REQUIREMENT TO CONSULT

6.9 The Council is not required to consult on the following types of applications, unless the opinion of the case officer is that consultation may be useful in revealing local knowledge to help determine the proposal.

- Certificate of Lawfulness of Proposed Use
- Certificate of Lawfulness of Existing Use
- Internal alterations only to a Listed Building (Grade II only)
- Control of Advertisements
- Approval of details

7 RESOURCES AND SKILLS

7.1 RESOURCES

7.2 In-house resources have been made available by the Council for involving and consulting on its LDF. This includes staff and support for the plan making process. Involvement activities outlined in the Statement of Community Involvement will also be funded by these resources. Officers will work with communities and residents on improving their understanding of and involvement in planning. Although Planning Officers will primarily be responsible for producing the LDF, we will work with officers from other Council services that will be able to provide support and advice where appropriate during the process.

7.3 SKILLS FOR CONSULTATION

7.4 Community involvement and consultation can be a costly and resource intensive activity but it is an integral part of the work of the Planning Service. As such, specialists will also be employed on specific community involvement activities where there is a lack of in house expertise or capacity. The Council will ensure that the approach of any specialist agency is in accordance with the standards laid down in the SCI. The vibrant voluntary sector and a vast number of community groups in the Borough may also have resources that the Council may be able to tap into in relation to community involvement in the LDF.

7.5 'DOVE-TAILING AND PIGGY BACKING'

7.6 So that resources are used prudently, we will try to work with other services in the Council to undertake consultation activities by 'dove-tailing' or 'piggy backing' their consultation activities. The Corporate Consultation list, which contains over 800 names and address of community and voluntary sector groups in the borough, will also be used where appropriate for community involvement and consultation activities. Joint working will help to avoid consultation fatigue and a repetition of work already undertaken. The Council recognises that in some circumstances joint working may not be advisable if it is considered that it may adversely affect the effectiveness of involvement in the LDF.

7.7 ROLE OF COUNCILLORS

7.8 Some Councillors are already involved in the review of planning documents. As part of the LDF process, Officers will also work closely with the Borough's

Councillors as the latter have special knowledge of their communities and understanding of their concerns and aspirations.

APPENDIX 1

Key sets of work undertaken during the scoping/pre-consultation stage of the SCI

Action	What Happened?
Creation of SCI information Booklet and questionnaire	Wide distribution (statutory bodies, organisations, individual residents, schools, residents associations, community and voluntary groups, and businesses) of questionnaires and information booklets about planning and the SCI. For this we used existing databases and participated at local events and meetings in the borough.
Council website and local meetings	SCI documents were available on the council's website, and at neighbourhood meetings, areas assemblies, borough libraries and reception areas at main council offices.
Local community events	Participated in events such as Tottenham Carnival in June and the Residents Conference in July.
Presentations to local groups	Presentations given to older people's groups, disability groups and the Planning Stakeholders Forum (a user group). In an attempt to widen involvement and find out what their planning needs are.
Schools and Colleges	We wrote to schools with a view of getting children and young people involved in this process during formal consultation process and to develop a work programme for involving children and young people in planning.
Working with other Council services	An Officers Working Group was formed to help guide and the preparation of the SCI and ensure the process adhered to good practice for community involvement. We also gave presentations to and held informal discussions with other Council officers. We have worked particularly closely with the Corporate Consultation Team and Neighbourhood Management to find out what planning issues and barriers and challenges exist for local people in understanding and accessing the planning service. We will continue to work more closely to raise awareness about the SCI and planning at a local level.
Councillors	A Members Steering Group was formed to steer the preparation of the SCI. Letter sent to all Councillors informing them about the Council's intention to produce the SCI and the availability of the SCI information booklet and questionnaire.

APPENDIX 2

Potential methods for community involvement

Procedure	Advantages	Disadvantages	Costs involved
Letters to statutory bodies and individuals (available in different formats on request)	Can reach a wide audience of people as it is relatively inexpensive. Can be used to invite views and explain the Council's view and rationale for a certain position.	May not reach those with reading difficulties.	Inexpensive
Public Exhibitions/ Open Days/Road Shows	Opportunity to inform people about proposals and projects. Options can be clearly set out and presented all at once. Exhibitions can be moved between locations for maximum targeting. Can be used to generate feedback on a topic.	May only reach audience with interest in the topic. Information flow is largely one-way, though feedback can be requested (e.g. book to record comments, self-administered questionnaires).	Inexpensive - cost of hiring the venue, and staff time setting up the exhibition.
Council websites (the internal website (Harinet) and the public website)	Economical. Easy means of referring people to information in a short period of time.	Extent of internet access in the borough will be an issue.	Negligible
Council Magazines and Publications e.g. 'Haringey People', Tenants Participation, Home Zone.	Reaches a wide range of residents and is economical. Useful when needing to broadcast information and give people an opportunity to respond.	Extent of readership may be limited. May not reach non-residents of the borough.	Inexpensive or negligible
Leaflets, Newsletters (available in different formats on request)	Coverage is potentially wide, reaching residents and non-residents. Can be used to invite views. Can be high profile publicity.	Can generally give limited information. May deliver a poor response. Information flow is largely one-way, although can inspire	Inexpensive, but requires skilled handling.

Procedure	Advantages	Disadvantages	Costs involved
		debate amongst residents. May not reach those with reading difficulties.	
Local press briefing and public notices	Information can be provided in some detail. Economical	Not definite that a story will get in the press. May not reach those with reading difficulties.	Moderate
Consultative documents requesting public comments	Clear statement of purpose and reasoning should be apparent. Anyone can respond. Amenable to process on the web.	Relies on initiative of responders. Responses not likely to be representative of all opinion/interests. Can be hijacked by dominant and more resourceful individuals and organisations. May not reach those with reading difficulties.	Moderate/expensive - costs of publishing the documentation and administering the distribution and feedback process. Costs reduced if the process is done on the web.
Public meetings with displays	Combines the advantages of exhibitions with more informed discussion and opportunity to comment. Involves, informs and empowers the local community. Can involve different language groups using interpreters.	Relies on those who attend to comment, and hence can sometimes be unrepresentative. May only attract those with negative views. Many do not feel able to participate, as can be hijacked by more dominant and resourceful individuals. Size is limited by venue	Moderate
Workshops and seminars	Opportunity for stakeholders to make their opinion heard in a public debate. Encourages active citizenship. Encourages participants to develop a stronger and more relaxed working relationship. Can involve different language groups using interpreters.	Depends on stakeholders to take part.	Moderate - cost of hiring appropriate facilities for period of the workshop.
Surveys/	Good sampling technique	Can appear to be	Moderate -

Procedure	Advantages	Disadvantages	Costs involved
Questionnaires (available in different formats on request)	should ensure that all shades of opinion are canvassed and captured. Can be geographically focused in terms of neighbourhoods, town centres, and open space. Can be used to reach particular target groups.	remote; while it captures public opinion, it does not necessarily capture opinion or the interests of institutions, corporate bodies and developers etc. May not reach those with reading difficulties.	skilled exercise which should be undertaken by trained staff or professionals. Can be inexpensive or moderately expensive.
Focus groups and discussions	A participatory approach, which can explore views on specific issues. A two-way process which gives clear encouragement to contribute ideas and views. Can be used to reach a target audience and those that do not respond to traditional forms of consultation. An opportunity to explore the factors which support an individual's opinion. Good for sensitive subjects where individuals may not respond to a structured questionnaire/group discussion. Can involve different language groups using interpreters.	Can be very time-consuming, and relies on good-will of respondents. Ultimately the group's views are only as representative as the group itself, i.e. selection of the group is very important. Cannot be used to extrapolate results for the whole population. Requires skilful facilitation.	Moderate - more costly if data is examined by a Consultant
User panels and representative groups (VS) e.g. Design Panel, Conservation Area Advisory Committee (CAAC),	Provides a platform that is stable, can be very knowledgeable (representative groups) and gives a sense of involvement. Can be used to address more technically complex issues.	Where volunteers are being used, there is a need for frequent replacement.	Inexpensive/ Moderate
Participatory forums/Community forum e.g. Development Control Forum,	Provides the opportunity for participation in the process and procedures of planning. Strong two-way process.	Strong personalities may dominate proceedings.	Moderate

Procedure	Advantages	Disadvantages	Costs involved
Stakeholders Forum, HSP Forums			
Planning for Real (PFR)/ Workshops	Involves, empowers and informs respondents – provides a degree of local ownership. Available as a tailored package, and easy to initiate. Entertaining for participants. Takes respondents through the physical planning process and enables the visualisation of options. Can catch a wide range of participants. Can involve different language groups using interpreters.	Structured approaches of PFR may limit its usefulness for some situations. Needs planning, administration, time, and resources.	Moderate/Expensive
<p>Planning Aid for London - Planning Aid for London Unit 2, 11-29 Fashion Street London E1 6PX Tel: 020-7247 4900 Fax: 020-7247 8005 E-mail: info@planningaidforlondon.org.uk</p> <p>Phone consultations at any time during normal office hours.</p> <p>Meetings by appointment only.</p>	The Planning Aid team firstly aims to provide immediate but brief advice on the telephone to help those who cannot afford consultancy fees. In detailed or complicated cases our volunteer specialists can assist. This can include working with groups and appearing at Public Inquiries. Planning Aid for London is a registered charity. We are mainly funded by the London Boroughs Grant, with Sponsorship from the Community Fund, the Town and Country Planning Association and the London Branch of the Royal Town Planning Institute.	They are a voluntary Charity and may not be able to provide all of the support that you require – you will need to talk to them about your requirements and they will be able to advise further.	Free.
Councillor and MP surgeries	Local residents and groups have access to elected representatives.	Sometimes there will be disappointment as it is not always possible for Councillors and MPs	Free

Procedure	Advantages	Disadvantages	Costs involved
		to intervene in the planning system in the way that their constituents might want because they to must operate within the confines of planning law/policy.	
Local amenity, tenant and other groups	They have a wealth of local knowledge and play a vital role in expressing the concerns or needs of the local community.	They do not necessarily speak for all of the community as there is often more than one view on a development or proposed plan.	Free

APPENDIX 3**SCI soundness tests**

9 Tests of Soundness	
1	The Local Planning Authority has complied with the minimum requirements for consultation as set out in Regulations
2	The Local Planning Authority's strategy for community involvement links with other community involvement initiatives e.g. the Community Strategy
3	The statement identifies in general terms which local community groups and other bodies will be consulted
4	The statement identifies how the community and other bodies can be involved in a timely and accessible manner
5	The methods of consultation to be employed are suitable for the intended audience and for the different stages in the preparation of Local Development Documents
6	The resources are available to manage community involvement effectively
7	The statement shows how the results of community involvement will be fed into the preparation of Development Plan Documents and Supplementary Planning Documents
8	The authority has sufficient mechanisms for reviewing the Statement of Community Involvement
9	The statement clearly describes the planning authority's policy for consultation on planning applications

APPENDIX 4

Haringey COMPACT – public sector commitments

Overall Commitment:	Within the Compact ' <i>Haringey's partners are committed to building a safe and cohesive community where diversity is valued and respected. By working better together Haringey's will develop mechanisms that create opportunities for involving black and minority ethnic organisations, young people, lesbian, gay, bisexual and transgender people, older people and people with disabilities who are under-represented in partnerships, consultation, strategic planning and decision making, in compliance with anti-discrimination legislation</i> '.
Public Sector Commitment	
Valuing the Voluntary and Community Sector	Value the contribution that the voluntary, community and faith organisations make to the well-being and prosperity of the people of Haringey. Recognise the work of organisations in the voluntary and community sector as they are best placed to provide certain services, separately or in conjunction with those in the public and/or private sector.
Working Relationships and Partnerships	Actively involve and work with the voluntary and community sector in decision making and in understanding the restraint of the public sector.
Innovation and Best Practice	Utilise expertise and best practice in the voluntary and community sector. Support innovative working , such as flexibility and service delivery responsiveness , where applicable.
Consultation and Community Engagement	Work with the voluntary and community organisations to understand the views of citizens and communities and to create opportunities for them to influence policies ³ . Increase the opportunities for participation by the diverse local voluntary and community sectors in service planning and delivery. Structure targeted support (resources and voluntary and community sector enterprise) to ensure that the voice of marginalised communities can be heard effectively .
Provision of Support to the	Acknowledge that organisations in the voluntary, community and faith sector benefits from resources, structures, information and specialist professional knowledge and support that public bodies can provide in terms of funding and

³ In the Case of the planning Service we will follow prescribed timescales for statutory consultations. This is set out in the Regulations.

Voluntary and Community Sector	financial support. Invest in the infrastructure of the voluntary and community sectors and assist groups to secure sustainable funding, where possible.
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APPENDIX 5

List of consultation stakeholders

This appendix lists the types of bodies, groups and organisations that the Council will involve and consult with, where appropriate during the preparation and development of its Local Development Framework (LDF). It is impossible to name every individual group, as the list would become too quickly out of date. In accordance with the 2004 Act and Town and Country Planning (Local Development)(England) Regulations 2004, Haringey Council must consult with a number of 'Specific' and 'General' Consultation Bodies and Government departments.

Specific Consultation Bodies

- The Mayor of London
- Adjoining boroughs
 - ❖ *Barnet*
 - ❖ *Camden*
 - ❖ *Enfield*
 - ❖ *Hackney*
 - ❖ *Islington*
 - ❖ *Waltham Forest*
- Natural England;
- The Environment Agency;
- Highways Agency;
- The Historic Buildings and Monuments Commission for England;
-
- The Strategic Rail Authority;
- London Development Agency;
- Any person to whom the electronic communication code applies by virtue of direction given under Section 106 (3)(a) of the Communications Act 2003;
- Any of the bodies from the following list who are exercising function in any part of the area of the local planning authority:
 - ❖ North Central London Strategic Health Authority
 - ❖ Person to whom a licence has been granted under Section 7(2) of the Gas Act 1986
 - ❖ Sewage undertakers
 - ❖ Water undertakers

Government Departments

Government Office for London in the first instance and then if necessary

- Home Office
- Department for Education and Skills (through the Government Offices)
- Department for Environment Food and Rural Affairs
- Department for Transport (through the Government Offices)
- Department for Health (through relevant Regional Public Health Group)
- Department of Trade and Industry (through the Government Offices)
- Ministry of Defence
- Department of Works and Pensions

- Department of Constitutional Affairs
- Department for Culture, Media and Sport
- Office of Government Commerce (Property Advisers to the Civil Estate)

General Consultation Bodies

- Voluntary bodies some or all of whose activities benefit any part of the authority's area
- Bodies which represent the interests of different racial, ethnic, or national groups in the authority's area.
- Bodies which represent the interests of different religious groups in the authority's area
- Bodies which represent the interests of disabled persons in the authority's area.
- Bodies which represent the interests of persons carrying on business in the authority's area.

The Council will consult with the following bodies, where appropriate:

- Age Concern
- Airport operators
- British Chemical Distributors and Trade Association
- British Geological Survey
- British Waterways, canal owners and navigation authorities
- Centre for Ecology and Hydrology
- Chamber of Commerce, Local CBI and local branches of Institute of Directors
- Church Commissioners
- Civil Aviation Authority
- Coal Authority
- Commission for Architecture and the Built Environment
- Commission for New Towns and English Partnerships
- Commission for Racial Equality
- Crown Estate Office
- Diocese Board of Finance
- Disability Rights Commission
- Disabled Persons Transport Advisory Committee
- Electricity, Gas, and Telecommunications Undertakers, and the National Grid Company
- Environmental groups at national, regional and local level, including:
 - ❖ Council for the Protection of Rural England
 - ❖ Friends of the Earth
 - ❖ Royal Society for the Protection of Birds
 - ❖ London Wildlife Trust
- English Heritage and historic environment amenity societies including Conservation Area Advisory Committees (CAAC)
- Equal Opportunities Commission
- Fire and Rescue Services
- Forestry Commission
- Freight Transport Association
- Gypsy Council
- Health and Safety Executive
- Help the Aged
- Housing Corporation
- Learning and Skills Council
- Lee Valley Regional Park Authority
- Local Agenda 21 including:
 - ❖ Civic Societies

- ❖ Community Groups
- ❖ Local transport Authorities
- ❖ Local Transport Operators; and
- ❖ Local Race Equality Councils and other local equality groups
- National Playing g Fields Association
- Network Rail
- Passenger Transport Authorities
- Passenger Transport Executives
- Police Architectural Liaison officers/Crime Prevention Design Advisors
- Port Operators
- Post Officer Property Holdings
- Rail Companies and the Rail Freight Group
- Regional Development Agencies
- Regional Housing Boards
- Rail Haulage Association
- Registered Social Landlords
- Sport England
- The House Builders Federation
- Transport for London
- Travellers Law Reform Coalition
- Water Companies
- Women's National Commission
- Other London boroughs

Other Consultees

The Council will also seek to engage and consult with other groups on specific issues, including:

- Black Minority Ethnic groups in accordance with the Race Relations (Amendment) Act 2000
- Working men and women aged 25-50 including commuters
- Children and young people
- Older People
- People with disability and mobility issues
- Community organisations/associations
- Resident/ tenant groups and associations
- People with problems reading, writing and speaking English
- Visitors and tourists to the Borough
- Gypsies and Travellers
- Public partnerships including the Haringey Local Strategic Partnership and Town Centre Partnerships
- Trade Unions, North London Chamber of Commerce, Haringey Business Development Agency, Tottenham Green Enterprise Centre and other business forums in the borough
- Education institutions including, local schools, Colleges, Middlesex University and North London Learning and Skills Council
- Developers and planning consultants/ agents
- Health organisations including, Barnet, Enfield and Haringey Primary Care Trust
- Environmental, transport and energy groups at national, regional and local level
- Rail and bus companies including Network Rail and passenger user groups

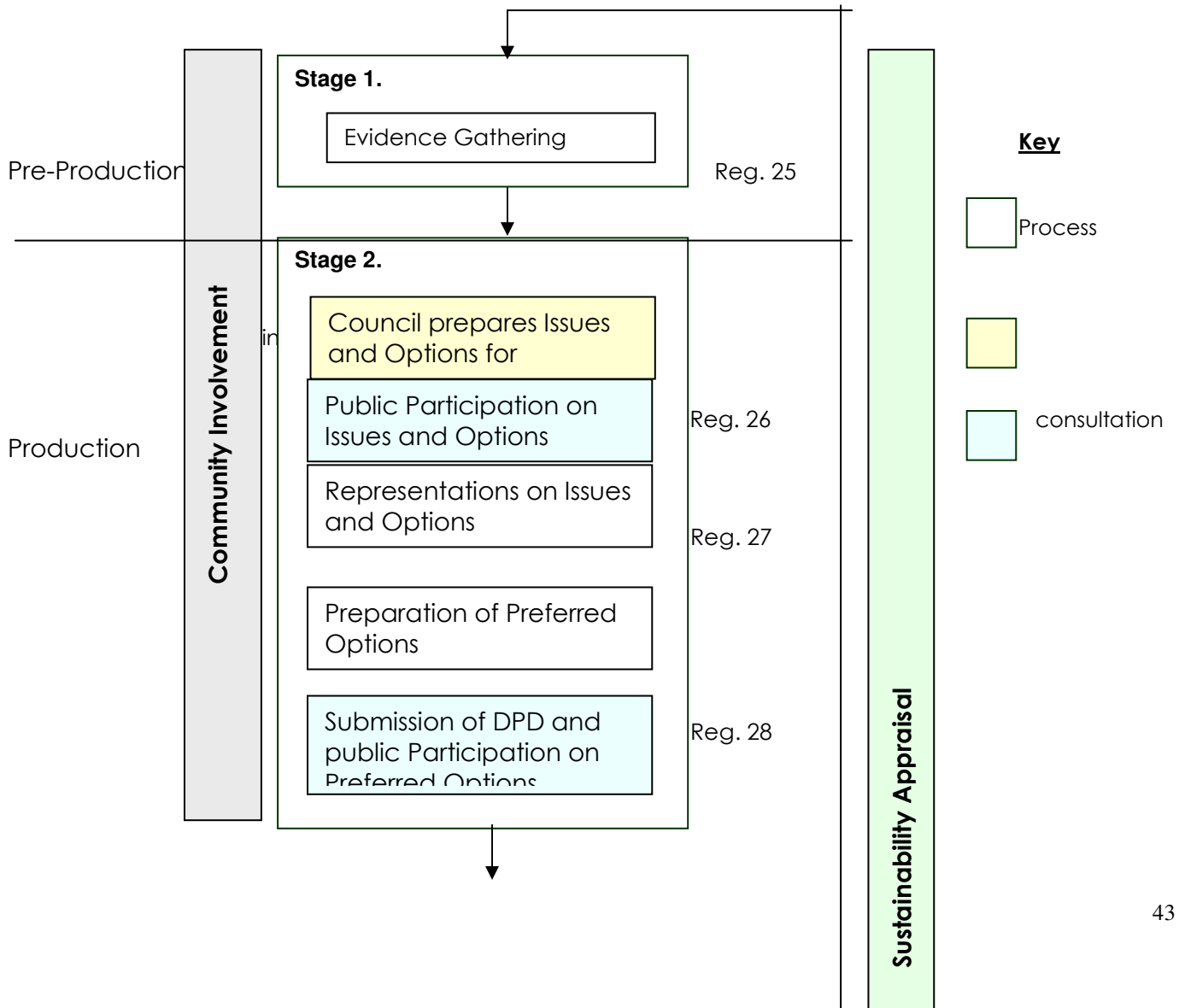
- Local House builders, Housing Corporation, Housing Associations, Regional Housing Boards and Registered Social Landlords
- Sport and cultural organisations including, the National Playing Fields Association, local cycling groups, Borough sports clubs, companies/trusts and associations
- Local utility providers including, gas and electricity
- Metropolitan Police Authority, local crime prevention officers
- Any other group or individual expressing an interest in the Local Development Framework at any stage of the process will be added to our consultation database

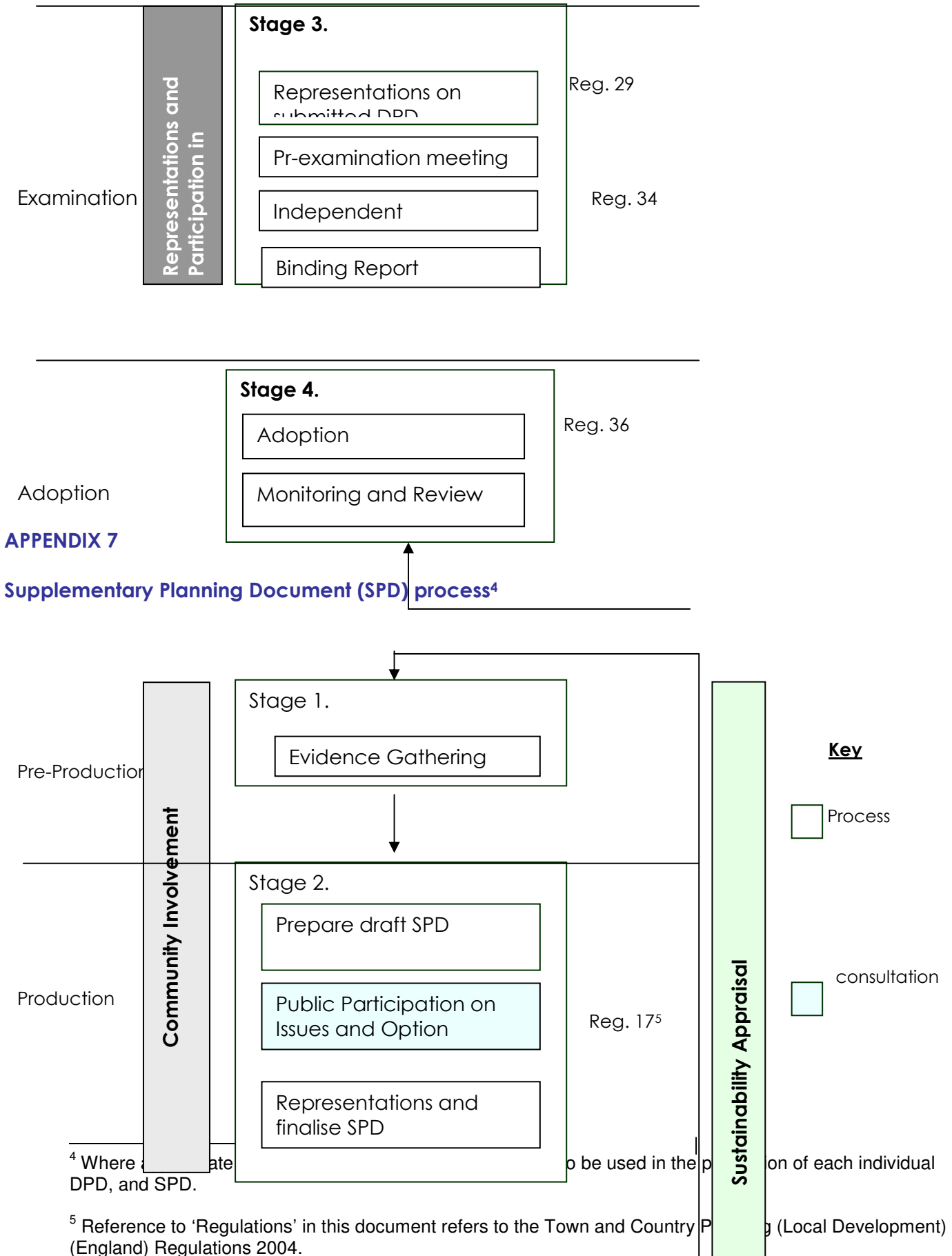
Some of these groups or individuals may find it difficult to get involved in planning processes and may require extra support to help them get participate in consultation exercises. The extra help the Council may provide under-represented or hard to reach groups will include:

- Producing documents are clear, concise and available in plain English
- Ensuring documents are available in different languages, Braille, audio-format and large print;
- Ensuring meetings are held at times and places convenient to all;
- Working with agencies such as Youth Service, local schools and CONEL as a means of involving children and young people,
- For older people, working with the council's older people groups in the borough; and
- Making a Portable Hearing Loop available at particular involvement events.

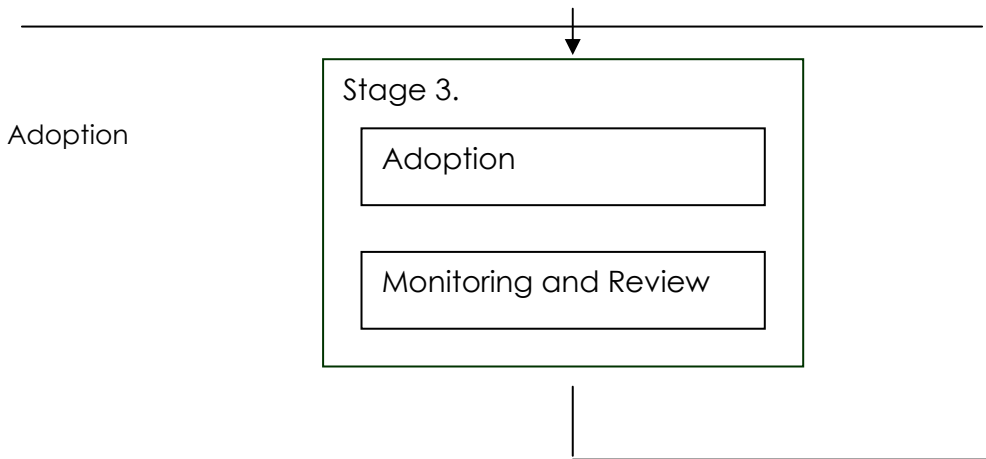
APPENDIX 6

Development Plan Document (DPD) process





Reg. 18



APPENDIX 8

Planning application notification, publicity and consultation

These are the following minimum standards that the Council will use for the following types of applications. Where necessary the Council will exceed these minimum requirements.

	Pre-Application Stage	Major Applications and those Departing from the Development Plan	Controversial or Sensitive Applications	Other Applications including Conservation Area and Listed Buildings Consent	Appeals
Advertise on Website receipt of application	No	Yes	Yes	Yes	Yes
Post site notice	No	Yes	Yes	Yes	No

	Pre-Application Stage	Major Applications and those Departing from the Development Plan	Controversial or Sensitive Applications	Other Applications including Conservation Area and Listed Buildings Consent	Appeals
Consultation letter sent to neighbours	No	Yes	Yes	Always, except applications for Certificate of Lawfulness	Letter sent to persons who commented on original application
Advert in local newspaper	No – but this be organised by applicants of major or sensitive schemes.	Yes	No.	Yes	No
Public exhibitions of proposals	To be organised by applicants of major or sensitive schemes. The Council may also be involved.	To be organised by applicants of major or sensitive schemes. The Council may also be involved	To be organised by applicants of major or sensitive schemes. The Council may also be involved	Where appropriate, to be organised by applicant. The Council may also be involved	No
Press release	To be organised by applicants of major or sensitive schemes.	To be organised by applicants of major or sensitive schemes.	To be organised by applicants of major or sensitive schemes.	Where appropriate, to be organised by applicant.	No
General advice in response to queries from the public	Yes	Yes	Yes	Yes	Yes

	Pre-Application Stage	Major Applications and those Departing from the Development Plan	Controversial or Sensitive Applications	Other Applications including Conservation Area and Listed Buildings Consent	Appeals
Local planning meetings with applicants presenting proposals answering questions from the public.	To be organised by applicants of major or sensitive schemes. Also Development Control Forum as per the set criteria	Development Control Forum as per the set criteria	Development Control Forum as per the set criteria	Development Control Forum as per the set criteria	No, although some appeals are dealt with by Public Inquiry

APPENDIX 9

Consultation policy – neighbour notification⁶

General Household Developments

Rear extension	Both adjacent properties and 3 properties to rear
Rear roof extension	Both adjacent properties and 3 properties to rear
Front roof extension	Both adjacent properties and 3 properties opposite
Material alterations to front elevation	Both adjacent properties and 3 properties opposite
Erection of domestic garage to front	Both adjacent properties and 3 properties opposite
Erection of boundary fencing	Adjacent properties
Crossovers	Adjacent properties
Erection of garden sheds, covered swimming pools and outbuildings	Adjacent properties and all properties abutting the site

Residential Development

Conversions	All conversions	Application property and adjacent properties and 3 properties at the front and back
	Conversions involving alterations to front elevation	Adjacent properties and 3 properties opposite
	Conversions involving rear alterations/ground floor extensions	Adjacent properties and 3 properties at the rear
New Build	All new build residential development sites	Adjacent properties and 3 properties opposite and to rear of site
	All major residential development (10+ units)	10 adjacent properties on either side of site, 20 opposite and 20 rear

Major Commercial/Retail Development

All major commercial/retail development	10 adjacent properties on either side of the site, 20 opposite and 20 to the rear of the site
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Change of Use

All change of use	3 adjacent properties on either side of site, 6 opposite and 6
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⁶ Relevant local resident and tenant groups will also be consulted where appropriate.

applications	properties to the rear
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Advertisements

All advertisements	Residential properties affected
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Conservation Areas and Listed Buildings

Applications in Conservation areas or applications for Listed Building Consent	The appropriate CAAC, neighbours as per the description of development. Also notify English Heritage
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Mobile Phone Mast Applications

Mobile phone applications undergo a procedure which involves wide consultation encompassing surrounding streets, especially in built up areas. We also include the nearest schools in the consultation. In addition to this, consultation on all mobile phone base station applications will extend to a 100m radius and operators will be asked to provide information on beam intensity and evidence of the need for a new mast. An annual meeting will be held by the Planning Service with the Mast Operators, to discuss their roll-out programme.

APPENDIX 10**Weekly planning list**

Below is a list of interested parties receiving the weekly planning list of planning applications registered with the Council.

Haringey Council	Other
Housing Service Neighbourhood Management Building Control Environmental Health Economic Regeneration Relevant Councillors Education Planning Policy Recreation Services Waste Management Education	Relevant Amenity groups Relevant Residents Associations Relevant Conservation Area Advisory Committee (CAAC) Relevant Statutory Bodies

Statutory publicity – press adverts

Nature of development	Publicity required
Development where the application is accompanied by Environmental Statement	Advert in newspaper and site notice
Affecting public right of way	Advert in newspaper and site notice
Major Development	Advert in newspaper and site notice
Minor Development	Advert in newspaper and site notice
Development affecting the setting of a listed building	Advert in newspaper and site notice
Development affecting the character or	Advert in newspaper and site notice

appearance of a Conservation Area	
Permitted development requiring prior notification to local planning authority	Site notice by developer

An advert will also be placed in Haringey People inviting individuals and groups to register their interest and details on the planning consultation database.

APPENDIX 11

Consultation policy - internal departments

Planning Policy Team
All proposals for a major development – 10+ units/1,000sqm
Where granting permission would be contrary to a policy in the development plan
Proposals to develop on designated open space
Proposals for development for tall buildings (over 20m in height)
Provision of day nursery or other day care facility
Proposals affecting any local area regeneration initiative / action plan (i.e. NDC, neighbourhood, etc...)

Design and Conservation
All proposals for development (including demolition and advertisements) in a conservation area or in an area of special character
All proposals for a major development – 10+ units/1,000sqm
All applications for conservation area consent/listed building consent and on designated sites of industrial heritage interest
Proposals for development for tall buildings (over 20m in height)

Note: The conservation team requires a full set of plans with every referral. This will include any photographs, details of height of surrounding buildings, which the applicant is required to provide in all circumstances. This is to provide a contextual background. Drawings must be accurate and should show details of access points and loss of trees (if applicable)

Transportation
Mini cab offices
New retail development
All change of use

Employment generating uses
Car repairs/workshops/garages/ car washes
Conversion of dwellings into flats
New access onto a highway/crossovers
All proposals that require a traffic impact assessment and the submission of a travel plan. Threshold of 2,500sqm
Major proposals – 10+ dwellings/1,000sqm (just notification)
New residential developments without provision of car parking

Note: Transport assessments and travel plans are requested on all applications over 2,500 sqm.

Environmental Health	
	A1 > A5
Noise & pollution	Extensions to A3, A4 and A5
Food & hygiene	Proposals involving HMO
	Hostels
	Car repair workshop/garages
	Car washes
	Launderettes
	Petrol filling stations
	Employment involving industrial processes
	Provision of day nursery or other day care facility
	Sites suspected to be contaminated
	Sites located close to an acknowledged noise source

Legal	
	All proposals for a major development – 10+ units/1,000sqm
Consultation consists of specific letter to legal department notifying them of 13 week deadline	Developments where it is proposed that a planning obligation under section 106 will be sought (consultation in such cases may not occur at the time of the submission but should take place before a decision is made requiring a section 106)
	Proposals for new residential developments without the provision of car parking

Recreation Services (Arboriculture department)
Development involving the loss of trees

Education	
Major residential schemes 10+ units	
Sites for travellers	
Proposals adjoining school premises	

Parks Service	
Proposals to develop on designated open space	
Proposals to develop within a park	

Housing

All major housing developments 10+ units
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Building Control

All proposals for a major development – 10+ units/1,000sqm
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Waste Management

All proposals for a major development – 10+ units/1,000sqm
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APPENDIX 12

Helpful contacts for advice and information

- Haringey Planning website www.haringey.gov.uk
- Greater London Authority (Mayor of London) website www.london.gov.uk
- Department for Communities and Local Government (DCLG) www.communities.gov.uk
- Planning Portal website www.planningportal.gov.uk
- Planning Aid for London, Unit 2, 11-12 Fashion Street, London E1 6PX. Tel 020 7247 4900, Email: info@planningaidforlondon.org.uk website www.pafl.org.uk

Bibliography

- Creating Local Development Frameworks ODPM 2004
- Community Involvement in Planning ODPM 2004
- Diversity and Equal Opportunity in Planning 2004
- Haringey's Local Development Scheme 2006
- Haringey's Children and Young People's Plan (2003 – 2009)
- Haringey Community Strategy 2003
- Haringey Consultation Strategy 2002
- Haringey Consultation Strategy – Guiding Principles of Consultation

- Planning and Compulsory Purchase Act 2004
- Planning Policy Statement 12 "Local Development Frameworks" ODPM 2004
- The Town and Country Planning (Local Development) (England) Regulations 2004
- Haringey Council: The Development Control Forum – An aid to reaching a decision on large or difficult planning applications
- Haringey Council: Presenting Your Views at a Planning Applications Sub-Committee Guidelines
- Haringey Council Planning Consultation Policy

Population Sources:

- Population - Office for National Statistics (ONS)
- Worklessness – ONS and Greater London Authority
- Qualifications – Department for Education and Skills, Haringey Council Children's Service, ONS and Local Futures
- Same-sex couples - ONS

To have your contact details put on the planning policy consultation list please email: LDF@haringey.gov.uk or call 020 8489 5552.

Translation Service

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Albanian

Ky dokument ju tregon se si të inkuadroheni në planifikim. Nëse doni një kopje në gjuhën tuaj, ju lutem shënjoni ✓ kutinë, plotësoni formularin dhe kthejeni atë tek adresa e mëposhtme me postim falas.

Bengali

এই দলিলে আপনাকে বলা হচ্ছে পরিকল্পনা রচনা প্রক্রিয়ায় আপনি কিভাবে জড়িত হতে পারেন। আপনি যদি আপনার নিজের ভাষায় এটার কপি চান, তাহলে বাক্সে টিক্ চিহ্ন দিন, ফর্ম পূরণ করুন এবং সেটা নিচের ফ্রীপোস্ট বা বিনা ডাকমাশুলের ঠিকানায় ফেরত পাঠান।

French

Ce document vous explique comment participer à la planification. Si vous souhaitez en obtenir un exemplaire dans votre langue, veuillez cocher la case, compléter le formulaire et le renvoyer à l'adresse au port payé ci-dessous.

Kurdish

Ev dokuman ji we re îzah dike ka hun çawa dikarin tevî nava pîlankirinê bibin. Heke ku hun qopyeke wê ya bi zimanê xwe dixwazin, qutiyê îşaret bikin, vê formê tijî bikin û vegeînin edresa li jêr. Pûl hewce nake.

Somali

Qoraalkani waxuu macluumaad idinka siinayaa sida looga qaybqaato nadaamka la dhaho planning. Hadaad rabto in qoraalkan luuqadiina la idinku tarjumo, fadlan sax mari sanduukha, soo buuxi foomka kuna soo dir ciwaanka hoose ee boosta diristu bilaash tahay.

Turkish

Bu döküman planlamada nasıl yer alabileceğinizi açıklıyor. Eğer kendi dilinizde bir kopyasını istiyorsanız, lütfen kareyi işaretleyip formu doldurarak aşağıda verilen, posta ücreti gerektirmeyen adrese gönderiniz.

Please tell us if you would like a copy of this Draft Statement of Community Involvement in another language that is not listed above or in any of the following formats, and send to the Freepost address below

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Schedule of Responses to the Pre-submission draft Statement of Community Involvement

Ref	SCI section / paragraph	Contact Name/ Organisation	Comment	Council response
Bodies consulted under Regulation 25 (Statutory bodies)				
01/001	General	The Highways Agency	They have commented that: "As a 'specific consultation body' we would expect to be consulted on any Local Development Documents that may have an impact on the motorway and all purpose truck road network (section 25 (1) of the Regulations). In particular we would expect to be consulted on all Development Plan Documents. We welcome the opportunity to be involved at an early stage in discussions; where a meeting s considered appropriate, we would prefer a one to one meeting on issues relating to the trunk road network".	Noted, and will react where appropriate.
02/002	General	London Borough of Waltham Forest	The Authority "strongly agreed" or "agreed" with all of the statements (all of which are worded positively) contained in Section 1 of the consultation form which asks consultees to tell us what they think of the Draft, and they had no additional comments to make.	Noted.
03/003	Section 4 and Paragraph 4.4, Page 11 and Table 5 Page 12	London Borough of Enfield.	You may wish to consider setting out how the Council will involve the community on all Local Development Plan Document (LDDs), including LDDs that the Council may produce in the future. This will ensure that revisions to the LDS will not trigger a review of the SCI. Appropriate methods of community involvement for AAPs should be incorporated into Haringey's SCI at the points listed to the left under SCI Section/paragraph. It is suggested that Haringey take the approach as set out in Table 4.2 of Enfield's SCI which covers Area Action Plans	Noted. At the time of writing the Draft SCI Haringey didn't have any Area Action Plans. Since that time they have begun work on the Central Leaside Area Action Pan (a joint project with Enfield). It would clearly make sense to provide appropriate methods of community involvement for AAPs into the SCI and this will be done at the said points.
Bodies consulted under Regulation 26				
04/004	Tests of Soundness bullet 4	The Theatres Trust – Rose Freeman	The statement does not identify how the community and other bodies can be involved in a timely and accessible manner – it is usual to have a paragraph either at 3.12 or within a sub-heading of Appendix 5 to show that you have prepared and maintained a database for LDF consultations to which any persons or organisation can ask for their details to be added at any time. This paragraph would also contain details for people or organisations to apply to join the LDF database or to have their details amended. The wording would be something like: " Haringey's LDF consultation database – the London Borough of Haringey has a	Agree – amended to reflect these comments.

Ref	SCI section / paragraph	Contact Name/ Organisation	Comment	Council response
			database of individuals and organisations who wish to be involved including local businesses, residents associations, voluntary groups, government bodies and individuals. If you would like to join the LDF consultation database and be kept up-to-date on the new development plan for Haringey please contact us using the details below. Please also contact us if you are already on the LDF consultation database and want to change your details or be removed".	
04/005	General	The Theatres trust – Rose Freeman	Please add our details to the LDF database: Rose Freeman The Theatres Trust 22 Charing Cross Road London WC2H OQL Tel: 020 78368591 Fax: 020 78363302	Noted and details added.
05/006	Para 3.16	Berkeley Group – Alison Dowsett	We consider that the following should be added to the end of paragraph 3.16 so that it reads: "The choice of appropriate mechanism will, however, be the responsibility of the developer".	Agree but to read: "The choice of appropriate mechanism will, however, be at the discretion of the developer".
06/007	Para 6.9	Mr Geoffrey Wearmouth (resident)	Most community facilities such as children's homes and care homes are determined by Certificates of Lawfulness, and the SCI confirms that the community will be excluded from such applications. This could be replaced by the text: "where there is a choice between the types of application used (full planning permission or Certificate of Lawfulness) the Council will use the method that involves the community in the widest consultation". Certificates of lawfulness are increasingly used for extensions, roof extensions etc and this has lead to some dangerous work being carried out and collapsed buildings where neighbours have been excluded from notification.	In the case of a Certificate of Proposed Use, the applicant is seeking confirmation that planning permission is not required for the work proposed. To consult on these applications could lead to confusion with residents when it will often be the case that planning permission is not required (this may not, of course, preclude the need to obtain Building Regulations). There are instances where children's homes and care homes do not require planning permission and it would be confusing for residents if the Council were to invite comment on uses where ultimately they have no control in planning terms. In the event that the Certificate application determines that planning permission is required, the Council will then seek to consult

Ref	SCI section / paragraph	Contact Name/ Organisation	Comment	Council response
				with all (potentially) affected residents. With regard to a Certificate of Lawfulness for an Existing Use, the Council will look at each case on its merits but may, for example, chose to consult when they deem that local knowledge may be able to establish if a use or a building has been there for a period of time that would prevent the Council from taking any enforcement action to stop the use or remove the building.
06/008	Appendix 9	Mr Geoffrey Wearmouth	Certificates of lawfulness are increasingly used for extensions, roof extensions etc and this has lead to some dangerous work being carried out and collapsed buildings where neighbours have been excluded from notification. Appendix 9 should state that the named parties will be consulted in all instances. – “Consultation policy – neighbour notification *note these criteria will be applied in all applications”.	See comments at 06/007 above.
06/009	Table 10	Mr Geoffrey Wearmouth	The row on PASC should contain the text: “All requests from the PASC to have applications considered by committee in public will be honoured”.	Requests from PASC will be considered if they fall outside the guidelines for referral to the planning committee. However, such requests will only be agreed where there is a special case or it is in the public interest to do so. All requests will be subject to the approval of the Assistant Director.
07/010	General	Amanda Green (resident)	Not enough effort is being made in the poorer parts of the borough to involve people in decision making, and so decisions are made without their input. To engage people you need to go to schools and libraries and doctors’ surgeries, as well as having public and face to face meetings. Also, private landlords are not taking responsibility for their properties and people who live alongside these properties have to put up with the mess.	The SCI is seeking to engage the community on a wider level, and this will include those groups in society which are currently not engaged. We will be looking at ways of ensuring that as wide as possible a variety of people take part in the consultation process.
08/011	General	Friends of the Earth (Tottenham and Wood Green)	The critical issue for local community groups and interested persons is often getting information in a timely and efficient way, and getting feedback from any responses we do make.	As part of the SCI we will look at and aim to improve, where appropriate, procedures in terms of feedback to the community and interested persons.
08/012	Section 5 Planning Policy	Friends of the Earth (Tottenham and Wood Green)	1. How do people get onto the planning policy database? This needs to be as transparent as possible.	At present you can request to be put on by the Council, but in the future, with the introduction of a new software package, you will be able to

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	Development		<p>2. Can emails be used instead of letters to inform people already on the database?</p> <p>3. Feedback is very important and helps to motivate groups to be involved.</p> <p>4. Typos at 5.16 – should read “alongside government and regional...”, and at 5.18 – should read “Council will where appropriate...”</p>	<p>log on to a data base and submit your user details, and/or request to be put on manually.</p> <p>As part of the new software package this will be able to be done.</p> <p>Noted (see also comment 011 above).</p> <p>Noted and corrected.</p>
08/013	Section 6 Planning Applications	Friends of the Earth (Tottenham and Wood Green)	This refers to Council officers commenting on lists of Consultees produced by developers, but how does the Council ensure that it maintains a good up-to-date list and how do individuals and groups find out if they are on the list, or get themselves onto it?	We are constantly looking at ways of improving and refining how we maintain an up-to-date list. Ultimately some of this will depend on groups and individuals advising the Council that they wish to be consulted or informed, but also we, as the Council, will take responsibility to seek to improve and refine the present system so that it meets the needs of its users. We do try to ensure that this list is up-to-date by periodic mail shots to see if the groups on the list are still active. The Council’s DC Support Team Leader oversees this list and should be contacted by any new groups/people wishing to go on the list.
08/014	Table 10 – Planning Application Process - Direct Neighbour notification letters	Friends of the Earth (Tottenham and Wood Green)	It should be possible for groups and individuals to ask to be notified automatically of any application in their area.	Agree – the Council’s DC Support Team is looking at ways of improving notification of neighbours. Unfortunately the current system does not allow us to “automatically” notify particular groups or individuals when a planning application is received – this is a manual process. In addition and as a matter of course, we will make an assessment of the likely potential impact of the application and

Ref	SCI section / paragraph	Contact Name/ Organisation	Comment	Council response
				notify those residents that we think will be affected by the development. The only automatic notification process that DC currently provides is to add a group of person to the distribution list of the weekly list of planning applications received by the Council – this will include all application received, not just those pertaining to a particular geographical area.
08/015	Table 10 - website	Friends of the Earth (Tottenham and Wood Green)	It is useful to be able to access applications on the web but they are huge documents and listed only by numbers. It would be much easier if they were given clear names such as "site plan" etc	Agree – the Council's DC Support Team Leader is looking at ways of improving this. We would like to have this facility and are currently in negotiations with our IT suppliers (they provide the public access module of our system) to create and introduce this facility.
08/016	Table 10 – internal council departments	Friends of the Earth (Tottenham and Wood Green)	Appendix 11 mentions consultation with Parks for developments on open space or within parks, but there should also be consultation with the Council's Nature Conservation Officer on any development which could have an impact on wildlife.	The Council's Conservation Officer is part of the Parks Department. In appropriate instances, and where an application has been referred to Parks for their comments, it will be passed to the Conservation Officer to look at any impact upon flora and fauna and pass comment.
08/017	Table 10 – Amenity groups	Friends of the Earth (Tottenham and Wood Green)	While this section looks good, in reality groups are not always notified of the category of development which they want to know about, and the latter should be made possible. Groups should also be notified when the decision is taken and when an officer's report will be available on the web.	If we are clear on the types of application that amenity groups are interested we will seek to ensure that a system is in place that means they are notified of them. The DC Support Team Leader will look at this. See also 08/013. We maintain a list of consultee groups which includes the type and site of applications a particular group is interested in. If this information is not correct, the group can contact the DC Support Team Leader to amend the details. We always aim to err on the side of caution and over consult as opposed to under consult. It is our usual practice that if a person or group comment on an application we notify them of any decision that is made on the application.

Ref	SCI section / paragraph	Contact Name/ Organisation	Comment	Council response
08/018	Table 10 – re-consultation	Friends of the Earth (Tottenham and Wood Green)	This should be done routinely using email.	Changes to the application are normally consulted on where they are materially different to those submitted. Improvements to smaller household schemes are not always consulted on as they have sometimes been requested by the neighbour. Over the next year we will be looking at how we notify particular groups that applications have been received and this will include increasing the use of electronic notification. There are a number of technical issues we need to try and resolve in taking this forward.
08/019	Table 10 - Negotiations with the applicant	Friends of the Earth (Tottenham and Wood Green)	While there is some place for confidential discussions, interested parties should be notified that such discussions are taking place, or at least of any changes to an application that result.	Pre-application discussion is confidential. Discussions can only be revealed with the approval of the applicant or agent.
08/020	Table 10 PASC	Friends of the Earth (Tottenham and Wood Green)	Is information about attending PASC meetings available online?	Yes, details on attendance can be viewed at http://harinet.haringey.gov.uk/index/housing_and_planning/planning-mainpage.htm#attached_files
08/021	Table 10 – Decision feedback	Friends of the Earth (Tottenham and Wood Green)	Again this should be given routinely and by email in most cases, and there should be reference by the Committee on how it responded to key objections if it agreed to grant planning permission.	All decision notices give reasons for approval and planning reports provide more detail. Decision notices are sent out to respondents and this can be done by email. We are continuing to look into feedback on decisions as we are aware that this is an area where the public and others want information.
08/022	Additional comments	Friends of the Earth (Tottenham and Wood Green)	<ul style="list-style-type: none"> Planning jargon is hard for lay people to understand and so there should be commitment for officers to meet face to face and answer questions and explain issues, and this should include a readiness to attend evening meetings. 	We seek to meet face to face wherever possible. If the public or others feel that this is too infrequently we undertake to look at this area and seek to increase face to face meetings where appropriate. On major schemes we have evening meetings on the form of the Development Control Forum. Officers are aware of the problems with jargon and there is a commitment to make reports clear and in plain English.

Ref	SCI section / paragraph	Contact Name/ Organisation	Comment	Council response
			<ul style="list-style-type: none"> <li data-bbox="801 308 1451 416">• Photocopying is expensive – information commissioners have ruled that photocopying costs should be waived or should be no more than 10p per page at most (not £5 for the first sheet as Haringey sometimes charge). <li data-bbox="801 938 1464 1046">• Objections and comments are often not followed up by the LPA. All policy should be monitored and this should include “mystery shopping” and surveying groups who do regularly respond to consultations. 	<p data-bbox="1503 308 1995 884">The DC Support Team Leader will be reviewing photocopying charges in light of the Information Commissioner’s recent advice. We do now can and make available via the website the majority of documents connected with applications where they can be viewed, downloaded and re-produced free of charge. This will cover all recent applications and all those going forward with a recommendation. The copying charges that we levy will mostly relate to historic applications and these are most often of interest for commercial reasons. We need to ensure that we have a fair system of charges with regard to viewing and reproducing documents where they are for consultation purposes – which we have done by making information freely available via the website – whilst ensuring that information provided for commercial purposes properly reflects the costs of storage and staff time involved.</p> <p data-bbox="1503 927 2002 1118">We do monitor all policy through the Annual Monitoring Report. We will look at whether mystery shopping and surveying groups would add positively to this process and react accordingly. The Council does carry out surveys of its user groups to gain a satisfaction rating.</p>
09/023	General	British Waterways – Anna Chapman	British Waterways have taken the opportunity to emphasise the “wide and varied role of British Waterways and to highlight areas where we feel consultation with British Waterways would be appropriate”. An extract from “Waterways and Development Plans” has been included which highlights the diverse range of policy objectives and wider sustainable development and social inclusion agendas that inland waterways can contribute to.	Noted.

Ref	SCI section / paragraph	Contact Name/ Organisation	Comment	Council response
09/024	Table 10 - Planning applications	British Waterways – Anna Chapman	Table 10 acknowledges the Council’s requirement to consult statutory consultees but British Waterways have reminded us of their statutory designation in accordance with para 4a of Article 10(1) of the Town & Country Planning (General Development Procedure) Order 1995, as amended in 1997. British Waterways also encourages pre-application discussions on proposals which would fall within this designation.	Noted.
10/025	3.13 Table 3 – Community Involvement Principles	Muswell Hill and Fortis Green Association – Mrs at Bloomfield	<ul style="list-style-type: none"> • Access to information - Second sentence should read “Site notices will be displayed on all publicly accessible boundaries of the site” and last sentence should be deleted. • Reducing barriers – the last sentence should have the following wording added to it: “...magazine and local commercial and free newspapers”. 	<p>We are currently reviewing the format and use of site notices. Your comments will be considered as part of this review.</p> <p>Haringey People is the one document that goes to every household. This information will also be available on the web.</p>
10/026	5.9 Table 7 – Development Plan making stages	Muswell Hill and Fortis Green Association – Mrs Pat Bloomfield	<ul style="list-style-type: none"> • Stage 2 Documents available delete “the main libraries” and substitute “all libraries”. • Stage 4 Documents available – in the second sentence after “planning office” add “and libraries”. 	<p>Agreed.</p> <p>Agreed.</p>
10/027	6.6 Table 10 – Planning application process	Muswell Hill and Fortis Green Association – Mrs Pat Bloomfield	<ul style="list-style-type: none"> • Advertising and consultation weekly planning list – in the first sentence after “interested parties” add “and libraries, with copies of drawings for applications of general interest e.g. change of use, shop fronts and large schemes”. • Re-consultation – delete the second sentence and add “the Council will re-consult except where changes are insignificant.” 	<p>All drawings and the weekly list of planning applications are available in all libraries via the internet.</p> <p>See comment 028 below.</p>
10/028	6.9	Muswell Hill and Fortis Green Association – Mrs Pat Bloomfield	Alter to read “Although the Counciltypes of application, it will do so”	Noted. There are certain applications where it is not prudent or desirable to consult because either the application is seeking to establish whether planning permission is required (and if it is, local residents will be consulted at that stage) or where the works are internal and therefore not visible. In all applications for full or outline planning permission, listed building consent, or advertisement consent, and where there is a potential impact on the area, the

Ref	SCI section / paragraph	Contact Name/ Organisation	Comment	Council response
				Council are committed to consultation.
10/029	Appendix 8 Appeals column	Muswell Hill and Fortis Green Association – Mrs Pat Bloomfield	<ul style="list-style-type: none"> • Post site notice – change to “yes” • Advert in local paper – Change to “yes” • & or press release – Change to “yes” 	We will certainly give consideration to placing a site notice to indicate an appeal – we will do this as part of our review of site notices which is currently being carried out. We always re-consult at appeal to all those households and groups who made representations at the time of the original planning application.
10/030	Appendix 9	Muswell Hill and Fortis Green Association – Mrs Pat Bloomfield	<ul style="list-style-type: none"> • Consultation policy General Household and Residential - Notification should not be limited to a specific number of properties, but should be based on those who are directly, and, where appropriate indirectly affected. • Change of use – as above 	The Council will seek to ensure that all properties that might be directly or indirectly affected by the proposal are consulted. The current system does allow for flexibility but it is important that minimum standards are set. Noted.
10/031	Appendix 10 – statutory publicity – press adverts publicity required	Muswell Hill and Fortis Green Association – Mrs Pat Bloomfield	“Advert in newspaper” must include local commercial press and free newspapers. Adverts in Haringey people are insufficient and do not reach enough people to achieve their object.	We will review our advertisements in the local press. We do currently advertise in two local papers (the Tottenham and Wood Green Independent and the Muswell Hill and Crouch End Times). There would be a financial implication for additional adverts in the local press. We would need to make an assessment of the most effective means of consultation.
11/032	Page 2 1.11 Question	Councillor John Bevan	Is it correct to state that the SCI will be submitted to GOL and at the same time go out to public and statutory consultation?	Yes. We hand the Submission Draft SCI to GOL and then Haringey consult for another six week period. Any representations will then be considered by the Inspectorate and not by the Council.
11/033	Page 8 penultimate paragraph/ question	Councillor John Bevan	Have the site notices been designed yet, if not when, and will colour other than white paper be used?	We are in the process of redesigning the site notice and looking at a range of colours to use.
11/034	Page 10/3.16	Councillor John Bevan	The words “which will be submitted to meaningful audit” to be added.	We will add the line “The applicants will be encouraged to submit a Consultation Statement with larger applications to identify the consultation undertaken and its results,

Ref	SCI section / paragraph	Contact Name/ Organisation	Comment	Council response
				together with how this has been incorporated into the submitted planning application".
11/035	Page 11 – Haringey’s Local Development Framework.	Councillor John Bevan	The whole page needs to be redesigned as it is difficult to understand.	We have redesigned the page to try to make it easier to understand.
11/036	Page 18/6.1	Councillor John Bevan	“Change of use” needs to be added.	Changes of use will fall under major or minor (and occasionally household) and so are already included.
11/037	Page 21 Table 10 – Direct Neighbour notification.	Councillor John Bevan	Three basic letters are sent, but only two are listed?	Noted, typo error and this has been changed to “two”.
11/038	Page 26 table 10	Councillor John Bevan	Complete information on how to appeal needs to be added	Noted and details added.
11/039	Page 32	Councillor John Bevan	Information re Planning Aid needs to be added and this would be a prominent place for it. Perhaps Planning Aid should design a side of A4 and we can add it here so that the public know who they are and what they do.	Noted and details added.
12/040	Various	Councillor Robert Gorrie	The document does not specify or emphasis the ward councillor through the detail of the document. E.g. not mentioned in three pages of consultation stakeholders in Appendix 5, and not mentioned as one of the “Community Involvement Methods” or identified as one of the contact points for pre-application community involvement or major schemes. There should be more overt emphasis on ward Councillors and more clarity on their role.	We have revised the document to raise the profile and role of Councillors. The Council’s constitution sets out the role of Councillors. See also para 7.8 of the SCI which sets out the role of councillors.
12/041	5.18	Councillor Robert Gorrie	“h” is missing from “where” in “the Council will where appropriate”	Noted and corrected.
12/042	Table 4	Councillor Robert Gorrie	Harinet is referred to as Hairnet	Noted and corrected.
13/043	General	Natural England	Document appears “sound and appropriate” and there are no further formal representations.	Noted.
14/044	General	Environment Agency	No comments to make.	Noted.

Ref	SCI section / paragraph	Contact Name/ Organisation	Comment	Council response
15/045	Para 3.11	Lee Valley Regional Park Authority (LVRPA)	The Authority should be included as a key stakeholder either as a 'general consultation body' or as an 'other consultee'. This would enable early liaison and discussion on issues and options as well as early involvement with the draft DPDs which, given the complex spatial issues arising from the Upper Lee Valley Opportunity Area and regeneration scenarios, would be of benefit to all parties.	Noted and added under General.
15/046	Para 6.3 and Table 10	Lee Valley Regional Park Authority (LVRPA)	The Regional Park Authority is a statutory consultee on all planning applications that may affect the Park. It is not clear from Table 10 at what stage the Authority would be consulted and this needs to be clarified. Can it also be confirmed whether or not the Authority would be included within the Statutory Consultee category on page 22 which states that "the Council will consult with any statutory body required in accordance with any Act or Regulation".	As a statutory consultee, the LPA will consult with the LVRPA at the planning application stage. However, the Council will make every effort to ensure that applicants and developers consult with LVRPA at the earliest possible stage as good planning practice. It must be borne in mind, however that they are under no statutory obligation to do so. It is confirmed that the LVRPA would be included in the Statutory Consultee category on page 22 of the Draft SCI.
16/047	Question 5 – Community Involvement	Muswell Hill and Highgate Pensioners Action Group (Mrs Pamela Jefferys and Janet Shapiro)	The document ignores a common reason for the conflict in planning i.e. commercial speculation having an advantage over a local authority that is short of resources. Community involvement can highlight issues and the planning process should minimise the extent to which high land values put public amenity at risk. Such constraints should be clearly stated at an early stage. The existing process for consultation should be explained, and the reason for making changes.	The Council's aim at all times is to protect public amenity but it must operate within the relevant constraints. These constraints will always be made clear at the relevant times or when asked for. We have a booklet entitled Planning Consultation Policy which explains our consultation policy and it is available on our website, or in hard copy on request.
16/048	Question 7 Table 10	Muswell Hill and Highgate Pensioners Action Group (Mrs Pamela Jefferys and Janet Shapiro)	It is not made clear, in relation to retail developments in local high streets, whether local residents can object to the application being a large corporation. Residents may prefer an independent shop for reasons of commercial sustainability.	While residents can object to a large corporation, it is the use and not the user that is relevant in deciding whether or not to grant planning permission.
16/049	Consultees Appendix 5	Muswell Hill and Highgate Pensioners Action Group (Mrs Pamela Jefferys and Janet Shapiro)	Under 'Specific Consultation Bodies' we suggest the list should include the City of London Corporation, who should be consulted on any application adjacent to Highgate Woods	Agree and "other London boroughs added under "other consultees".
16/050	Para 3.13 Access to	Muswell Hill and Highgate Pensioners	Notices are too small in print and in locations that can be difficult to read. There should also be more than one as some of them are torn	Noted. The DC Support Team Leader will look at the size of font and location of site notices

Ref	SCI section / paragraph	Contact Name/ Organisation	Comment	Council response
	Information, Community Involvement Principles, Site Notices	Action Group (Mrs Pamela Jefferys and Janet Shapiro)	down.	and alter them where appropriate e.g. where they are difficult to read. We are currently looking at redesigning the site notice. We will take the comments that you have made on board as part of this redesign.
16/051	Community Involvement. Table 7, Stage 2: Documents available	Muswell Hill and Highgate Pensioners Action Group (Mrs Pamela Jefferys and Janet Shapiro)	For "Main Libraries" substitute "all libraries", especially important for the west of the borough as it is not easy to get to Tottenham from the west.	Agreed.
16/052	Table 10 – direct neighbourhood notification letters (see appendix 9)	Muswell Hill and Highgate Pensioners Action Group (Mrs Pamela Jefferys and Janet Shapiro)	Where it says "three properties front and back", "rear" or "opposite" we would like to substitute "six properties". We would also like to see more publicity for the need for neighbourhood notification in respect of applications of garages, boundary fences, garden sheds etc. We believe that people are not aware of this and do not apply for planning permission.	Each application is looked at on merits and the minimum requirement for notification is exceeded where appropriate. Table 10 states this. In addition we have made the guidance on permitted development available via the Council's website.
16/053	Appendix 10 – Weekly planning lists	Muswell Hill and Highgate Pensioners Action Group (Mrs Pamela Jefferys and Janet Shapiro)	We would like copies of the weekly planning lists to be in all the libraries.	Noted. We will ensure that they are placed on the web site so that they are in each library and can be printed from there if required.
16/054	General comments	Muswell Hill and Highgate Pensioners Action Group (Mrs Pamela Jefferys and Janet Shapiro)	<ul style="list-style-type: none"> • More publicity is needed on conservation areas as lots of people don't realise that they live in one. • CAACs – these committees include dedicated volunteers, often with a wealth of professional knowledge. They always give good reasons for opposing applications and it is very disheartening when the Council ignores their advice and gives approval. 	<p>The Conservation Team is giving careful consideration as to how they can ensure that those who live in conservation areas are aware of this.</p> <p>Local CAAC's are consulted in an advisory capacity only. Recommendations from officers are based on a balanced assessment of the individual case. The comments of the CAACs are welcomed and are given appropriate weight. In some cases other considerations may, on balance, and taking into account all material considerations, finely outweigh the CAAC's view. Each application has to be assessed on its own planning merits. It is our experience that we have worked closely with all of the CAACS, but there will always be</p>

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			<ul style="list-style-type: none"> • It should be easier to speak at Scrutiny Committee. We should not have to collect signatures for permission to speak to a democratic Council. • We would like more frequent Area Assemblies in easily accessible places. At present the agendas are usually so full that many people are not able to have their say. • Sometimes consultation for unpopular schemes is held in August. The cynics amongst us believe this is deliberate policy because many people will be away on holiday. 	<p>occasions where there is a difference of opinion. Even when there is a difference of opinion, the CAAC's comments are always included in the report and are considered as part of the decision making process.</p> <p>Noted. Your comments have been passed on to the Principle Committee Coordinator.</p> <p>Noted. Your comments have been passed onto the Area Assemblies Coordinator.</p> <p>The Council cannot dictate when applications are submitted. It is unfortunate when unpopular schemes are submitted in at the end of July as it means that consultation inevitably will take place in August. Where possible, the Council will seek to ensure that major or controversial applications are not consulted on in August. In any event, the Council will always accept comments or objections outside of the two week consultation period where possible.</p>
16/055	Clarity of Statement pages 1 – 3	Muswell Hill and Highgate Pensioners Action Group (Mrs Pamela Jefferys and Janet Shapiro)	The document is difficult to read and not many people are likely to respond because of this. It needs a description of what happens now and why it was necessary to change the planning process. The UDP defines the constraints that local planning applications need to satisfy but it is not clear where these constraints will be defined in the new scheme. Paragraph 1.3 page 1 refers to some UDP policies being saved, but what are the set criteria to be met?	The Council have sought to make the document as accessible as possible in terms of its contents. Paragraphs 1.2, 1.3, 1.6 and 1.8 set out the new planning system, why an SCI is required and how the document will be prepared.
16/056	Pages 4-5 Links with other	Muswell Hill and Highgate Pensioners Action Group (Mrs	The statement is commendable. What is being asked? Obviously the principles of consultation are common across all activities.	This section of the SCI sets out how we will seek to engage the community in involvement in planning matters.

Ref	SCI section / paragraph	Contact Name/ Organisation	Comment	Council response
	community involvement	Pamela Jefferys and Janet Shapiro)		
16/057	Community Involvement	Muswell Hill and Highgate Pensioners Action Group (Mrs Pamela Jefferys and Janet Shapiro)	The main problems that will occur are not referred to. High land values attract commercial developers who can afford delays and can fund persuasive publicity for developments. Independent small firms may get squeezed out by high rents and cannot fund publicity. Development of accommodation for public service amenity is at a disadvantage, and also public buildings are being increasingly sold to generate funds. Community involvement will draw attention to such problems, but the planning process should help to lessen these conflicts and make it possible for the necessary amenities to be provided.	It is not possible for local government to intervene in terms of competition on the open market.
16/058	Question 7 Community Involvement in Planning Applications Table 10	Muswell Hill and Highgate Pensioners Action Group (Mrs Pamela Jefferys and Janet Shapiro)	Non residential will include retail units. It is not made clear whether residents can object to a large company developing a retail unit. It can be in the community's interest to prefer independent small enterprises in local high-streets. The community needs to negotiate clear guidelines that frustrate ruthless developers. Stakeholders' responses can be ignored if there are loopholes.	Competition is not an issue in planning terms. We are required to consider the use, and not whether the applicant is a large or a small company.
17/059	General	The Royal Mail	Agree that the SCI sets its purpose out clearly, links to other community involvement initiatives in the Council, is comprehensive in setting out how the Council will involve its diverse communities in planning matters and the principles identified for effective community involvement, that the Council has identified all relevant organisations to involve and consult, that the proposed methods of consultation are suitable for involving groups and the wider community, including those that do not respond to traditional methods of consultation, that the Council has set out the planning application process clearly, that the Council have opened up the pre-application process for planning applications on opportunities for community involvement on major schemes, that the Council identifies sufficient methods of consultation on planning applications and that the applications process for all planning applications provides stakeholders with the opportunity to comment and respond to proposals.	Noted.
18/060	Para 2.4 – Guiding Principles	Cllr Bob Hare	The task will be to institute the guiding principles comprehensively, fairly and efficiently into the task of planning.	Noted. In the interests of good planning this is exactly what we will aim to do.
18/061	3.7 – High	Cllr Bob Hare	"High levels" needs to be clarified with what is appropriate as it is	Agree. It is difficult to clarify "high" so alter text

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	levels of children and young people		meaningless as it stands.	to read "Children and young people".
18/062	3.12 – Table 2	Cllr Bob Hare	While General Consultation Bodies can be assumed to involve CAACs, the latter are indicated by government to have a special role in planning and should be noted specifically.	Agree – add CAACs to the list.
18/063	3.13 Table 3	Cllr Bob Hare	Translation of web pages can be achieved online using a link with a self-explanatory icon to free or charged for (paid by Haringey) service covering all the Haringey Community languages.	Noted, and reference added.
18/064	LDF database	Cllr Bob Hare	The process of being added to this database should be simple and the areas of interest easily indicated so that a consultation can, as far as possible, be done automatically. The database should be easily viewable for checking online (with a password for access to ensure protection).	Noted. The Council is implementing a new software package that will include a consultation database and allow users, (including new users) or consultees to log on and add or amend their details. They will also be able to make representations, view other representations and view Council and other feedback.
18/065	3.14 – Table 4 Community Involvement Methods	Cllr Bob Hare	Information by letter should refer to "all planning applications" and not just "planning applications".	"All applications" are not referred to here as some applications e.g. a certificate to establish whether or not you require planning permission (Certificate of Lawfulness for a Proposed use) is not consulted upon.
18/066	Table 4 Row 6 – Local press briefing	Cllr Bob Hare	Why not advertise all applications in CAs in the local press?	All applications in Conservation Areas are advertised in the local press.
18/067	Table 4 - Row 12	Cllr Bob Hare	CAACS expect to see all policy documents and all applications both in <u>and</u> outside but affecting their CAs.	The Council does consult on all policy documents relating to conservation. The Council undertakes to consult the CAAC on all planning applications within their area. With regard to applications outside the conservation area, the onus is on local groups to check the weekly list of planning applications and ask to see any which are outside the CA but which they feel might reasonably affect the conservation area. These applications are also available to view on line.
18/068	Table 4 –	Cllr Bob Hare	<ul style="list-style-type: none"> All applications should be advertised and notified in good 	The Council seeks to ensure that all

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	general		<p>time;</p> <ul style="list-style-type: none"> We should publish a rationale for choosing consultation methods; How will consultation forums be done? Who carries them out? 	<p>applications are advertised in good time. The public and other interested parties have 14 days from the date of the advertisement to make representations on an application.</p> <p>The rationale is inherent in the document.</p> <p>Any consultation forum will take into account a number of factors including the type of application, the resources of the applicant and the appropriate target audience. They may be carried out by a variety of groups/people including consultants or the Council.</p>
18/069	Para 3.16	Cllr Bob Hare	How will the council prevent developers who are running early community involvement events from unfairly over-whelming opposition? How will the Council guarantee a fair and balanced hearing by those who oppose a development where the Council expects the developer to carry out and “employ a mixture of consultation tools” – how will the council ensure the fairest tools have been used?	This can be a difficult issue - Developers who are running community involvement events are clearly there to promote their application and so the information imparted may not always take a rounded view point. In many instances the Council will be present at these events and will support the community in their quest for full and frank information on a development or proposal. The Council also has its own specialised officers (conservation, highway engineer, arboriculturalist etc) who will independently look at the information provided and come to their own balanced conclusions.
19/070	General	Circle Anglia	<p>The document is thorough and comprehensive in terms of community engagement, but these queries have arisen:</p> <ul style="list-style-type: none"> The Voluntary, Community and Faith (VCF) sectors are cited as key stakeholders in the process, but will they be able to access planning staff training and consultancy support to help to deliver the community engagement, and will the VCF be able to deliver some training in their role as 	The Council are giving consideration to if and how they can provide training and consultancy support to the VCF to help to deliver the community engagement that we are seeking through the SCI. This is an area which is in

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			<p>experts in community engagement and involvement? Will partners be able to access this training to support the process, maximise participation/involvement and ensure parity of engagement standards?</p> <ul style="list-style-type: none"> • Will partner residents' groups be included as engagement mechanisms? If yes, how will this be delivered/accessed and what role will they play in the process – introduction, awareness raising, monitoring, evaluation or just providing a list of 'recognised' groups? • Will RSLs be included in the list of "general consultation bodies"? • An LDF consultation database is being developed. Would Haringey residents on our Have Your Say Panel be considered as a discrete group for this database to provide another consultation mechanism? • Will partner consultation activities (including resident newsletters/websites) be considered for 'piggybacking' and 'dovetailing' LDF consultation? 	<p>the very early stages of development, and which will inevitably be governed by some constraints, including budgetary ones.</p> <p>Yes they will. Depending on the type of application and the level of involvement that the group want, their role will vary accordingly.</p> <p>Yes. See also further information on 08/013</p> <p>Yes</p> <p>Yes, the Council will explore opportunities for shared consultation exercises where it would avoid consultation fatigue.</p>
20/071	Page 6 Para 3.2	Haringey Federation of Residents Associations (HFRA)	Community involvement should only be encouraged if participants have a belief that their inputs will make a difference. This belief would be strongly bolstered if there was in place a "separation of powers" between those officers involved in policy development and those involved in reporting on applications.	That separation of power already exists between the two in terms of management, although ultimately both work as part of the Local Planning Authority. Further the development plan process is subject to an independent inquiry.
20/072	Page 6 para 3.2 bullet 1 Development of Planning Policy	HFRA	Community involvement in development of planning policy is a problem for three reasons: 1) effort required to obtain and become familiar with extensive documents – the Council has not made this easy in a way that does not trivialise or persuade the audience that they are not being patronised; 2) a belief by residents that the Council has already made up its mind and so response is a futile exercise. 3) A fond belief by residents that outcomes of planning	The SCI seeks to begin the process of breaking down these barriers to effective consultation with the community. In doing so the Council hopes that, over time, these three problem areas will be minimised or even eradicated.

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			policy are beyond their relevant horizon of interest, and thus not relevant to them.	
20/073	Page 6 Para 3.2	HFRA	<p>Community involvement in planning applications is problematic in three main areas: 1) often awareness of applications comes at a late stage and the statutory minimum for nearest neighbour notification is inadequate;</p> <p>2) Where the LBH is the sole developer or one of the partners in large applications should they then promote, and be judge and jury on these kinds of applications? The SCI should explicitly address measures and protocols that give confidence that the LPA is in a position to properly discharge these roles;</p> <p>3) There are no procedures that for example state when departments of the Council should first consult on an application in terms of dealing with applications from its own departments involving listed buildings, conservation area consents and works involving trees.</p> <p>There is also an issue of quality of report - these quality issues range from one of robustness and independence (especially when Council's own), to areas of simple competence in and understanding of the LPA's planning guidance which is very much an issue in smaller applications. This view is common amongst objecting organisations, and some Appeal Inspectors have reinforced it.</p>	<p>The Council make every effort to consult with local residents and groups as soon as is practicably possible. We also strive to be flexible in our acceptance of any late representations.</p> <p>The Council determines its own applications, or those in which it is a partner in line with the requirements set down in the relevant planning acts and Planning Policy Guidance/Statements, as well as the provisions of the strategic and regional policy and the Council's own UDP. Any departure from the London Plan or the UDP would result in an application being referred to GOL for their direction.</p> <p>With the exception of major proposals when the Council may seek to engage the community at a very early stage, the Council would consult when an application is registered.</p> <p>The Council are constantly looking raising and maintaining the standards of report writing. Your comments have been noted and we will re-examine these issues taking cognisance of the points that you have raised. The Team Leaders for Development Control North and South will undertake this task.</p>
20/074	Page 7 Para 3.7 Bullet 2 Involving young children and young	HFRA	Participation in local affairs by young people should be carried out within an educational context free of political influence. Residents and parents may object to their children being subject to a flow of information from the Council (who are a political body) unleavened by the mentoring and questioning balance that educational	Noted.

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	people		professionals would deem essential to supply in guiding children through complex issues. Materials used in consultation to this group should be subject to safeguards, and the community of “young people” needs to be defined and, if necessary, segmented into different age groups, with perhaps the lower age being 18 i.e. the voting age.	
20/075	Page 8 para 3.12 Who will be involved?	HFRA	The role of Councillors is to establish policy but a Councillor’s role is not properly discussed in the SCI in the area on policy formulation. For Councillors to have a view of the planning needs of wards and the borough they must be brought to an awareness of the issues. Though not all residents get involved in planning, many people do know about local issues and problems, and so Councillors themselves need to have a clear view of the issues as perceived by their constituents.	Noted, and we have revised the document with the aim of raising and defining the role and profile of Councillors in the planning process. Their role is set out in the Constitution. See also para 7.8 of the SCI which sets out the role of councillors.
20/076	Page 8, Para 3.12	HFRA	Local community appear to be excluded from the foundation of policy making. ‘Resident/tenant groups and associations’ are only listed in the stakeholder list of Appendix 5 under organisations’ the Council will also seek to’ engage and consult with. These groups should be held in higher regard and more effort made to engage them. The council does not have a comprehensive list of residents’ groups in the borough, and nor does it make a list widely available to other Council departments, which it should do.	The local community has not been excluded from the foundation of policy making. Table 2 sets out clearly who the stakeholders in consultation are and the local community are very clearly listed.
20/077	Page 8, para 3.12 stakeholder Appendix 5 (page 37)	HFRA	English Heritage should be listed under “Other Consultees” and not as a ‘will seek to’.	The procedure for consulting English Heritage is set out in Circular 01/2001 Heritage Applications. English Heritage are listed under other consultation bodies that will be consulted where appropriate. The provisions of Circular 01/2001 will be adhered to in determining whether English Heritage should be notified or not.
20/078	Page 8, table 3 – Community Involvement Principles	HFRA	The SCI offers no insight into how needs are to be weighed for different communities or how the competing interests of communities are to be reconciled. Openness must be recognised as a principle and the first step would be that the SCI Principles recognises that consultation has to actively discuss differing needs and competing interests and to encourage the community. The presentation of policy rarely comes with a set of options with the pluses and minuses clearly drawn for discussion and this needs to	Addressed at the Issues and Options stage, and not appropriate at the Development Plan Policy Stage. Positives and negatives have already been established at the Issues and Options stage.

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			change.	
20/079	Page 8, table 3 Early Contact	HFRA	It is too late to involve people when a plan is drawn up. Determining the terms of debate is as much a subject for involvement as the debate itself, and consultation is not about justifying plans already made.	Table 3 states that we will seek to involve stakeholders at the earliest stage when plans are being proposed.
20/080	Page 9, Table 3 – Reducing Barriers	HFRA	All residents groups, irrespective of affiliation or constitution should be able to include themselves on the LDF database as a matter of course. The SCI needs to address several issues around this including who holds the database and how community groups can enrol themselves. These groups need to be able to state their sphere of interests by geographical area, policy interests and so on. Key details of the database should be open to the public and community groups via a website. Publicising via Haringey people magazine is not enough as there are widely acknowledged problems with its distribution. There should be a dedicated web page for community groups to register for these databases.	Noted. The Council is implementing a new software package for the LDF that will include a consultation database and allow users, (including new users) or consultees to log on and add or amend their details. They will also be able to make representations, view other representations and view Council and other feedback.
20/081	Page 9, para 3.14 and table 4 – Community involvement methods	HFRA	The SCI does not involve councillors in the community involvement methods even though councillors are a traditional channel of communication between Council and constituents. An element of the SCI should involve Councillors working with residents in consultation. The SCI is biased towards gathering opinion on policies already gestated. Rather, resources should be used to gather data to inform policy development rather than in researching opinion about policies already formed. Resources for ward by ward surveys are needed that identify, scope and inform residents and their representatives of key issues. There needs to be less emphasis on long and turgid documents, and more on face to face meetings with residents to reduce barriers.	Noted, and we have revised the document with the aim of raising and defining the role and profile of Councillors in the planning process. See also para 7.8 of the SCI which sets out the role of councillors.
20/082	Page 9 Table 4 – Council websites	HFRA	The LBH website is too large and shambolic, and a more systematic approach is needed if the web site is to be an effective tool in increasing the amount of involvement with the community. There should be a single web page with all current consultations and their timetables and links to relevant documents ad timetables as a bare minimum. Simplicity of download will be a key issue in ensuring effective consultation. Some documents are inaccessible due to their size. At the other extreme some documents were not ever available electronically.	Noted. We will seek to ensure that this is the case. We are constantly looking at the website and how we can improve it. We have undertaken considerable work recently in trying to provide as much good quality information as possible via the website. This is a continual process and we are constantly looking to try and ensure that the website is as helpful and user friendly as possible. We will take on board your comments with regard to

Ref	SCI section / paragraph	Contact Name/ Organisation	Comment	Council response
				future development.
20/083	Page 10, para 3.15 – Council will exceed the minimum requirements for consultation	HFRA	This statement represents a generalised intent, but the SCI should refer to specific actions and activities in this regard: it could, for example, give specimen outlines of the activities it has in mind for the production of certain key planning documents and showing where and how the minimum requirements will be exceeded.	Each case will be looked at on its merits and where it is considered judicious to consult on an over and above the statutory minimum we will do so. It would be impossible to provide a definitive list on when we will do this as the merits of each case must be considered.
20/084	Page 13, para 5.4 – Notification Methods	HFRA	Methods should include use of email lists that Residents' Associations, community groups and residents can sign up for.	Noted, and we will look in to how we can effectively do this.
20/085	Page 14, Para 5.6 – Community Involvement Methods	HFRA	Councillors must work with residents in consultation for and the SCI does not enable this. Ward by ward discussion workshops should be considered in order to involve residents at an early stage. The list of methods in Appendix 2 is a shopping list and the SCI speaks purely in general terms about community involvement. The SCI should supply program outlines for what the Council will do when it consults on Development Plans.	There are existing mechanisms e.g. Councillor surgeries, area assemblies etc which allow interaction with Councillors. The Council is developing an implementation plan for the SCI which will address and provide more detail on the consultation methods to be used, including local workshops. See also para 7.8 of the SCI which sets out the role of councillors.
20/086	Page 14 para 5.6 - Community Involvement methods dependent on extent to which the document contributes to the desired outcome.	HFRA	“Desired outcome” is unfortunate wording and should be removed as the desired outcome should be full involvement by the community and thus support.	Independent examination occurs as we will never reach a consensus.
20/087	Page 14, para 5.6 Community Involvement Methods	HFRA	The SCI does not identify those areas of planning policy that are most suitable for broad based consultation and likely to have the most resonance with the community. Such policy areas include open space, housing, cycle routes, conversions, traffic, and safety amongst others. The SCI would benefit from an examination of the different approaches to be undertaken in the ‘harder’ versus ‘easier’ policy areas.	It would be wrong for the Council to single out those topics where they felt there was greater resonance with the community. These topics are fluid, and, in any event, to single out particular topics is not a role for the Council, but rather one that the community decides.

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20/088	Page 14, para 5.7 – Council to go further than minimum consultation requirements	HFRA	This statement represents generalised intent, but the SCI could give specimen outlines of the activities it has in mind for the production of certain key planning documents and showing where and how minimum requirements will be exceeded.	Each case will be looked at on its merits and where it is considered judicious to consult on an over and above the statutory minimum we will do so. It would be impossible to provide a definitive list on when we will do this as the merits of each case must be considered.
20/089	Page 14, para 5.7 Council recognises that planning system difficult to understand.	HFRA	Planning may be difficult to understand, but consultation shouldn't be. The Council must be committed to clarifying the issues and options in the course of consultation – this is a different principle to 'producing concise and easy to read documents'.	We will make every effort to ensure that we clarify the issues and options in the course of consultation. A sentence that reads "the Council are committed to clarifying the issues and options in the course of consultation wherever possible" has been added to the end of paragraph 5.7.
20/090	Page 14, para 5.7 – Council will be clear on the scope and the room for influence of community involvement activities.	HFRA	This gives the impression that the Council will reserve the right to decide itself what can be meaningfully consulted upon, and this is highly controversial if it will be used to inhibit public responses. If an objection is a good objection then it should stand, no matter the 'scope' or 'room for influence'. The purpose of the SCI is to facilitate and enable the community to articulate its expectations in full knowledge of the constraints. If superior or regional policies dictate that there is little flexibility in a policy then this should be stated in a draft document, and it should be made clear that this is the Council's view and not necessarily an established fact, as well as providing clear references to the relevant part of the higher level plan or policy which the Council feels constrains responses, and references to any balancing policies or case law that may indicate otherwise. The council should regard this as an essential element in making clear to the community what is being consulted upon at the outset.	The paragraph is not saying that the Council reserves the right to decide what can be meaningfully consulted upon, but it is imperative that the Council is clear about their scope and room for influence so that we do not raise unrealistic expectations of what can be achieved or what can be changed. We would be negligent if we did not make these constraints clear.
20/091	Page 14, para 5.9 – DPD making changes	HFRA	The SCI presuppose that the basic problem of consultation is explaining the process to people outside of the process so that they only comment in a 'convenient way'. Consultation should be structured so as to enable planning professionals to interpret what consultees mean without consultees requiring huge knowledge of the system.	Nowhere in the document does the Council seek only to obtain comments in a "convenient way". A simplification of the process to enable as many people as possible to comment and engage does not presuppose that we only want comments in a "convenient way". We welcome all comments and their relevance is not necessarily determined by how thorough an understanding of the planning process the consultee has.

Ref	SCI section / paragraph	Contact Name/ Organisation	Comment	Council response
20/092	Page 14, para 5.9 – What happens and how long?	HFRA	Associations and residents should be included as a matter of course in identifying issues and options and Sustainability. The SCI refers to stakeholders in these sections, but it is not clear if this refers to Appendix 5, or whether it includes all entities mentioned in Appendix 5, or whether it has in mind other stakeholders.	We do this as a matter of course. Any mention of stakeholders in the SCI will inevitably have reference back to Appendix 5 “List of Consultation Stakeholders”.
20/093	Page 15, Para 5.9 How Long?	HFRA	A period of 6 weeks is too short for most community groups who meet on a monthly cycle and two months is the minimum required for groups to digest, generate drafts and consult with their guiding committees. Time limits which exclude possible responses defeat the purpose.	The table does not set out a maximum period of 6 weeks for consultation.
20/094	Page 16, para 5.13	HFRA	Para 5.13 says that appendix 7 has further details on community involvement stages for SPD but the box labelled ‘Community Involvement’ which hardly qualifies as a breakdown, and is not adequate for an SCI. This box needs greater content to ensure that community involvement is a meaningful term.	Appendix 7 sets out a timeline for the Supplementary Planning Document (SPD) which outlines the stages at which community consultation will take place. The whole of the Draft SCI sets out to show what community involvement is and that it is a meaningful term.
20/095	Page 16 Para 5.16 – Some issues cannot be influenced as they may be national or regional policies that the Council’s LDF must incorporate and keep to.	HFRA	If superior or regional policies dictate that there is little flexibility in a policy then this should be stated in a draft document, and it should be made clear that this is the Council’s view and not necessarily an established fact, as well as providing clear references to the relevant part of the higher level plan or policy which the Council feels constrains responses, and references to any balancing policies or case law that may indicate otherwise. The council should regard this as an essential element in making clear to the community what is being consulted upon at the outset.	Your comments have been noted and we will look at how we can implement this taking into account the officer and financial constraints.
20/096	Page 18, Para 6.4 Appendix 9 – neighbour notification.	HFRA	Neighbour notification does not include the local residents and tenant’s groups. Local groups have detailed contacts into the community and can easily identify and pass information to neighbours who may be affected or wish to comment.	Noted. Local residents and tenants groups have been added.
20/097	Page 19, table 10, planning application process: comments by the Design	HFRA	If the Design panel is to be respected and have credibility then: 1) the constitution of the panel must be made publicly available; 2) the names, qualifications and interests of the chair and of the others who sit on the Panel are made public; 3) the function of the Panel must be made clear and published; 4) declarations of interests such as professional involvement must be made public; 5) Design Panel	The terms of reference of the Design Panel are on the Council’s website. The Panel is chaired by Assistant Director Shifa Mustapha. Comments from the Panel are incorporated into the Officer’s report. We are currently giving consideration to setting us a Design

Ref	SCI section / paragraph	Contact Name/ Organisation	Comment	Council response
	Panel		meetings should be publicised and the agenda of meetings made publicly available; 6) any comments made by the Design Panel to an application should be in writing and made available as part of the material associated with the final planning application.	Panel website.
20/098	Page 21 table 10 – Planning Application process: Advertising and Consultation.	HFRA	The SCI follows the statutory minimum in notifying residents of applications submitted and this is not satisfactory. More use could be made of the local press which has a widespread readership. Application notifications along the lines of currently done for applications in Conservation Areas – site address and two line descriptions – would raise much awareness.	Noted. The level of press entries and local site notices that this would entail means that it is unfeasible, both practicably and financially. All applications appear on a weekly press list and this is available online for all to check on a weekly basis.
20/099	Page 23, table 10 – planning application process: amenity groups	HFRA	The Council's list of these is not satisfactory, and all groups should be able to include themselves on these lists as a matter of course. The SCI needs look at 1) who holds the lists, 2) how community groups and tenants' groups etc can enrol themselves, 3) groups should be able to state their sphere of interests by geographical area, policy, planning interests and so on, 4) the list should be open to the public via a web site so that they can be assured that they are properly represented on it.	Agreed. The DC Support Team Leader is looking at the data base with a view to improving its efficiency, adaptability and ease of use wherever possible. See also 08/013.
20/100	Page 23 table 10 – planning application process; development control forum.	HFRA	Need a rethink as they are often seen as a forum for Council officers to justify an application rather than informing the public or facilitating a discussion. Developers, when present, stonewall by and large in the face of hostile questioning or are reduced to relentless promotion of their scheme. DCFs are largely set up to fail – the biggest issue being that they are far too late in the design process. They are unlikely to improve by being chaired by a Council member. The Council must increase its efforts to encourage promoters of major schemes to pursue genuine community involvement in good faith earlier on. Refusing to host a DCF unless such involvement had taken place might pay dividends.	The Development Control Forums (DCF) have been welcomed. They are there to advise those present of proposals that have been put before the Council for consideration. The Council does encourage meaningful consultation by developers and applicants before submission of an application, but they cannot force them to do this.
20/101	Page 24, table 10 – planning application process: re-consultation	HFRA	This should be a matter of course on major applications, particularly when changes are made prior to meetings of the relevant PASC. Significant objections are regularly sidelined by a procedure that means that the application determined on the night is not that consulted on.	The Council will re-consult when there has been a change in an application which is material and which the public/amenity groups have not had the opportunity to comment on previously.
20/102	Page 27, para 6.9 Control of advertisements	HFRA	Consultation on adverts should be mandatory for the Council and not discretionary. Given the sensitivity of the advertisement/poster issue in the borough, then public consultation should be done as a	The Council does consult on advertisements as appropriate although there is no legal requirement for us to do so on all

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			matter of course.	advertisements.
20/103	Page 28, para 7.4 Community groups...resources the Council can tap into	HFRA	The SCI is too generic in its reference to community groups. The entire point of this SCI is to spell out clearly how the community can be expected to be involved. There is an issue of how the Borough can better access and use the knowledge of residents groups.	Para 7.4 of the Draft SCI highlights the resources that community groups have that the Council may be able to tap into.
20/104	Page 30, appendix 2: Methods of Community Involvement	HFRA	No reference is made to the role of elected representatives in community involvement.	Noted – a section on Councillors/MPs and their surgeries has also been added. See also See also para 7.8 of the SCI which sets out the role of councillors.
20/105	PAGE 30, Appendix 2 – methods of community involvement.	HFRA	No specific mention is made of residents or tenants associations in the Methods, or of their Haringey umbrella organisation, the Haringey Federation of Residents Associations, or the Friends of Parks groups and Haringey Friends of parks Forum.	Noted – a column on residents, tenants and other associations have been added.
20/106	Page 43 Appendix 9 – Neighbourhood notification	HFRA	Residents and tenants groups should be included in the notification list of all classes of development – and in particular conservation areas, advertisements, changes of use, major commercial/retail conversion, crossovers. As a general point, too few neighbours are recommended to be notified in every section of this table.	The neighbour notification set out in Appendix 9 is the bare minimum that we consult on. These minimums are regularly exceeded, but there are also inevitable instances when it offers no advantage to exceed these minimums.
20/107	Page 43, Appendix 9 – Neighbour Notification: Advertisements	HFRA	The definition of 'residential properties affected' is not supplied. This is an oversight – advertisements are a very sensitive issue in the Borough. The local residents groups should be notified as a matter of course.	Each case is looked at on its merits. It would be very difficult to unequivocally define this term so that no properties were ever missed out, and so each case is considered on merit.
21/108	Page 36 PARA 3.2	Avenue Gardens Residents Association (AGRA)	Community involvement should only be encouraged participants have a belief that their inputs will make a difference. This belief would be strongly bolstered if there was in place a "separation of powers" between those officers involved in policy development and those involved in reporting on applications.	That separation of power already exists between the two in terms of management, although ultimately both work as part of the Local Planning Authority. Further the development plan process is subject to an independent inquiry.
21/109	Page 6 para 3.2 bullet 1	AGRA	Community involvement in development of planning policy is difficult for three reasons: 1) effort required to obtain and become familiar	The SCI seeks to begin the process of breaking down these barriers to effective

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	Development of Planning Policy		with extensive documents – the Council has not made this easy in a way that does not trivialise or persuade the audience that they are not being patronised; 2) a belief by residents that the Council has already made up its mind and so response is a futile exercise. 3) A fond belief by residents that outcomes of planning policy are beyond their relevant horizon of interest, and thus not relevant to them.	consultation with the community. In doing so the Council hopes that, over time, these three problem areas will be minimised or even eradicated.
21/110	Page 6 Para 3.2	AGRA	<p>Community involvement in planning applications is problematic in three main areas: 1) often awareness of applications comes at a late stage and the statutory minimum for nearest neighbour notification is inadequate;</p> <p>2) Where the LBH is the sole developer or one of the partners in large applications should they then promote, and be judge and jury on these kinds of applications? The SCI should explicitly address measures and protocols that give confidence that the LPA is in a position to properly discharge these roles;</p> <p>3) There are no procedures that for example state when departments of the Council should first consult on an application in terms of dealing with applications from its own departments involving listed buildings, conservation area consents and works involving trees.</p> <p>There is also an issue of quality of report - these quality issues range from one of robustness and independence (especially when Council's own), to areas of simple competence in and understanding of the LPA's planning guidance which is very much an issue in smaller applications. This view is common amongst objecting</p>	<p>The Council make every effort to consult with local residents and groups as soon as is practicably possible. We also strive to be flexible in our acceptance of any late representations.</p> <p>The Council determines its own applications, or those in which it is a partner in line with the requirements set down in the relevant planning acts and Planning Policy Guidance/Statements, as well as the provisions of the strategic and regional policy and the Council's own UDP. Any departure from the London Plan or the UDP would result in an application being referred to GOL for their direction.</p> <p>With the exception of major proposals when the Council may seek to engage the community at a very early stage, the Council would consult when an application is registered.</p> <p>The Council are constantly looking raising and maintaining the standards of report writing. Your comments have been noted and we will re-examine these issues taking cognisance of the issues that you have raised.</p>

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			organisations, and some Appeal Inspectors have reinforced it.	
21/111	PAGE 7 PARA 3.7 Bullet 2 Involving young children and young people	AGRA	Participation in local affairs by young people should be carried out within an educational context free of political influence. Residents and parents may object to their children being subject to a flow of information from the Council (who are a political body) unleavened by the mentoring and questioning balance that educational professionals would deem essential to supply in guiding children through complex issues. Materials used in consultation to this group should be subject to safeguards, and the community of "young people" needs to be defined and, if necessary, segmented into different age groups, with perhaps the lower age being 18 i.e. the voting age.	Noted.
21/112	Page 8 para 3.12 Who will be involved?	AGRA	The role of Councillors is to establish policy but a Councillor's role is not properly discussed in the SCI in the area on policy formulation. For Councillors to have a view of the planning needs of wards and the borough they must be brought to an awareness of the issues. Though not all residents get involved in planning, many people do know about local issues and problems, and so Councillors themselves need to have a clear view of the issues as perceived by their constituents.	Noted, and we have revised the document with the aim of raising and defining the role and profile of Councillors. See also para 7.8 of the SCI which sets out the role of councillors in the planning process.
21/113	Page 8, Para 3.12	AGRA	Local community appear to be excluded from the foundation of policy making. 'resident/tenant groups and associations' are only listed in the stakeholder list of Appendix 5 under organisations' the Council will also seek to' engage and consult with. These groups should be held in higher regard and more effort made to engage them. The council does not have a comprehensive list of residents' groups in the borough, and nor does it make a list widely available to other Council departments, which it should do.	The local community has not been excluded from the foundation of policy making in table 2 sets out clearly who the stakeholders in consultation are and the local community are very clearly listed
21/114	Page 8, para 3.12 stakeholder Appendix 5 (page 37)	AGRA	English Heritage should be listed under "Other Consultees" and not as a 'will seek to'.	The procedure for consulting English Heritage is set out in Circular 01/2001 Heritage Applications. English Heritage are listed under other consultation bodies that will be consulted where appropriate. The provisions of Circular 01/2001 will be adhered to in determining whether English Heritage should be notified or not.
21/115	Page 8, table 3 – Community	AGRA	The SCI offers no insight into how needs are to be weighed for different communities or how the competing interests of	Addressed at the Issues and Options stage, and not appropriate at the Development Plan

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	Involvement Principles		communities are to be reconciled. Openness must be recognised as a principle and the first step would be that the SCI Principles recognises that consultation has to actively discuss differing needs and competing interests and to encourage the community. The presentation of policy rarely comes with a set of options with the pluses and minuses clearly drawn for discussion and this needs to change.	Policy Stage. Positives and negatives have already been established at the Issues and Options stage.
21/116	Page 8, table 3 Early Contact	AGRA	It is too late to involve people when a plan is drawn up. Determining the terms of debate is as much a subject for involvement as the debate itself, and consultation is not about justifying plans already made.	Table 3 states that we will seek to involve stakeholders at the earliest stage when plans are being proposed.
21/117	Page 9, Table 3 – Reducing Barriers	AGRA	All residents groups, irrespective of affiliation or constitution should be able to include themselves on the LDF database as a matter of course. The SCI needs to address several issues around this including who holds the database and how community groups can enrol themselves. These groups need to be able to state their sphere of interests by geographical area, policy interests and so on. Key details of the database should be open to the public and community groups via a website. Publicising via Haringey people magazine is not enough as there are widely acknowledged problems with its distribution. There should be a dedicated web page for community groups to register for these databases.	Noted. The Council is implementing a new software package for the LDF that will include a consultation database and allow users, (including new users) or consultees to log on and add or amend their details. They will also be able to make representations, view other representations and view Council and other feedback.
21/118	Page 9, para 3.14 and table 4 – Community involvement methods	AGRA	The SCI does not involve councillors in the community involvement methods even though councillors are a traditional channel of communication between Council and constituents. An element of the SCI should involve Councillors working with residents in consultation. The SCI is biased towards gathering opinion on policies already gestated. Rather, resources should be used to gather data to inform policy development rather than in researching opinion about policies already formed. Resources for ward by ward surveys are needed that identify, scope and inform residents and their representatives of key issues. There needs to be less emphasis on long and turgid documents, and more on face to face meetings with residents to reduce barriers.	Noted, and we have revised the document with the aim of raising and defining the role and profile of Councillors in the planning process. See also para 7.8 of the SCI which sets out the role of councillors.
21/119	Page 9 Table 4 – Council websites	AGRA	The LBH website is too large and shambolic, and a more systematic approach is needed if the web site is to be an effective tool in increasing the amount of involvement with the community. There should be a single web page with all current consultations and their	Noted. We will seek to ensure that this is the case. We are constantly looking at the website and how we can improve it.

Ref	SCI section / paragraph	Contact Name/ Organisation	Comment	Council response
			timetables and links to relevant documents ad timetables as a bare minimum. Simplicity of download will be a key issue in ensuring effective consultation. Some documents are inaccessible due to their size. At the other extreme some documents were not ever available electronically.	
21/120	Page 10, para 3.15 – Council will exceed the minimum requirements for consultation	AGRA	This statement represents a generalised intent, but the SCI should refer to specific actions and activities in this regard: it could, for example, give specimen outlines of the activities is has in mind for the production of certain key planning documents and showing where and how the minimum requirements will be exceeded.	Each case will be looked at on its merits and where it is considered judicious to consult on an over and above the statutory minimum we will do so. it would be impossible to provide a definitive list on when we will do this as the merits of each case must be considered
21/121	Page 13, para 5.4 – Notification Methods	AGRA	Methods should include use of email lists that Residents' Associations, community groups and residents can sign up for.	Noted, and we will look in to how we can effectively do this.
21/122	Page 14, Para 5.6 – Community Involvement Methods	AGRA	Councillors must work with residents in consultation for and the SCI does not enable this. Ward by ward discussion workshops should be considered in order to involve residents at an early stage. The list of methods in Appendix 2 is a shopping list and the SCI speaks purely in general terms about community involvement. The SCI should supply program outlines for what the Council will do when it consults on Development Plans.	Nowhere in the document does the Council seek only to obtain comments in a “convenient way”. A simplification of the process to enable as many people as possible to comment and engage does not presuppose that we only want comments in a “convenient way”. We welcome all comments and their relevance is not necessarily determined by how thorough an understanding of the planning process the consultee has.
21/123	Page 14 para 5.6 - Community Involvement methods dependent on extent to which the document contributes to the desired outcome.	AGRA	“Desired outcome” is unfortunate wording and should be removed as the desired outcome should be full involvement by the community and thus support.	Independent examination occurs as we will never reach a consensus on everything.
21/124	Page 14, para 5.6 Community	AGRA	The SCI does not identify those areas of planning policy that are most suitable for broad based consultation and likely to have the	It would be wrong for the Council to single out those topics where they felt there was greater

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	Involvement Methods		most resonance with the community. Such policy areas include open space, housing, cycle routes, conversions, traffic, and safety amongst others. The SCI would benefit from an examination of the different approaches to be undertaken in the 'harder' versus 'easier' policy areas.	resonance with the community. These topics are fluid, and, in any event, to single out particular topics is not a role for the Council, but rather one that the community decides.
21/125	Page 14, para 5.7 – Council to go further than minimum consultation requirements	AGRA	This statement represents generalised intent, but the SCI could give specimen outlines of the activities it has in mind for the production of certain key planning documents and showing where and how minimum requirements will be exceeded.	Each case will be looked at on its merits and where it is considered judicious to consult on an over and above the statutory minimum we will do so. It would be impossible to provide a definitive list on when we will do this as the merits of each case must be considered.
21/126	Page 14, para 5.7 Council recognises that planning system difficult to understand.	AGRA	Planning may be difficult to understand, but consultation shouldn't be. The Council must be committed to clarifying the issues and options in the course of consultation – this is a different principle to 'producing concise and easy to read documents'.	We will make every effort to ensure that we clarify the issues and options in the course of consultation. A sentence that reads "the Council are committed to clarifying the issues and options in the course of consultation wherever possible" has been added to the end of paragraph 5.7.
21/127	Page 14, para 5.7 – Council will be clear on the scope and the room for influence of community involvement activities.	AGRA	This gives the impression that the Council will reserve the right to decide itself what can be meaningfully consulted upon, and this is highly controversial if it will be used to inhibit public responses. If an objection is a good objection then it should stand, no matter the 'scope' or 'room for influence'. The purpose of the SCI is to facilitate and enable the community to articulate its expectations in full knowledge of the constraints. If superior or regional policies dictate that there is little flexibility in a policy then this should be stated in a draft document, and it should be made clear that this is the Council's view and not necessarily an established fact, as well as providing clear references to the relevant part of the higher level plan or policy which the Council feels constrains responses, and references to any balancing policies or case law that may indicate otherwise. The council should regard this as an essential element in making clear to the community what is being consulted upon at the outset.	The paragraph is not saying that the Council reserves the right to decide what can be meaningfully consulted upon, but it is imperative that the Council is clear about their scope and room for influence so that we do not raise unrealistic expectations of what can be achieved or what can be changed. We would be negligent if we did not make these constraints clear.
21/128	Page 14, para 5.9 – DPD making changes	AGRA	The SCI presuppose that the basic problem of consultation is explaining the process to people outside of the process so that they only comment in a 'convenient way'. Consultation should be structured so as to enable planning professionals to interpret what consultees mean without consultees requiring huge knowledge of	Nowhere in the document does the Council seek only to obtain comments in a "convenient way". A simplification of the process to enable as many people as possible to comment and engage does not presuppose that we only

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			the system.	want comments in a "convenient way". We welcome all comments and their relevance is not necessarily determined by how thorough an understanding of the planning process the consultee has.
21/129	Page 14, para 5.9 – What happens and how long?	AGRA	Associations and residents should be included as a matter of course in identifying issues and options and Sustainability. The SCI refers to stakeholders in these sections, but it is not clear if this refers to Appendix 5, or whether it includes all entities mentioned in Appendix 5, or whether it has in mind other stakeholders.	We do this as a matter of course. Any mention of stakeholders in the SCI will inevitably have reference back to Appendix 5 "List of Consultation Stakeholders".
21/130	Page 15, Para 5.9 How Long?	AGRA	A period of 6 weeks is too short for most community groups who meet on a monthly cycle and two months is the minimum required for groups to digest, generate drafts and consult with their guiding committees. Time limits which exclude possible responses defeat the purpose.	The table does not set out a maximum period of 6 weeks for consultation.
21/131	Page 16, para 5.13	AGRA	Para 5.13 says that appendix 7 has further details on community involvement stages for SPD but the box labelled 'Community Involvement' which hardly qualifies as a breakdown, and is not adequate for an SCI. This box needs greater content to ensure that community involvement is a meaningful term.	Appendix 7 sets out a timeline for the Supplementary Planning Document (SPD) which outlines the stages at which community consultation will take place. The whole of the Draft SCI sets out to show what community involvement is and that it is a meaningful term.
21/132	Page 16 Para 5.16 – Some issues cannot be influenced as they may be national or regional policies that the Council's LDF must incorporate and keep to.	AGRA	If superior or regional policies dictate that there is little flexibility in a policy then this should be stated in a draft document, and it should be made clear that this is the Council's view and not necessarily an established fact, as well as providing clear references to the relevant part of the higher level plan or policy which the Council feels constrains responses, and references to any balancing policies or case law that may indicate otherwise. The council should regard this as an essential element in making clear to the community what is being consulted upon at the outset.	Your comments have been noted and we will look at how we can implement this taking into account the officer and financial constraints.
21/133	Page 18, Para 6.4 Appendix 9 – neighbour notification.	AGRA	Neighbour notification does not include the local residents and tenant's groups. Local groups have detailed contacts into the community and can easily identify and pass information to neighbours who may be affected or wish to comment.	Noted. Local residents and tenants groups have been added.

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21/134	Page 19, table 10, planning application process: comments by the Design Panel	AGRA	If the Design panel is to be respected and have credibility then: 1) the constitution of the panel must be made publicly available; 2) the names, qualifications and interests of the chair and of the others who sit on the Panel are made public; 3) the function of the Panel must be made clear and published; 4) declarations of interests such as professional involvement must be made public; 5) Design Panel meetings should be publicised and the agenda of meetings made publicly available; 6) any comments made by the Design Panel to an application should be in writing and made available as part of the material associated with the final planning application.	The terms of reference of the Design Panel are on the Council's website. The Panel is chaired by Assistant Director Shifa Mustapha. Comments from the Panel are incorporated into the Officer's report. We are currently giving consideration to setting up a Design Panel website.
21/135	Page 21 table 10 – Planning Application process: Advertising and Consultation.	AGRA	The SCI follows the statutory minimum in notifying residents if applications submitted and this is not satisfactory. More use could be made of the local press which has a widespread readership. Application notifications along the lines of currently done for applications in Conservation Areas – site address and two line descriptions – would raise much awareness.	Noted. The level of press entries and local site notices that this would entail means that it is unfeasible. All applications appear on a weekly press list and this is available online for all to check on a weekly basis.
21/136	Page 23, table 10 – planning application process: amenity groups	AGRA	The Council's list of these is not satisfactory, and all groups should be able to include themselves on these lists as a matter of course. The SCI needs look at 1) who holds the lists, 2) how community groups and tenants' groups etc can enrol themselves, 3) groups should be able to state their sphere of interests by geographical area, policy, planning interests and so on, 4) the list should be open to the public via a web site so that they can be assured that they are properly represented on it.	Agreed. The DC Support Team Leader is looking at the data base with a view to improving its efficiency, adaptability and ease of use wherever possible.
21/137	Page 23 table 10 – planning application process; development control forum.	AGRA	Need a rethink as they are often seen as a forum for Council officers to justify an application rather than informing the public or facilitating a discussion. Developers, when present, stonewall by and large in the face of hostile questioning or are reduced to relentless promotion of their scheme. DCFs are largely set up to fail – the biggest issue being that they are far too late in the design process. They are unlikely to improve by being chaired by a Council member. The Council must increase its efforts to encourage promoters of major schemes to pursue genuine community involvement in good faith earlier on. Refusing to host a DCF unless such involvement had taken place might pay dividends.	The Development Control Forums (DCFs) have been welcomed. They are there to advise those present of proposals that have been put before the Council for consideration. The Council does encourage meaningful consultation by developers and applicants before submission of an application, but they cannot force them to do this.
21/138	Page 24, table 10 – planning	AGRA	This should be a matter of course on major applications, particularly when changes are made prior to meetings of the relevant PASC.	The Council will re-consult when there has been a change in an application which is

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	application process: re-consultation		Significant objections are regularly sidelined by a procedure that means that the application determined on the night is not that consulted on.	material and which the public/amenity groups have not had the opportunity to comment on previously.
21/139	Page 27, para 6.9 Control of advertisements	AGRA	Consultation on adverts should be mandatory for the Council and not discretionary. Given the sensitivity of the advertisement/poster issue in the borough, then public consultation should be done as a matter of course.	The Council does consult on advertisements
21/140	Page 28, para 7.4 Community groups...resources the Council can tap into	AGRA	The SCI is too generic in its reference to community groups. The entire point of this SCI is to spell out clearly how the community can be expected to be involved. There is an issue of how the Borough can better access and use the knowledge of residents groups.	Para 7.4 of the Draft SCI highlights the resources that community groups have that the Council may be able to tap into.
21/141	Page 30, appendix 2: Methods of Community Involvement	AGRA	No reference is made to the role of elected representatives in community involvement.	Noted – a section on Councillors/MPs and their surgeries has also been added. See also para 7.8 of the SCI which sets out the role of councillors.
21/142	PAGE 30, Appendix 2 – methods of community involvement.	AGRA	No specific mention is made of residents or tenants associations in the Methods, or of their Haringey umbrella organisation, the Haringey Federation of Residents Associations, or the Friends of Parks groups and Haringey Friends of parks Forum.	Noted – a column on residents, tenants and other associations have been added.
21/143	Page 43 Appendix 9 – Neighbourhood notification	AGRA	Residents and tenants groups should be included in the notification list of all classes of development – and in particular conservation areas , advertisements, changes of use, major commercial/retail conversion, crossovers. As a general point, too few neighbours are recommended to be notified in every section of this table.	The neighbour notification set out in Appendix 9 is the bare minimum that we consult on. These minimums are regularly exceeded, but there are also inevitable instances when it offers no advantage to exceed these minimums
21/144	Page 43, Appendix 9 – Neighbour Notification: Advertisements	AGRA	The definition of 'residential properties affected' is not supplied. This is an oversight – advertisements are a very sensitive issue in the Borough. The local residents groups should be notified as a matter of course.	Each case is looked at on its merits. It would be very difficult to unequivocally define this term so that no properties were ever missed out, and so each case is considered on merit.
22/145	General	Thames Water	No comments – "Thames Water would like to thank you for the opportunity to comment on the above document and are satisfied	Noted and welcomed.

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			that we have been included as a consultee.	
23/146	Page 19, para 6.3 Table 10 and p32 Appendix 2	Bob Maltz	The Design panel is described as a “user panel” or “representative group”. It is necessary to make clear how and by whom such a “design panel” is selected and what interests its members may represent. Its comments on any application should be in writing and publicly available.	The Panel is an expert panel comprising experienced architects, urban designers and landscape experts. The Panel is selected on the basis of skill area and do not represent any interest groups.
23/147	Page 24 para 6.3 Table 10	Bob Maltz	Re-consultation should be the norm. Failure to re-consult on changes to an application places consultees at an unfair disadvantage during later stages of consultation.	Where a ‘material change occurs in an application the Council will consult as a matter of course
24/148	Page 27 para 6.9	Bob Maltz	Advertisements have a major impact and should be subject to routine and not exceptional consultation.	The Council does consult on advertisements where it is considered necessary although there is no legal requirement to consult on all advertisements.
24/149	Page 47 Appendix 11	Bob Maltz	Consulting the arboriculture department only on a “development involving the loss of trees” is inadequate as often an application will claim that no trees are lost and many such applications may indeed result in the loss of, or damage to, trees.	Where plans indicate that there may be an impact on trees on site, or even involve their removal, the Council will consult with the Council’s arboriculturalist and seek his or her expert opinion.
24/150	Page 43 Appendix 9	Bob Maltz	Re “General Household Developments”, “Erection of Boundary Fencing” – when the fencing is to a boundary separating a property from public space, including a footpath or road, more than just the “adjacent properties” should be consulted. It should be 10 properties to either side and those opposite them.	The Council regularly exceeds the statutory minimum for consultation, and looks at each case on its merits in determining who might reasonably be affected by a proposal and consults accordingly.
25/151	Page 43, Appendix 9	Bob Maltz	Re “General Household Developments” – crossovers affect the whole street and more than just adjacent properties should be consulted. It should be 10 properties to either side and those opposite them.	The Council regularly exceeds the statutory minimum for consultation, and looks at each case on its merits in determining who might reasonably be affected by a proposal and consults accordingly. In conservation areas additional consultation will be carried out via site notices. It is agreed that properties opposite should be consulted as well. We will look at increasing the scope of consultation for formation of cross-over applications.
25/152	Page 43, Appendix 9	Bob Maltz	Re “Residential Development, “New Build” – on backland sites all properties surrounding the backland (not just surrounding that part of the backland which comprises the application site) should be consulted, together with 3 properties to each side of the site access	The Council regularly exceeds the statutory minimum for consultation, and looks at each case on its merits in determining who might reasonably be affected by a proposal and

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			and those properties opposite them.	consults accordingly.
25/153	Page 43, Appendix 9	Bob Maltz	Re “All Applications” – any recognised local Residents Association should be consulted on all applications within their “catchment area”.	Noted – the Team Leader DC Support is looking at how we use the database of Residents Associations for consultation purposes, and this aspect will be given consideration as part of that review. See also 08/013.
26/154	General	Muswell Hill Conservation Area Advisory Committee – John Crompton	The Consultation document was well researched and well represented and the appendices in particular provided an admirable summary of the various forms of consultation.	Noted.
26/155	General	Muswell Hill Conservation Area Advisory Committee – John Crompton	Libraries – there should be one large screen monitor computer in each library so that people can view plans more easily in order to get an overview of all the information that is on the page. Paper copies of the application should also be held at libraries for known major applications for which there is a wide interest. It is also very important that there is a weekly list of applications readily available at the libraries.	Noted. Your comments are being given consideration by the Team Leader for DC Support who will liaise with libraries on this point. The weekly list of planning applications is available via the website at libraries.
26/156	General	Muswell Hill Conservation Area Advisory Committee – John Crompton	Accuracy of information on site notices and neighbour notification letters – the CAAC received the same letters as neighbours and at every meeting there is at least one application where the description of the proposed development is not as described in the letter or on the site notice. An example is where three or four velux windows on the plans are not included in the description of the development. We understand that the Council is required to describe the application in the same terms as the applicant uses on the application form, so we would recommend that the planning officer takes time to check that the description which appears on the form ties in with what is shown on the drawings.	Noted. The application form and the drawings are currently cross referenced to see that they are saying the same thing. Obviously, if errors are occurring, then this process is not rigorous enough and we will look at how we can procedurally improve it. As you have noted, there is difficulty in this area as we need to balance the requirement to publicise the application as it has been described by the applicant whilst at the same time trying to make sure that the application description is useful to third parties.
26/157	General	Muswell Hill Conservation Area Advisory Committee – John Crompton	Notification to residents in converted houses – the current Council practice is to send one letter to each house, and the resident who gets to see the letter first is expected to share the information with other residents – this depends on good will, but it is important that each household within a converted house received adequate notice of an application because people living on a different floor might have a different view on how an application will affect them. We were advised by a previous Council leader that	The issue is not one of a financial constraint restricting the number of letters which are sent to properties in converted houses, rather it is often that the data is not accurate or up to date. We use a mixture of data available on GIS, iPlan and data provided by the post office. We do try to ensure that, through a variety of means, the consultation exercise we

Ref	SCI section / paragraph	Contact Name/ Organisation	Comment	Council response
			financial constraints prevented the Council from notifying each flat separately. Has further consideration been given to doing this?	undertake do pick up these errors, but it remains a challenge to use and to many other planning authorities.
26/158	General	Muswell Hill Conservation Area Advisory Committee – John Crompton	Development Control Forums – these are challenging and labour intensive for planning officers, but they are useful, especially for complex cases. We would favour their continued use in appropriate cases.	Noted.
26/159	General	Muswell Hill Conservation Area Advisory Committee – John Crompton	Site Notices – the Council now does this as a matter of course in conservation areas and we trust that this will continue. Has consideration been given to extending this to outside conservation areas, especially for a change of use? E.g. a resident living above a shop can be subject to huge impact with a change of use from retail.	Noted. We are currently undertaking an exercise to review the use and format of site notices and will take your comments on board as part of this process.
26/160	General	Muswell Hill Conservation Area Advisory Committee – John Crompton	Development Plan consultation – community involvement is very laudable and was done for the current UDP, but one useful improvement would be on feedback on what happens to suggestions made.	Noted. We are looking at how we can usefully apply feedback (see comment 011 above).
27/161	General	Muswell Hill Conservation Area Advisory Committee – John Crompton	Outcome of Appeals – this may be out of the scope for the review, but the Council needs to have a better mechanism in place for monitoring the outcome of appeals which are dismissed. Information should be made available to PASC and interested parties which has timescales for regularising the planning position such as removal or alteration of an unauthorised extension or shop front.	This will be looked at by the Team Leader for DC Support. Outcome of appeals is reported to PASC as a standard item.
28/162		The Highgate Society – Michael Hammerson	A satisfactory and well intentioned effort to promote public involvement in the planning system and to bring greater transparency into the system. Some suggestions follow.	Noted.
28/163	General	The Highgate Society – Michael Hammerson	“Major” development needs some definition or needs to be interpreted sufficiently flexibly to allow for developments which are relatively minor in scale, yet significant in their possible impact on an area or in setting a precedent. The document should therefore be amended (e.g. at 3.14 Table 4) to mean “Major, sensitive or controversial”.	All definitions are interpreted flexibly with the onus on making sure that we consult widely enough. The case of sensitive or controversial applications which are not necessarily “major applications” (as defined by table 9) we will seek to ensure that we consult as widely as is deemed necessary. In some instances the Council will carry out further and more wide spread consultation where it is clear that the application is sensitive and there is a greater public interest than might have been initially

Ref	SCI section / paragraph	Contact Name/ Organisation	Comment	Council response
				anticipated.
28/164	General	The Highgate Society – Michael Hammerson	If the community is to be genuinely encouraged to be more proactive, the SCI should make clear that the aim is to streamline and speed up the planning process and avoid conflict at the planning application stage, through encouraging early community involvement in the concept and design of developments; not merely to add yet another layer of bureaucracy to an already complex and often opaque planning system.	Noted.
28/165	General	The Highgate Society – Michael Hammerson	The view, from Central Government down, is too limited in its interpretation of what community is. It would be helpful if the SCI stated that the community, both as individuals and groups, comprises local residents and businesses who, in their everyday working lives, command a wide range of professional and technical skills, and have detailed local and business knowledge, based on experience of what works and what does not, and this enables them to bring a unique element to the planning process which can materially help to speed up the planning process; and that developers and other applicants are strongly encouraged to tap into this resource at an early stage of their proposals, whatever the size or scale of their proposals.	Noted. Add two sentences at paragraph 6.1 to read: "The community can comprise both individuals and groups, many of whom command a wide range of professional and technical skills and have a detailed knowledge of the local area. Developers and other applicants are strongly encouraged to tap into this resource at the earliest possible stage of the (proposed) development process".
28/166	Page i Table 1 stage 5	The Highgate Society – Michael Hammerson	This should read December 2008 and not 2007?	Agreed, change to "December 2007"
28/167	1.6, line 5	The Highgate Society – Michael Hammerson	Here, as elsewhere, add "sensitive or controversial" after "major".	See comment 163 above.
28/168	1.9	The Highgate Society – Michael Hammerson	Will the methodology for the 3-year evaluation of SCIs be set out?	At paragraph 5.18 we set out how we will evaluate the SCI.
26/169	2.10	The Highgate Society – Michael Hammerson	We suggest that the final SCI sets out clearly what these various bodies are and how people may engage with them.	Details of some of these bodies and their functions and how they can be engaged with are on the web. However, we will add a final small paragraph to the SCI setting out how they are and how the public may engage with them.
26/170	3.2 – Why is planning	The Highgate Society – Michael	Amend the last sentence to read: "...open way, is responsive to local knowledge, and can benefit from local skills and experience to	Noted and changed.

Ref	SCI section / paragraph	Contact Name/ Organisation	Comment	Council response
	important?	Hammerson	help achieve the best possible solutions”.	
26/171	3.3 What do communities in Haringey look like? Bullet point 1	The Highgate Society – Michael Hammerson	3% sounds very low and would be better put in context by comparing it with the average population of each of the 34 London boroughs.	Noted, will look to get the statistics before the publication of the SCI.
26/172	3.7 – Older People	The Highgate Society – Michael Hammerson	The use of the phrase “older people is not defined and appears ageist. Reference instead should apply more specifically to certain older peoples’ groups who may currently be less engaged or hard to reach, and misleading generalisations generally avoided.	Agreed. Change to read “Mature Citizens” and mention of Muswell Hill and Highgate Pensioners Groups is made too.
26/173	3.8	The Highgate Society – Michael Hammerson	The constraints of getting everyone involved are accepted. However there should be a commitment to exploring how those community groups already actively engaged in the planning process might be encouraged to help other less actively engaged groups and individuals to become involved.	Agreed. Sentence added to read “The Council are committed to getting less actively engaged groups and individuals involved, and to supporting those who are already involved to support those who are not yet fully engaged”.
26/174	3.10	The Highgate Society – Michael Hammerson	Our comments in 3.8 also apply here.	Noted.
26/175	3.13 table 3 – Early Contact	The Highgate Society – Michael Hammerson	We strongly support this and have experienced the value of this through the Design Panel. If practicable, it might be considered worth extending these panels to operate on regional basis in order to promote community involvement in a wider range of developments. One approach might be to build on the existing Conservation Area Advisory Committee structure to ensure that there are CAACs in every area and similar committees for areas outside CAs.	The Conservation and Design Team have been working with the joint CAAC to widen the cover of local CAACs. We have worked with local residents in Tottenham to set up a Tottenham CAAC which has now been established.
26/176	3.13 table 3 Access to Information	The Highgate Society – Michael Hammerson	It is particularly important that development plan documents (DPDs), including SPDs etc are easily available to all community groups needing them, both electronically) including on CD, and, as is sometimes required, in hard copy.	Agree. Although resources and costs mean that we will have to give careful consideration to provision on CD and whether we can make that possible.
26/177	3.13 table 3 reducing barriers	The Highgate Society – Michael Hammerson	As in 3.8 and 3.10 above, we believe that there is value in involving existing active groups in open days and seminars to help those who are less involved to increase their involvement. The issue of what is “major” is reiterated here. Haringey needs to take a flexible approach to judging whether a development is likely to be of local concern.	Agreed. A flexible approach is and will continue to be adopted.

Ref	SCI section / paragraph	Contact Name/ Organisation	Comment	Council response
26/178	3.13 table 3 Collaboration	The Highgate Society – Michael Hammerson	Add at the end “and ensure that a holistic approach is taken to multi-faceted issues e.g. those involving trees, listed buildings, traffic impact etc”.	Agreed – add sentence to read “and ensure that a holistic approach is taken to multi-faceted issues e.g. those involving trees, listed buildings, traffic impact etc”.
26/179	3.13 table 3 Feedback	The Highgate Society – Michael Hammerson	This should, where possible, include a summary of whether comments were taken on board in deciding an application and, if not, why not. The latter is important in helping residents to understand the legal and procedural constraints impacting on a local authority when considering an unpopular application, and to help them to focus their comments more accurately should a similar application arise in which they are interested. Otherwise officer time may be wasted having to deal with the same objections.	We have agreed to look at the issue of feedback following comments on applications as this is clearly something that the public and local groups would like (see also comment 011 above).
26/180	3.14 Table 4 Public Exhibitions etc	The Highgate Society – Michael Hammerson	Final line should be “major, sensitive or controversial planning applications (by developers)”.	See comment 163 above.
26/181	3.14 Table 4 Council magazines etc	The Highgate Society – Michael Hammerson	Distribution of these is very irregular at present.	This matter has been raised with our Communications and Consultations Office who are responsible for the publication and distribution of Haringey People and any other Council magazines.
26/182	3.15	The Highgate Society – Michael Hammerson	We are very encouraged by the Council’s commitment to “exceed the minimum requirements for consultation and publicity as set out in the Regulations...”	Comments noted and welcomed.
26/183	3.16	The Highgate Society – Michael Hammerson	It would be helpful to add: “we will also recommend all applicants, regardless of the scale or size of their applications, to consider talking to neighbours, amenity groups, conservation Advisory Groups, Conservation Advisory Committees etc to maximise the benefit of local knowledge and, through early discussions, increase the likelihood that the application will be unopposed”.	Noted and added. Please be aware that applicants would be doing this on a voluntary and informal basis.
26/184	Chapter 4 the LDF	The Highgate Society – Michael Hammerson	The current complex structure of planning and the plethora of acronyms in use is one reason why groups don’t engage. It needs to be as comprehensive and simple as possible in order to attract, rather than deter these groups.	We have revisited Chapter 4 and attempted to simplify the first page.
26/185	5.7	The Highgate Society – Michael Hammerson	We agree strongly that one way of circumventing the problems highlighted under Chapter 4 above is by providing different methods of involvement for different audiences.	Noted.

Ref	SCI section / paragraph	Contact Name/ Organisation	Comment	Council response
26/186	Table 7 Development Plan Making Stages	The Highgate Society – Michael Hammerson	<p>Documents available – many of these are long and complex and relatively few have the time or patience to stay and study them at libraries or the planning office. While they may be available on the web, they should also be available in hard copy for those who wish to study them in detail.</p> <p>Final version – “...we will consider all responses”. If people are to be asked to participate in the DPD process, and then to participate in the longer term the wider planning process, it is essential that they can feel confident that their responses are considered and taken on board where possible and, if not, that they can understand why.</p>	<p>We will make hard copies of document available wherever possible.</p> <p>Noted.</p>
26/187	5.14 Feedback	The Highgate Society – Michael Hammerson	It is realised that the Council cannot accept all views. However, ways of exploring giving feedback on comments received needs to be explored as this will, in the long term, give public confidence that it is worth staying involved in the process. The best way of encouraging engagement is to make people confident that their participation is worth while.	Noted. See comments above at 011 and 179.
26/188	6.0 Community Involvement: Planning Application Stages	The Highgate Society – Michael Hammerson	This is the most important part of the process. It will be difficult to engage even the most committed groups in the DPD process because it is complex and drawn out and, to some extent, theoretical and not easy for people to relate to what is actually going on. However, some people will be passionate and what to have a say on all types of applications. The more that people are involved in the process, the more they will understand it and the more change they will therefore accept. Much objections stems from a feeling of powerlessness to affect the process for the better.	Noted.
26/189	6.5	The Highgate Society – Michael Hammerson	Once again only “major” applications are referred to here, but major should be expanded to include “sensitive or controversial” throughout. Also we suggest adding at the end of the paragraph: “Applicants for all developments, whether or not “major”, will, where considered advisable, be recommended to carry out appropriate pre-application consultations with neighbours and other local groups who may be affected by, or interested in, the works, in the interests of avoiding delays through receipt of objections at the planning application stage”.	All definitions are interpreted flexibly with the onus on making sure that we consult widely enough. The case of sensitive or controversial applications which are not necessarily “major applications” (as defined by table 9) we will seek to ensure that we consult as widely as is deemed necessary. In some instances the Council will carry out further and more wide spread consultation where it is clear that the application is sensitive and there is a greater public interest than might have been initially anticipated.

Ref	SCI section / paragraph	Contact Name/ Organisation	Comment	Council response
26/190	Table 10 Planning application process – Pre application discussion (page 19)	The Highgate Society – Michael Hammerson	We suggest adding the following paragraph so that it does not seem that discussions are taking place behind closed doors before the public have the chance to comment: “where considered appropriate, and with the agreement of the applicant, outside interested individuals or bodies will be invited to attend pre-application discussions. This approach will also be adopted for smaller schemes of a sensitive nature or where their possible impact, whether on the building or on the site itself or on the wider area, is considered to be of wider interest”.	Noted. The Council will generally encourage applicants to make these discussions independently of their discussion with the Council. Pre-application meetings with the Council and amenity groups and neighbours are likely to be difficult to arrange and difficult to resource.
26/191	Table 10 – Pre application community involvement -	The Highgate Society – Michael Hammerson	Similarly add in line 3 add “for developers of major, sensitive or controversial sites, the developer will be directed...”	See comment 189 above.
26/192	Table 10 page 20	The Highgate Society – Michael Hammerson	Item (b) deletes the apostrophe in “officer’s”. We support the end of the last paragraph, but suggest adding: “Hence the pre-application involvement will, where appropriate, be encouraged for schemes, other than major, sensitive or controversial ones, if the council consider that they are likely to be contentious”.	Noted, altered and added (but taking out “sensitive or controversial”)
26/193	Page 21: Application Submitted.	The Highgate Society – Michael Hammerson	Start the second paragraph as follows. “As appropriate, applicants of major, sensitive or controversial schemes, and of all schemes in Conservation Areas, should also include the relevant documentation...” if we understand correctly, this is in any case a legal requirement for applications in Conservation Areas”.	All definitions are interpreted flexibly with the onus on making sure that we consult widely enough. The case of sensitive or controversial applications which are not necessarily “major applications” (as defined by table 9) we will seek to ensure that we consult as widely as is deemed necessary. In some instances the Council will carry out further and more wide spread consultation where it is clear that the application is sensitive and there is a greater public interest than might have been initially anticipated. Any relevant documentation that is required as part of an application in a conservation area will be requested.
26/194	Page 23 CAACS	The Highgate Society – Michael Hammerson	Under “Amenity Groups” it would be helpful to add: “They may also request the council to consider arranging pre-application discussions for any sensitive development”.	Noted and added.
26/195	Page 24 Re-consultation	The Highgate Society – Michael	While not legally required to, the issue of re-consultation on applications is very sensitive and can give rise to bad feeling and accusations of lack of transparency, and we hope that this section	Noted and altered.

Ref	SCI section / paragraph	Contact Name/ Organisation	Comment	Council response
		Hammerson	will be retained in its current form without any weakening. To maintain public confidence that changes will not be implemented without their knowledge, we suggest rewording the second sentence as follows: "The Council will sympathetically consider re-consulting when the following issues arise:-"	
26/196	Page 24 – Making a Decision PASC	The Highgate Society – Michael Hammerson	This section omits an important item of supporting evidence required to be submitted with an application. Bullet point "Photographs of site" should continue "including the surrounding properties and streetscapes in Conservation Areas or in other areas where there is a need to see an application in its wider context in order to come to a properly informed decision".	The Council may require contextual information and this may take the form of photographs, but the Council does not have the right under planning legislation to require photographs. However, where applicants are prepared to provide photographs in support of their application we would look to ensure that they are as useful as possible in helping to assess the application. As such we will take your comments on board in developing guidance notes to accompany the New Standards Planning Application Form (the 1APP which will be introduced from the 1 st October 2007 (1APP is a single standardised planning application form and is designed to end decades of inconsistency in the planning process. Existing planning application forms vary greatly between different local authorities, with different requirements on numbers of copies and additional information. This inconsistency is a major challenge to planning agents submitting applications in different localities, as they are unable to put one simple application process in place. 1APP will change this).
26/197	Page 25 Decision Feedback	The Highgate Society – Michael Hammerson	Add to bullet point 2: "Where considered advisable or helpful, and particularly where a planning consent is granted despite strong objections, a summary of reasons why such objections were not considered adequate to justify a refusal will be included in the Case Officer's report".	Noted. We will give consideration to including this in the report.
26/198	Appendix 5 page 35 or 36	The Highgate Society – Michael Hammerson	English Heritage, which has a wider remit for grade I and II* Listed Buildings and providing archaeological advise, should be added to either the "Specific Consultation Bodies" or the "Other Consultees where appropriate" lists, as should other statutory Consultees such	The procedure for handling heritage applications is set out in the Department of Culture, Media and Sport Circular DETR (01/2001).

Ref	SCI section / paragraph	Contact Name/ Organisation	Comment	Council response
			as Save Britain's Heritage and the Period Societies (e.g. Society for the Protection of Ancient Buildings, Georgian Society, Victorian Society, 20 th Century Society). We also suggest adding the Civic Trust and /or its London Regional Federation, the London Forum of Amenity and Civic Societies (an umbrella group for over 100 Civic Amenity Societies in the Greater London Area), and also the Council for British Archaeology (which we believe may be a statutory consultee, though not certain on this point) to "Other Consultees, where appropriate".	
26/199	Page 37 section titled "some of these groups may find it difficult"	The Highgate Society – Michael Hammerson	In accordance with suggestions made elsewhere in these comments add a further bullet point "- encourage community groups already engaged in the planning process to make their help and experience available to under-represented or hard-to-reach groups, wherever possible".	Noted and added.
26/200	Appendix 12 page 48 "Helpful contacts for advice and information"	The Highgate Society – Michael Hammerson	Organisations such as the Civic Trust and the Council for the Protection of Rural England have helped websites with planning advice and information, and you may like to consider asking these bodies whether they would be willing to be included.	The procedure for handling heritage applications is set out in the Department of Culture, Media and Sport Circular DETR (01/2001).
27/201	General	Haringey NHS	"Welcome the approach by the LBH to involve local people in decisions about planning and use of local land, and support your approach to this".	Noted.

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**Draft Statement of Community Involvement
Pre-submission consultation and publicity activities**

Stage	Activity	Date	Description
Pre-consultation awareness and promotion	Distribution of booklet and questionnaire to <ul style="list-style-type: none"> • Contacts on UDP database • Neighbourhood managers • DC Forums • PASC meetings • Conservation Area Advisory Committees • Schools and colleges • Target stakeholder groups (disability and older peoples groups) 	17 June – 17 July	3400 booklets distributed. 2000 questionnaires distributed with 61 returns. Returns updated the consultation database records. Responses helped shape the draft SCI and identified actions for formal public consultation. Feedback placed on website.
	Tottenham Carnival	17/06/2006	Exhibition and distribution of SCI booklets and questionnaires.
	Residents Conference, Bruce Castle Park	02/07/2006	Exhibition and distribution of SCI booklets and questionnaires.
	Planning Stakeholder Forum Meetings	02/03/2006 & 14/07/2006	Introduction to the SCI and consultation on planning matters. Promoted SCI booklet and questionnaire.
	Mobility Forum	20/07/2006	Presentation to forum. Attended by voluntary sector and Age Concern
	New Deal for Communities Older and Bolder Forum	22/07/2006	Presentation to forum.
	Haringey Forum for Older People	13/09/2006	Presentation to forum organised by Age Concern.
	Article in Haringey People	September 2006 issue	Promoted the SCI booklet and questionnaire.
	Haringey pensioners Action Group	14/11/2006	Presentation to group.
	The Bridge New Deal for Communities event	09/12/2006	Exhibited the SCI and promoted the booklet.

Stage	Activity	Date	Description
Internal consultation	Members Steering Group	06/02/2006, 15/03/2006 & 10/07/2006	Directed the preparation of the SCI to ensure that the Council produced an appropriate and successful document in accordance with the regulations. Group approved the publication of a booklet and questionnaire. Received briefings on scoping activities and questionnaire feedback.
	Officers Working Group	31/01/2006, 06/03/2006, 07/04/2006 and 07/07/2006	Group comprised officers from Planning, Neighbourhood Management, Communications and Consultation Unit, Housing, and Policy and Partnerships. Helped guide the preparation of the SCI and ensured the process adhered to good practice for community involvement. Discussions over the barriers and challenges to consultation and identified ways to enable local people to understand and access the planning service.
	Neighbourhood Management Meeting	23/05/2006	Seminar on planning and the SCI.
	Haringey Strategic Partnership Information Meeting	25/07/2006	Presentation and report back on the SCI process. Attended by Haringey PCT, the Police, Education, Neighbourhood Management and Corporate Strategy.
Statutory consultation and supporting activities	Statutory consultation (Regulation 25) with adjoining boroughs, Mayor of London and Highways Agency.	29/09/2006 – 13/11/2006	Received three responses from Highways Agency, LBs Enfield and Waltham Forest. Comments fed into submission draft SCI.
	Public consultation (Regulation 26). Draft SCI, notice and publicity leaflet distributed and made available to: <ul style="list-style-type: none"> • Libraries • 1,400 database contacts • Councillors • By public notice in London Gazette and local newspapers And by website & electronic representation form	15/01/2007 – 26/02/2007	Received 200 responses. Comments fed into submission draft SCI

Stage	Activity	Date	Description
	Article in Haringey People	February 2007 issue	Raised awareness and promoted the draft SCI and the public consultation period
	Article in Area Assembly Newsletters <ul style="list-style-type: none"> • West Green and Bruce Grove • White Hart Lane and Northumberland Park • Wood Green • Muswell Hill • St Ann's and Haringay • Crouch End, Hornsey and Stroud Green • Tottenham and Seven Sisters 	19/01/2007 01/02/2007 08/02/2007 15/02/2007 19/02/2007 12/02/2007 01/03/2007	Raised awareness and promoted the draft SCI and the public consultation period
	Involvement with primary schools	February / March 2007	Piggy-backed climate change schools energy audit work by Creative Environmental Networks exploring awareness of decision-making and consultation and role of councillors and officers. Received 96 responses from pupils at St Michael's School.
	Public exhibition at The Mall Shopping City, Wood Green	10/02/2007	Raised awareness, distributed leaflets and promoted the draft SCI and the public consultation period
	Under One Sun Project (JUNP) workshop, Northumberland Park	19/02/2007	Promoted draft SCI and raised awareness of planning issues and emphasised the importance of community consultation. Used Albanian, Somali and Turkish interpreters.
	Residents Focus Group Telephone interviews with businesses, resident associations and community organisations	13/02/2007 19/02/2007 - 22/02/2007	Obtained views on the importance of consultation on planning issues and how it could be improved. Comments fed into submission draft SCI.
	Woodside High Secondary School presentation and discussion session	26/02/2007	As part of Building Schools for the Future project explored decision-making and role of councillors.

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Report Title: **Highgate Station Controlled Parking Zone (CPZ) Review**

Forward Plan reference number (if applicable):

Report of: **Niall Bolger, Director of Urban Environment**

Wards(s) affected: **Highgate/Crouch End**

Report for: **Key Decision**

1. Purpose

1.1 To summarise the feedback from the Statutory Consultation process carried out in March/April 2007.

1.2 To seek approval to authorise the making of the Traffic Management Orders (TMO) necessary to introduce a Controlled Parking Zone (CPZ) in specified roads in Highgate, as shown in Appendix IV of this report.

2. Introduction by Executive Member

2.1 This report is brought to the Executive to outline the feedback from Statutory Consultation and to seek approval to carry out the proposed proceedings in order to continue to create a cleaner and greener environment. The measures will assist to provide priority for residents parking against all day commuter parking.

3. Recommendations

3.1 That the Council's Executive, after duly considering the objections as set out in this report, decide whether or not to proceed with the implementation of the Highgate Station (Outer) Controlled Parking Zone, as shown in Appendix IV of this report.

3.2 If it is agreed to proceed to implementation:

3.3 Authorise Council Officers to make the Traffic Management Orders (TMOs) and take all the steps necessary for the introduction of a Highgate Station (Outer) CPZ, operational between 10am and 12noon on Monday to Friday.

3.4 Inform residents of the Council's decision and implementation programme by means of a letter to all properties within the original Highgate Station review area.

Report Authorised by: **Niall Bolger, Director of Urban Environment**

Contact Officer: **Alex Constantinides, Head of Highways**

4. Director of Finance Comments

4.1 The 2006/7 budget provision allocated for the Highgate Station CPZ Review is £40,000. Actual 2006/7 spend is £14,000. The balance of £26,000 is subject to carry forward request for 2007/8. The costs of implementing the measures set out in this report will need to be met from the carry forward if successful. Final costs must not exceed the provision.

4.2 Any income generated from the extension of the Highgate Station CPZ Review will contribute towards the parking income budget for 2007/8.

5. Head of Legal Services Comments

5.1 Before reaching a decision to make the necessary Traffic Management Order to implement a CPZ scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act 1984 ("RTRA") and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. All objections received must be properly considered in the light of administrative law principles.

5.2 The Council's powers to make Traffic Management Orders are conferred by Sections 6,45,45,122 and 124 and schedules 1 and 9 of the RTRA

5.3 When determining what paying parking places are to be designated on the highway, Section 45(3) of the RTRA 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.

5.4 By virtue of Section 122 of the RTRA the Council must exercise its powers 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;

and (e) any other matters appearing to the Council to be relevant.

6. Local Government (Access to Information) Act 1985

6.1 The following background papers have been used in the preparation of this report:

- Representations received during the Statutory Consultation period.
- Delegated report dated 18 January 2007 – Highgate Station CPZ report.

6.2 For access to background papers or any further information please contact Vincent Valerio on 0208 489 1325

7. Strategic Implications

7.1 The proposals considered in this report are in accordance with the objectives of the Mayor's Transport Strategy, which are reflected within the Council's Local Implementation Plan. This plan contains the policy framework for both parking and road safety and is summarised below.

Local Implementation Plan (LIP)

Parking: Section 7.0 of the Parking and Enforcement Plan (the 'PEP'), which forms part of the LIP reiterates the Council's intentions to improve parking conditions in the Borough. The overall aim of the PEP is to support a better and safer environment for the borough.

Key PEP policies include:

- The Council will assess the need for parking controls at junctions.
- The Council will allocate on-street kerb space in accordance with the Council's defined hierarchy of parking need.
- The Council will monitor, manage and review on-street pay and display parking to help manage long-stay commuter parking and promote short stay and visitor parking.

Road Safety: Section 6.0 of the LIP contains the Council's Road Safety Strategy which details initiatives to make borough roads safer for all road users. The Council's UDP also contains strategic transport policies for the benefit of road safety. The key policies include:

- To tackle congestion by reducing the level and impact of traffic in town centres and residential areas.
- To make the borough's streets safer and more secure, particularly for pedestrians and other vulnerable street users through traffic management measures.

- To manage better use of street spaces for people, goods and services, ensuring that priority is allocated to meet the objectives of the strategy.
- To improve the attractiveness and amenity of the borough's streets, particularly in town centres and residential areas.
- Encourage the use of more sustainable modes of transport

8. Financial Implications

- 8.1 The 2006/7 budget allocated to this scheme is £40k. The actual spend to date is £14K this leaves an under spend of £26k. The measures set out in this report will be funded by this under spend.

9. Legal Implications

- 9.1 The proposals as recommended appear to be in accordance with the Local Implementation Plan and subject to consideration of the objections there does not appear to be any legal impediments to the implementation of the proposals

10. Equalities Implications

- 10.1 The Statutory Consultation documents were distributed to all households / businesses within the agreed consultation area.
- 10.2 The statutory document included a section offering translation into minority languages and affords any interested party the opportunity to make a representation regarding the scheme.

11. Statutory Consultation Process

- 11.1 The Council conducted a review of the Highgate Station CPZ in November / December 2006. The review indicated that residents within the existing zone were satisfied with its operation and that there was support for an extension of the zone.
- 11.2 A report detailing the feedback of the review and recommending proceeding to Statutory Consultation for a Highgate Station (Outer) CPZ was approved under delegated powers on the 18 January 2007.
- 11.3 To inform the community of the feedback from the review and the next steps, two Statutory Consultation notification letters were developed; one for the existing zone and one for the surrounding roads. Ward Councillors were afforded the opportunity to provide their views/comments prior to the finalisation of the notification letters.
- 11.4 The notification letters provided feedback of the review and details of those roads that will be considered for a possible extension. It further provided details of the Statutory Consultation process, a location plan and translation sheet. The letters were delivered, by hand, to all properties within the original review area during the week commencing 19 March 2007. The deadline for responses was 12 April 2006; however responses were accepted until the 13 April 2006. See Appendix I for notification letters.

- 11.5 A total of 4000 letters were distributed, of which 1500 were distributed to existing roads within the CPZ (Area A) and 2500 to the surrounding roads (Area B).
- 11.6 Statutory Consultation is the legal part of the process required before implementing parking controls. In summary, before making an Order to implement parking controls, the Council must notify its intentions in the London Gazette, local press and on site where the measures are proposed.
- 11.7 This section of the report is divided into three sections, consisting of:
- a) Analysis of the representations received during Statutory Consultation.
 - b) Highlighting responses from Statutory Bodies with the Council's considered response.
 - c) Highlighting a summary of the key objections received together with the Council's considered response. Each objection with the appropriate response is considered in turn.
- 11.8 Before making the relevant Traffic Management Orders the Council must consider all duly made objections submitted in response to the consultation. A full list of all the representations received is detailed in Appendix II of this report.

ANALYSIS

- 11.9 A total of 78 representations have been received by the Council. A breakdown is as follows.
- **36** were individual representations supporting the scheme.
 - **18** were individual representations requesting the scheme include their road within the scheme.
 - **18** were individual objections.
 - **1** representation objected to the scheme but requested their road is included should the scheme progress.
 - **3** were individual representations commenting on the proposals.
 - **2** were individual representations requesting more information.
- 11.10 Of the 78 representations received 45 were from residents within the proposed Highgate Station (Outer) area. Of which 33 were in favour of the scheme and a further 10 were opposed. The remaining two representations were requesting further information.
- 11.11 In total 33 representations were received from outside of the proposed Highgate Station (Outer) CPZ. Of those representations 8 objected to the scheme and a further 3 were in support. The remaining 22 representations were a combination of requests for their road to be included or requesting additional information.
- 11.12 In particular representations were received from Claremont Road (6), Denewood Road (7) Stanhope Road (2) and Shepherds Hill (3) to be included in the proposed CPZ.

11.13 A petition was received with five signatories requesting that North Hill Avenue is included in the proposed zone. A copy of the petition can be found in Appendix III of this report.

11.14 **VIEWS FROM STATUTORY BODIES AND COMMENTS RECEIVED FROM WARD COUNCILLORS AND RESIDENT ASSOCIATIONS**

11.15 **Statutory Bodies** - As part of both the Statutory Consultation periods the views of the following bodies were sought: AA, London Transport, Police (local), Fire Brigade, London Ambulance Service, Freight Transport Association, Road Haulage Association, RAC, Metropolitan Police (traffic), Haringey Cycling Campaign, Haringey Accord and LB Islington. With the exception of LB Islington none of the bodies made any representation.

11.16 **Comment from London Borough of Islington:** LB Islington confirmed in a letter dated 22 March 2007 that they had no objection to the Council's proposal. Please see Appendix II for a copy of the letter.

11.17 During Statutory Consultation the Council also met with LB Islington officers to discuss cross borough programmes. Both boroughs are in the process of discussing future programmes to ensure a joined up approach to any future consultations / reviews.

11.18 **Comments from Ward Councillors:** A response was received from the Highgate Ward Councillors commenting that they had received representations from roads not included in the proposed extension stating they would like to be included. It was requested that should residents' express a favourable view towards being included in the zone they should be considered. Please see Appendix II for a copy of the e-mail.

Council's Response: The Council will duly consider all representations received during the statutory process and also take into account the views received during the review when considering roads for inclusion.

11.19 **Comments from Mantra Ltd Freehold Company for Highpoint Residents:** The company represents the residents of the building and have requested that the Council extend the zone to include the section of North Hill outside the Highpoint building which is a residential dwelling.

Councils Response: The Council will conduct Statutory Consultation to extend the existing Highgate CPZ area to include North Road, from its junctions with Castle Yard and Hillcrest, in May 2007.

11.20 **OBJECTIONS AND COMMENTS RECEIVED WITH COUNCIL RESPONSE**

11.21 A list of objections received is detailed in Appendix II of this report.

11.22 Although the majority of representation was generally in favour of the proposals there were a number of representations opposed or highlighting additional issues and comments, not all directly related to the proposal. These have been split into three

categories, **Objection, Comment and Request** and are summarised below along with the Council's response.

11.23 **Objection:** A resident from within the existing Highgate Station CPZ has stated that the extension will make the situation in their road revert back to how it was pre-CPZ.

11.24 **Council's Response:** Should the scheme proceed it is proposed that it will be known as the Highgate Station (Outer) CPZ. Residents of this zone will not be permitted to park in the existing Highgate Station CPZ during its hours of operation and vice-versa.

11.25 **Objection:** The Council has ignored the views of local people in Milton Avenue by proposing to extend the Highgate Station CPZ.

Council's Response: The feedback from the review indicated that roads within the Miltons area, with the exception of Milton Avenue, were in support of CPZ controls for their roads. In view of this it was not possible to omit Milton Avenue from the proposals, as it is situated in the middle of the proposed area.

11.26 **Objection:** It is a money making scheme and will not provide me with value for money.

Council's Response: The charges for permits are one of the lowest in London. If the scheme does go ahead it must be self financing. Any surplus may be spent on highways improvements, highways maintenance and on concessionary travel.

11.27 **Objection:** The Council originally consulted on a permit fee of £25 however are now proposing an increased fee under a new proposed pricing structure.

Council's Response: Existing permit charges in Haringey are extremely low and have not been increased in since 2002. The charge is intended to cover the costs of operating and enforcing the scheme and the proposed banding represents an increase of £5 for 41% of our existing permit holders. While the proposed banding structure will translate into an increase for some of the vehicles within the borough, the charges are still one of the lowest amongst other local authorities in London. Haringey Council has recently signed the Nottingham Declaration, committing itself to take positive steps to reduce the impact of local green house gas emissions on climate change. The introduction of parking controls will have an impact on CO₂ emissions by prioritising parking availability.

11.28 **Objection:** The Council is going ahead with the scheme despite the Highgate Station Review showing an overwhelming majority of those in the surrounding against the extension of the CPZ. If the catchments area is taken as a whole, the majority is opposed to the CPZ.

Council's Response: The review was conducted to obtain views regarding the operation of the existing Highgate Station CPZ and also afforded residents on the periphery of the zone the opportunity to provide views on parking issues in their road. The feedback has enabled the Council to consider a possible extension of the zone where feedback indicated support for the introduction of parking controls.

11.29 **Objection:** There is no evidence to suggest that the parking problems are a direct result of non-resident parking and therefore the scheme may not work.

Council's Response: The Council conducted a review of the Highgate Station CPZ and this included roads on the periphery of the zone. The feedback received indicated that a number residents on the periphery of the existing zone felt that non-resident parking was an issue and were in favour of parking controls for their roads.

11.30 **Objection:** The obvious answer in this situation would be the removal of the existing Highgate Station CPZ and yet this was not offered as an alternative in your consultation. If it had been I believe that your results would have been even more overwhelmingly against extension of the CPZ.

Council's response: The Highgate Station CPZ was introduced as a direct result of requests from local residents for protection against long stay commuter parking. The review carried out in November/December 2006 confirmed that the scheme was meeting the needs of residents of the zone. Overall the feedback received from the existing Highgate Station CPZ Review indicated that:

- **86%** of respondents are either Very or Fairly Satisfied with the CPZ.
- **85%** of respondents are either Very or Fairly satisfied with the days of operation of the CPZ.
- **85%** of respondents are either Very or Fairly satisfied with the hours of operation of CPZ.

11.31 **Objection:** The Council is not adhering to its policy of encouraging the use of sustainable modes of transport by not providing parking availability around the station to enable motorist to continue their journey by public transport. Additional parking at the station can be created by the development of the redundant overland station site which is accessible from Priory Gardens.

Council's Response: The Council's Local Implementation Plan, which includes the Parking and Enforcement Plan (the 'PEP') sets out the Councils strategy and objectives to support a better and safer environment for the borough. Through the CPZ, the Council is reducing the levels of commuter parking around Highgate Station for the benefit of the local community. It also encourages sustainable modes of transport for entire journeys rather than using the private vehicle for short journeys and this in turn reduces congestion and associated pollution.

The Council does not own the existing Highgate Station Car Park or the land adjacent to the station. It is not the Council's policy to support the provision of additional public off-street car parks in the borough.

11.32 **Objection:** The timing of the formal consultation exercise over the Easter period has significantly reduced the opportunity for people to participate in the consultation. Certainly against the DCLG guidelines on good practice in consultation processes. The current exercise should be cancelled and guidance sought on correct procedures. In any event the views should actively be sought of those streets immediately outside the boundary of the proposed extension, since these will be the residents most directly affected by inevitable decanting of parking demand.

Council's Response: The Council has fulfilled its statutory requirements by publishing a Notice in the London Gazette, Ham and High and The Journal series and by erecting copies of the notice on site on 22.03.07. Also, a copy of the Notice and the draft Order was sent to statutory bodies.

The legal framework to deal with the consideration of a CPZ proposals is set out under the Road Traffic Regulations Act 1984 and the procedure is prescribed under the Local Authorities' Traffic Orders (Procedure) Regulations 1996. Until the law is changed with respect to this matter the Council will continue with its current consultation strategy.

It is Regulation 8 of The London Authorities Traffic Order (procedures) (England & Wales) Regulations 1996 that enables any person to object to the making of the order by the date specified in the notice of proposals or, if later, the end of the period of 21 days beginning with the date on which the authority has complied with the requirements of regulations (published the notice in a local paper and in the London Gazette and taken any other such steps as considered appropriate).

The Notice published in connection with the schemes, specifies that objections can be made within 21 days of the date on which this Notice is published.

11.33 **Comment:** Opposed as it will cause displacement parking.

Council's response: The aim of a CPZ is to prioritise parking in line with the Council's hierarchy of parking need. The Council will seek to review any scheme implemented 12 months post implementation.

11.34 **Comment:** The proposed scheme will cause more parking pressures on Archway Road, which already has limited parking due to its red route status. This will be a particular problem for the residents of 472 – 492 Archway Road and therefore Archway Road should be included in the scheme.

Council's response: Archway Road is under the authority of Transport for London and as such is not subject to any Traffic Management Orders the Council make. Residents of 472 -492 Archway will however be permitted apply for parking permits to park in the CPZs on adjoining side roads.

11.35 **Comment:** Any scheme that goes ahead must incorporate Claremont Road. The Council's proposals will lead to displacement. The majority of respondents from Claremont Road would like the Council to consider including their Road.

Council's Response: A total of eight representations were received from residents of Claremont Road. Two of the representations were objections to the Council's proposals while the other eight requested that the Council include Claremont Road in the scheme. During the review 44 responses were received from Claremont Road of which 34 indicated that they would not support the introduction of a CPZ for their road. It is the Council's view that the representations received during Statutory Consultation are not sufficient for Claremont Road to be considered for inclusion at this time. The Council will however seek to review the scheme 12 months post implementation.

11.36 **Comment:** Shepherds Hill should be included in the proposed scheme.

Council's Response: A total of three representations were received from the residents of Shepherds Hill all requesting inclusion of their road in the scheme. During the review the Council received 75 responses from Shepherds Hill of which 43 indicated that they would not support the introduction of a CPZ for their road. Therefore the Council will not consider Shepherds Hill for inclusion at this time. The Council will however seek to review the scheme 12 months post implementation.

11.37 **Comment:** I do not agree with the proposal that permit holders in the existing zone will not be permitted to park in the new (Outer) zone and vice versa.

Council's Response: The feedback from the review held in November/December 2006 highlighted many residents within the existing zone were concerned with the possibility of an extension becoming too large as it was their view that this would encourage commuting within an enlarged zone. The introduction of separate zones will reduce the possibility of 'inner CPZ' commuting.

11.38 **Comment:** North Hill Avenue should be included in the proposed CPZ.

Council's Response: North Hill Avenue and the full length of North Hill was originally considered for inclusion in the Highgate Station (Outer) CPZ as overall there was support from these roads. In discussions with Ward Councillors it was suggested that North Hill, from its junction with Storey Road to its junction with Bakers Lane, which includes North Hill Avenue be omitted from the proposed extension. This was because the views from this section of North Hill and North Hill Avenue did not indicate support for the consideration of parking controls during the review and that this area was a considerable distance away from the Highgate Station. For the reasons highlighted North Hill Avenue was omitted from the proposals that were the subject of Statutory Consultation.

11.39 **Request:** The proposed measures will cause displacement on Stanhope Road and therefore it should be included in the proposed scheme.

Council's Response: A total of three representations were received from the residents of Stanhope Road. Two of the representations requested inclusion in the proposed zone while the other representation raised concerns regarding displacement. During the review 40 responses were received from Stanhope Road of which 32 indicated that they would not support the introduction of a CPZ for their road. In view of the feedback received during both the review and Statutory Consultation the Council will not consider Stanhope Road for inclusion at this time. The Council will however seek to review the scheme 12 months post implementation.

11.40 **Comment:** Denewood Road should be included in any scheme that goes ahead.

Council's Response: A total of ten representations were received from residents of Denewood Road. Seven representations requested the inclusion of Denewood Road in the proposed scheme. A further two support the Council's proposals while the remaining representation was opposed. During the review seven responses were received from Denewood Road of which four indicated that they would not support the

introduction of a CPZ for their road. Although the representations received during Statutory Consultation would suggest support for inclusion in the proposed CPZ, it is the Council's view that this road should not be included at this time. It should however be monitored and considered further should residents make representations to the Council following the introduction of the proposed CPZ.

12. Background

- 12.1 A review of the Highgate Station CPZ was conducted in November/December 2006. The review indicated that respondents of the existing zone were satisfied with its operation and no amendments were required.
- 12.2 The review also consulted roads on the periphery of the zone to obtain their views on parking issues within their roads. The feedback indicated that there was support for the consideration of parking controls in a number of roads reviewed.
- 12.3 A report detailing the feedback received during the review and providing recommendations to proceed to Statutory Consultation for a Highgate Station (Outer) CPZ was approved, under delegated powers, by the Acting Director for Urban Environment and the Executive Member for Urban Environment in January 2007.
- 12.4 Statutory Consultation was carried out between the 22 March and 16 April 2007.

13. Conclusion

- 13.1 The feedback received during Statutory Consultation process clearly demonstrates that there is a high level of support for the introduction of the Highgate Station (Outer) CPZ.
- 13.2 It further indicates that there is a level of support from some roads on the periphery of the proposed zone, particularly Stanhope Road, Denewood Road, Claremont Road and Shepherds Hill; although it is not felt that the level of support is sufficient to consider the inclusion of these roads at this time.
- 13.3 When introducing parking controls the council must, under its legal obligations give due regard to various factors including traffic issues and the interests of the owners and occupiers of properties on the affected roads.

The factors which need to be considered include:

- the need to maintain the free movement of traffic;
- the need to maintain reasonable access to premises;
- the extent to which off-street parking is available in the neighbourhood;
- road safety;
- impact on local amenities;
- air quality; and
- The passage of public service vehicles.

13.4 The Executive is requested to decide whether or not to proceed to the implementation of the schemes after duly considering the objections outlined in this report.

14. Use of Appendices / Tables / Photographs

14.1 **Appendix I-** Copies of Statutory Consultation Document

14.2 **Appendix II-** Summary of representations received

14.3 **Appendix III-** Copies of petitions received

14.4 **Appendix IV** – Layout plan of proposed scheme

Appendix I

Copies of Statutory Consultation Documents

Existing Highgate Station CPZ area

Proposed extension of the Highgate CPZ area

Urban Environment

Streetscene

1st Floor South, River Park House, 225 High Road,
Wood Green, London N22 8HQ
Tel: 020 8489 1325 Fax: 020 8489 1251
www.haringey.gov.uk

22 March, 2007

Dear Resident or Trader,

Statutory Consultation

Highgate Station Controlled Parking Zone (CPZ) – Review (Existing)

During October and November 2006 the Council carried out a review of the Highgate Station CPZ. We invited residents and traders in the CPZ to give their views on the operation of the scheme. I would like to thank everyone who gave us your feedback on how the CPZ operates.

What did you tell us?

As you may be aware, the Highgate Station CPZ operating days and times are **Monday to Friday, 10am – 12pm** (with exception to Priory Gardens which operates Monday – Saturday, 8am – 6:30pm).

We have received the following feedback:

- 86% of respondents were either very or fairly satisfied with the CPZ as it currently operates.
- 85% of respondents were either very or fairly satisfied with the days of operation of the current CPZ.

The feedback indicated that the vast majority of respondents were satisfied overall with the current operating days and hours of the Highgate Station CPZ.

The full breakdown of the responses received from the Highgate Station CPZ review, is available on our website: www.haringey.gov.uk/recent_parking_consultations.htm

As part of the Review, we also consulted the roads surrounding the CPZ, asking them for feedback on whether they would like to be included in a possible extension. The feedback we received indicated support for an extension of the existing CPZ, as shown on the plan. The extension will be known as the **Highgate Station (Outer)** and will be subject to statutory consultation, which will be conducted on **22 March 2007**.

You should also be aware that if an extension is implemented, permit holders in the existing zone will not be permitted to park in the Highgate Station CPZ (Outer) zone and vice versa. **South Close** and **Muswell Hill Road** will be included in the existing zone due to its location in relation to the proposed (Outer) extension.

Director of Urban Environment Niall Bolger
Assistant Director of Streetscene Stephen McDonnell



Copies of the proposed Orders and detailed plans may be viewed during normal office working hours, between 10am and 4pm, until 21 days from the date of the 22 March 2007, at The Traffic and Road Safety Group, 1st Floor (South), River Park House, 225 High Road, Wood Green, London N22 8HQ.

If you would like to comment on the proposed Highgate Station CPZ (Outer) extension, please write to: Haringey Council, Traffic and Road Safety Group, at the above address or e-mail us at Streetscene.consultation@haringey.gov.uk or call Charlene Santos on 020 8489 1326.

Thank you for taking time to read this leaflet.



Councilor Brian Haley
Executive Member for Environment and Conservation



Highways

Streetscene

Highgate Station Controlled Parking Zone Review (Surrounding CPZ Area) Statutory Consultation



Closing Date 12 April 2007

www.haringey.gov.uk

HARINGEY COUNCIL

Highgate Station – Controlled Parking Zone Review (CPZ) – Review (Surrounding)

Dear Resident or Trader,

STATUTORY CONSULTATION

Highgate Station Controlled Parking Zone (CPZ) – Review (Surrounding)

During October and November 2006 the Council carried out a review of the Highgate Station CPZ. We invited residents and traders in the surrounding roads to give their views on the existing CPZ and asked whether they would like to be included in a possible CPZ extension. I would like to thank everyone who returned their questionnaires.

What did you tell us?

- The feedback received from the Review indicated that there is an area where there is strong support from some of the roads for an extension of the CPZ.
- Of those respondents in favour of an extension the majority favoured controls to operate for 5 days a week.
- The largest single response favoured a two hour operating period during the day.

Should you wish to view a full breakdown of the responses received from the **Highgate Station CPZ Review** please visit our website at: www.haringey.gov.uk/recent_parking_consultations.htm

Our Proposal

Having considered the feedback received, we are proposing to extend the existing Highgate Station CPZ which will be called **Highgate Station CPZ (Outer)**, to operate **Monday to Friday, 10am – 12noon**. The area can be seen on the attached plan and consists of the following roads:

- | | |
|---------------------|-------------------------------------|
| ● Holmesdale Road | ● North Hill (south of Storey Road) |
| ● Hornsey Lane | ● Wembury Road |
| ● Langdon Park Road | ● Broadlands Road |
| ● Milton Road | ● Broadlands Close |
| ● Milton Park | ● View Close |
| ● Milton Avenue | ● View Road |
| ● Orchard Road | ● Hornsey Lane Gardens |
| ● Northwood Road | |

The majority of these roads supported an extension of the CPZ. Although **Milton Avenue** was against an extension, it has been included because it is felt that they could suffer from displacement parking if excluded from the proposal. Private roads are not included. You should also be aware that if an extension is implemented, permit holders in the existing zone will not be permitted to park in the Highgate (outer) zone and vice versa.

Highgate Station – Controlled Parking Zone Review (CPZ) – Review (Surrounding)

Further Measures

We are also proposing to:

- include **South Close** and **Muswell Hill Road** to its junction of South Close, into the existing Highgate Station CPZ maintaining the **Monday to Friday, 10am – 12noon** operation.
- change the existing parking layout in **Southwood Lane** at its junction with **Jackson's Lane** to improve road safety.

Next Steps

To enable any parking controls to be legally enforceable the council is required to enter into a further stage of consultation known as Statutory Consultation. This is the legal part of the process and takes the form of a public notice advertised in the local press, London Gazette and visible locations within the area to inform of the Council's intentions.

The notice will be advertised on **22 March 2007** and provides a 21-day consultation period for interested parties to make representations regarding the Council's intentions to implement parking controls. You should note that statutory consultation differs from informal consultation in that any interested party can make representations, rather than restricting the consultation to a specified area. Responses are also analysed according to the comments made, rather than based on "Yes/No" responses.

Copies of the proposed Orders and detailed plans may be viewed during normal office working hours, between 10am and 4pm, until 21 days from the date of the 22 March 2007, at The Traffic and Road Safety Group, 1st Floor (South), River Park House, 225 High Road, Wood Green, London N22 8HQ.

If you would like to comment on the proposed **Highgate Station CPZ (Outer)** or the Further Measures listed above, please write to: Haringey Council, Traffic and Road Safety Group, River Park House, 1st Floor South, 225 High Road, Wood Green, London N22 8HQ or e-mail us at Streetscene.consultation@haringey.gov.uk

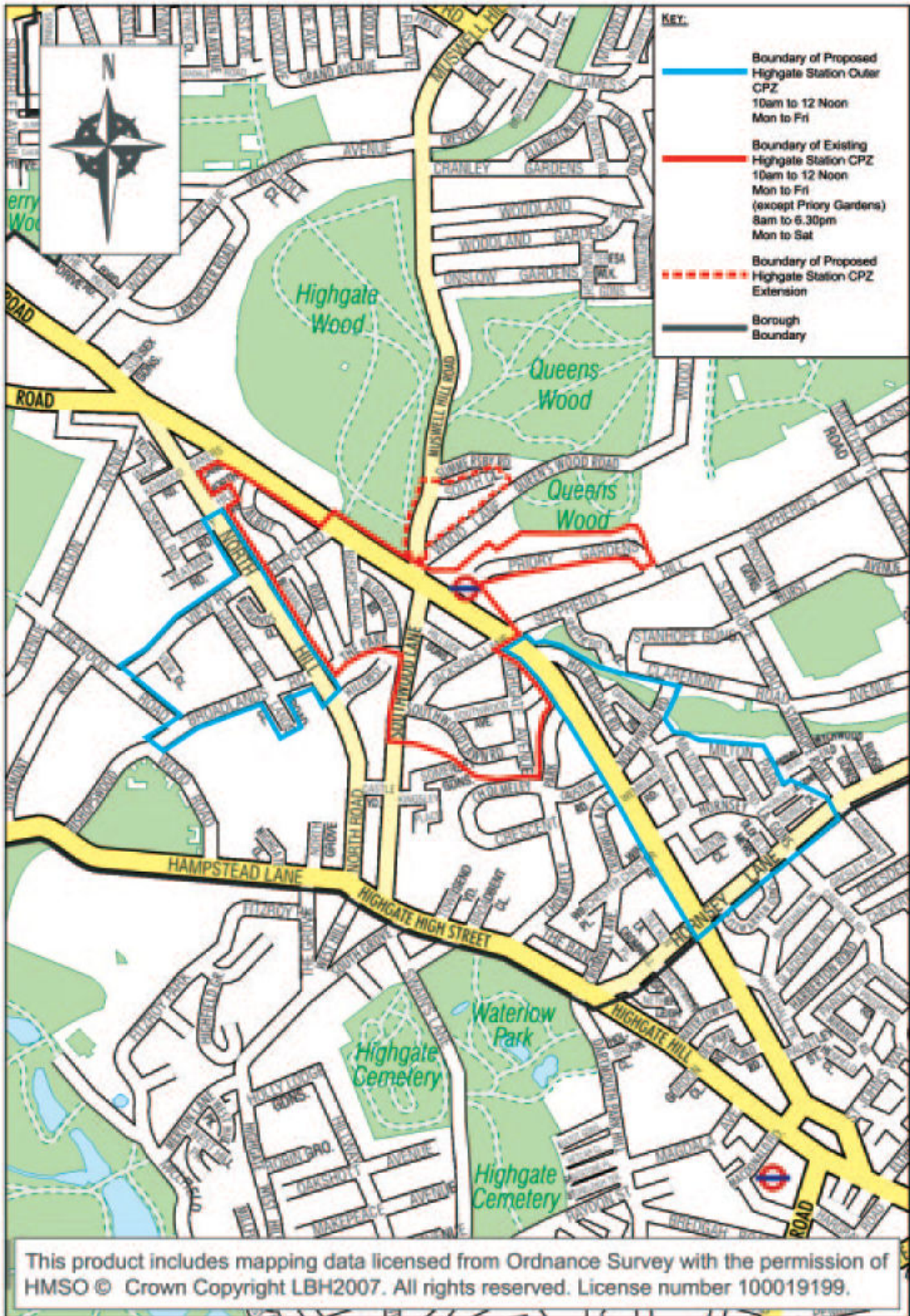
If you have any queries please contact Charlene Santos on 020 8489 1326.

Thank you for taking time to read this leaflet.

Yours faithfully,



Councillor Brian Haley
Executive Member for Environment and Conservation



What is a Controlled Parking Zone (CPZ)?

A Controlled Parking Zone (CPZ) is an area where all on-street parking is controlled either by yellow lines or designated parking bays.

CPZs give priority to residents and local businesses, and their visitors, who must display permits or vouchers to show their entitlement to park.



Outside the hours of operation parking remains unrestricted, unless otherwise indicated by additional time-plates stating the extended restrictions.

Double yellow lines prohibit parking at any time regardless of the CPZ.

CPZs are usually located in town centres and areas surrounding underground and rail stations where parking most affects the local residents.

CPZs ease congestion caused by illegal and obstructive parking by introducing waiting restrictions where parking is undesired.

Some roads further away from the source of the problem are included in the zone to prevent displaced motorists from moving into these roads. A permit for one CPZ does not allow the holder to park in any other CPZ.

How do CPZs work?

CPZs work by ensuring that vehicles park in designated bays at certain times of the day. Any vehicles that are parked illegally are liable to receive a Penalty Charge Notice (parking ticket).

CPZs operate at different times of the day depending on the parking demands and each zone is designed to deal with the type of problem in the area.

Different types of bays are provided for specific groups of motorists. In this instance, there will be three types of bays provided:

- Residential – for residents of the roads in the area, and their visitors, displaying a valid parking permit.
- Residential and Pay and Display shared use bays
- Residential and Business shared use bays

During the hours of operation of the CPZ, all vehicles must be parked in the appropriate bays. At other times the parking bays do not apply and parking is unrestricted except where yellow lines operate for longer periods.



Types of Parking Permits

Parking permits are only needed during the hours of operation of the CPZ.

Application forms for all types of permits may be obtained by telephoning the parking helpline on 0208 489 1234 Monday to Friday 8am to 6pm.

Applications may be sent and received by post or permits may also be obtained on the day over the counter at the following:

- Parking Shop, 247 High Road, Wood Green N22 8NZ
- Wood Green Customer Service Centres, 48 Station Road, Wood Green N22 7TY
- South Tottenham Customer Service Centres, Apex House, 820 Seven Sisters Road, Tottenham, N15 5PQ
- North Tottenham Customer Service Centres, 639 High Road, Tottenham, N17 8BD
- Hornsey Customer Service Centre, Broadway Annex, Hornsey Town Hall, Crouch End, N8 9JJ

Visitor permits in the form of scratch cards may be purchased in advance from the Parking Shop.

The Council will send further information to residents about parking permits before any scheme is put in place.

Residential Permits – residents who live in the CPZ are entitled to apply for a resident's permit. Residents who display a valid permit can park in residents' bays and some shared-use bays.

Short-stay visitor Permits – people visiting the area (friends, relatives, health visitors or trades people etc.) have a number of options.

They can:

- Park in a shared-use bay and purchase a pay and display ticket from a machine.
- Obtain a visitor's permit from the resident they are visiting and display it in their windscreen. (Visitors' permits will need to be purchased in advance by residents)

Long-stay visitor Permits – people visiting residents for longer periods (including trades people) may use long term visitor permits, which allow

parking for 2 weeks. Residents who hire a car for a short period can also purchase these permits. (These permits will need to be purchased in advance by residents).

Business Permits – a number of parking bays will be provided for businesses within the area to provide regular parking for vehicles used in the course of business.

Further Features of a CPZ

Parking for Businesses, Services and Community Users

One of the major objectives of CPZs is to give a degree of priority to the parking needs of residents. It is clear that businesses, services and community users also have legitimate parking requirements that need to be catered for. In existing CPZs the Council operates a Business Parking Permit scheme that enables businesses to purchase permits which allows them to park in business bays or a shared used permit holder bays. The criteria for eligibility for Business Permits (which currently cost £225.00 per annum) is strict and may be defined as follows:-

- Require regular and unavoidable use of a vehicle to run their business
- Transport bulky and/or high value goods on a regular and unavoidable basis
- Work unsociable hours (when public transport is not readily available)

Permits are not available just for travelling to work by car (unless these journeys have to be made at unsociable hours). Nevertheless, they are not only available for commercial businesses: other employers – e.g. local schools and health providers – may also apply, though the same criteria must be satisfied.

Loading and Unloading

A vehicle may load and unload for a maximum period of 20 minutes in any part of the zone when delivering or collecting goods, unless loading /unloading restrictions are in place. Loading/ unloading must be continuous and must involve heavy/ bulky goods (not normally shopping).

An exception to this is for moving house, when vehicles may wait longer than 20 minutes, whilst

Highgate Station – Controlled Parking Zone Review (CPZ) – Review (Surrounding)

being loaded/ unloaded, provided they are not causing an obstruction.

Suspension of Parking Places

In certain circumstances the Police or the Council may suspend parking bays, for example to allow for building operations, domestic removals, weddings, funerals or special events etc.

Vehicle crossovers (driveways) and established pedestrian crossing points

Parking bays will not be placed in front of a foot-way crossover where vehicle access has been provided for a property, or at established pedestrian crossing points. A yellow line will be provided to enable the Council and the Police to carry out enforcement during the operational hours of the CPZ.

Enforcement of Regulations

Any driver who parks a vehicle in contravention of parking restrictions will be issued with a Penalty Charge Notice (parking ticket).

Haringey Council is responsible for enforcing parking restrictions and uniformed parking attendants would regularly patrol the area to ensure that adequate enforcement takes place.

Signs and the Environment

Signs will be placed on existing lamp columns or on boundary walls of properties where possible, subject to statutory consultation. This is to reduce the amount of street furniture. Only where it is absolutely necessary will sign posts be erected for signs.

Special Parking Groups

Disabled Badge Holders (blue / orange badge holders) – Any vehicle displaying a Disabled Badge; or Companion Badge will be able to park without a permit:

Disabled Companion Badge: This badge is designed to reduce the risk of theft of the blue badge when left in the vehicle at night. The Disabled Companion Badge can be used instead of the blue badge.

- in any residents' bays within the zone;
- on yellow lines without loading restrictions for a maximum of 3 hours provided they are not causing an obstruction;
- in any Disabled Bay, for a maximum of three hours.

Doctors – the existing designated doctors parking bays providing exclusive use for doctors will remain and no additional charges will be made.

Motorcycles – these can park free of charge in any of the parking bays, except designated disabled or doctor parking bays.

Shqip

Nëse e doni në gjuhën tuaj këtë fletushkë të Konsultimit Ligjor mbi Rishqyrtimin e Zonës së Kontrolluar të Parkimit (CPZ) të Highgate Station (Rrethuese), ju lutem shënjoni ✓ kutinë, plotësoni emrin dhe adresën tuaj dhe dërgojeni formularin tek adresa e mëposhtme me postim falas.

Kurdî Kurmancî

Heke hun vê belavoka Pêşçavkirina Herêmên Parka Kontrolkirî ya Highgate Station (Derdor), Şêwirdariya Hiqûqî bi zimanê xwe dixwazin, ji kerema xwe qutîkê îşaret bikin, nav û navnîşana xwe binivîsin û formê ji navnîşana posta bêpere ya jêrîn re bişînin.

বাংলা

আপনি যদি এই 'হাইগেইট স্টেশন CPZ রীভিউ (সারাউন্ডিং), স্ট্যাটুটরী কনসাল্টেশন' প্রচারপত্র আপনার নিজের ভাষায় পেতে চান, তাহলে বাঞ্ছা টিক্ চিহ্ন দিন, আপনার নাম ও ঠিকানা লেখার জায়গা পূরণ করুন এবং এই ফর্ম নিচের ফ্রীপোস্ট বা বিনা ডাকমাণ্ডলের ঠিকানায় পাঠিয়ে দিন।

Soomaali

Haddii aad rabto warqaddan ah wadatashiga qaanuuniga ah ee ku saabsan dibu eegista mandaqadda baarkinka la xadeeyay (CPZ) ee Highgate Station (Mandaqadda ku xeeran) oo luqaddaada ku qoran, fadlan calaamadi sanduuqa, ku qor magacaaga iyo cinwaankaaga kadibna foomka ku soo dir cinwaanka boostiisu lacag la'aanta tahay ee hoose.

Français

Si vous souhaitez obtenir ce feuillet statutaire de consultation du Bilan de la Zone de Stationnement Contrôlé (Environnante) de la Gare de Highgate dans votre langue, veuillez cocher la case, compléter votre nom et adresse et renvoyer le formulaire à l'adresse au port payé ci-dessous.

Türkçe

Highgate İstasyonu KPB Gözden Geçirme (Çevresi), Yasal Konsültasyon Broşürünü Türkçe olarak edinmek isterseniz lütfen kutucuğu işaretleyin, isminizi ve adresinizi yazarak formu aşağıdaki *freepost* adresine gönderin.

Please tell us if you would like a copy of this CPZ consultation in another language that is not listed above or in any of the following formats, and send the form to the Freepost address below.

 In large print On audio tape In Braille In another language, please state:

Name: _____

Tel: _____

Address: _____

Email: _____

Please return to: Freepost RLXS-XZGT-UGRJ, Haringey Council,
Translation and Interpretation Services, 8th Floor, River Park House, 225 High Road, London N22 8HQ

Haringey Council offers this translating and interpreting service to Haringey residents. We can translate this document into one language per resident ONLY.

Highgate Station Controlled Parking Zone (CPZ) – Review (Surrounding)



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Communications Unit 17876 • 03/07



Appendix II

Summary of representations received

Appendix III

Copies of petition received

To: Tony Kennedy
 Traffic and Road Safety Group, Haringey Council
 225 High Road Wood Green London N22 8HQ

4 April 2007

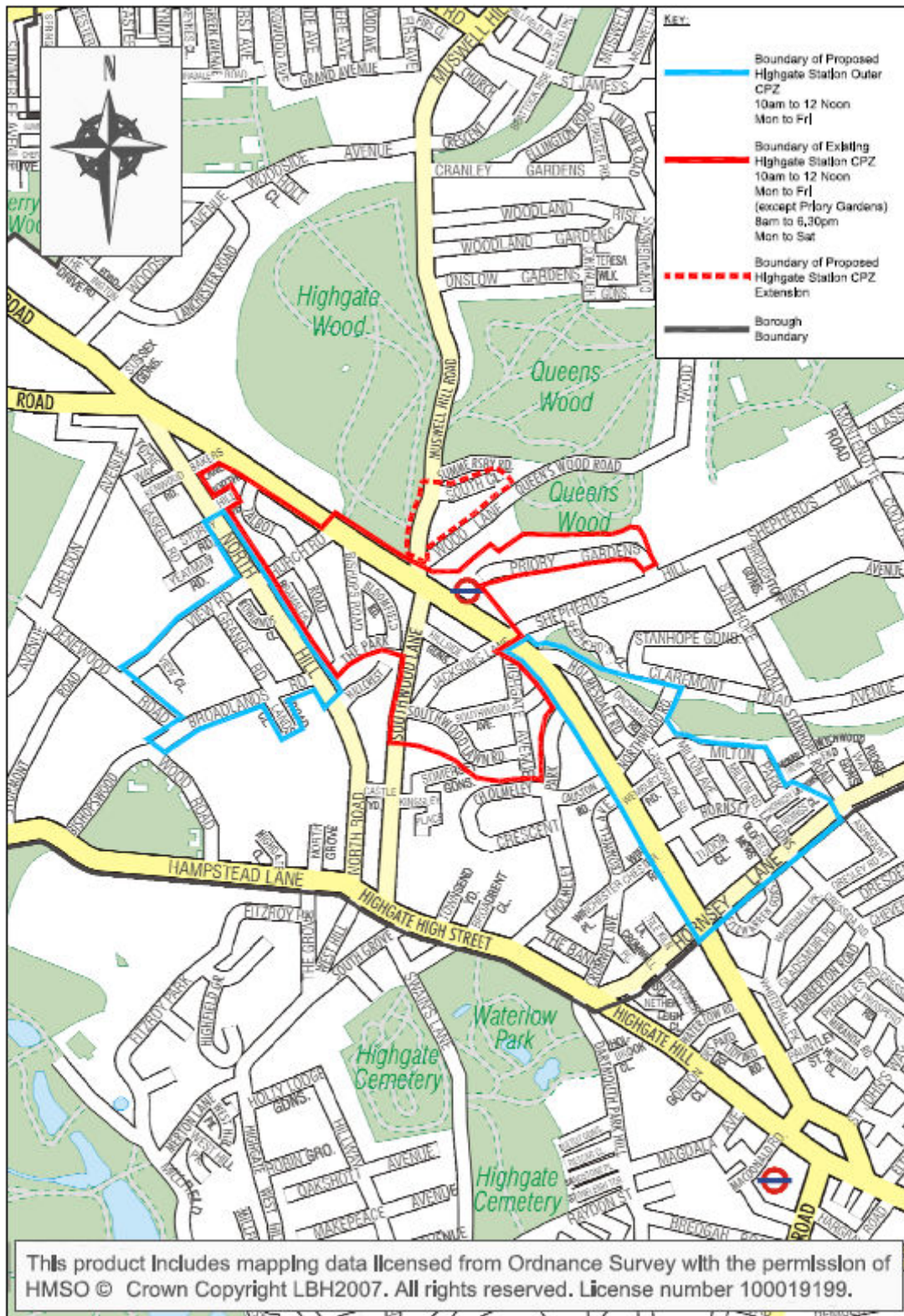
Petition against the exclusion of North Hill Avenue from the extension of the Highgate Station CPZ (Outer)—and for its inclusion in the proposed new zone for reasons outlined in earlier (2005-6) and recent (2007) correspondence; briefly:

- Displaced commuter traffic from proposed CPZ (Outer) to North Hill Ave which is contiguous with North Hill
- Ongoing parking by out-of-area commuters, resulting in dangerous parking, double-parking and blocking of street
- Probable continued use of North Hill Avenue by North Hill residents after proposed introduction of CPZ (Outer); with ticketing of North Hill Avenue residents when we park around the corner on North Hill

We wish to be included in the extension of the Highgate CPZ (Outer)

NAME	ADDRESS	SIGNATURE and date
Barbara Bryant	6 North Hill Avenue N6	<i>Barbara Bryant</i> 5.04.07
Julius Bryant	6 North Hill Avenue N6	<i>J Bryant</i> 2.4.07
Max Bryant	6 North Hill Avenue N6	<i>Max Bryant</i> 5/4/07
<i>Ruairi Moulding</i>	5 North Hill Ave	<i>R Moulding</i> 7/1/07
<i>VIKKY MOULDING</i>	5 North Hill Ave	<i>Vicky Moulding</i> 7/1/07

Appendix IV – Layout plan of proposed scheme



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Highgate Station CPZ

Record of representations Statutory Consultation

Name		Date:	Number:	Address	Grounds of representation/Comments made	Comments, Support or Objection	Additional comments	Origin	
Archway Road									
1	1	A Bagdadi	21-Mar-07	-	Archway Road	Comments regarding the ability to park within proposal. General enquiry for info	Comments	Require more information which was sent to him.	Within proposed extension
2	2	Oliver Andrew	11-Apr-07	349	Archway Road	Will have a detrimental effect on local businesses re employee parking, as area not adequately served by public transport . New area for CPZ may alleviate minor amount of congestion.	Objection	Reconsider the proposed extension.	Within proposed extension
3	3	Suzzane Tosh	11-Apr-07	349	Archway Road	Feels that the scheme does not take consideration for businesses in area and employee parking, Public transport not adequate to use. Negatives outweigh positives.	Objection	Reconsider the proposed extension.	Within proposed extension
4	4	Mr T Smith Miss K Lydon	21-Mar-07	280a	Archway Road	Money Making scheme. The Council has ignored the request of local people There is a clear majority opinion that there should be no extension of the CPZ from earlier consultation. Limiting the scheme to the 14 roads will cause parking displacement. Will aggravate a situation that the majority of residents in the area surveyed are either happy to tolerate or do not consider to exist. Councils intention is that the parking displacement will lead to further extensions. Undemocratic and poorly thought out process of consultation. Methodology for the review needs to be reconsidered They feel scheme could be interpreted as way of expanding CPZ by stealth - displacing parking further a field creating need for further expansion Urge Haringey Council to reconsider approach.	Objection	-	Within proposed extension
5	5	Robert Innes	31-Mar-07	486	Archway Road	Will cause parking pressures on the road route and the scheme should therefore be extended to include Archway Road. Commuters and local workers already reduce the available parking spaces.	Objection	Scheme should include Archway Road or not go ahead at all as it will cause displacement parking probs.	Within proposed extension
Bishopswood Road									
6	1	Rachel Williams	30/03/07	18	Bishopswood Road	Did not receive consultation document. Request for copy	Request for information	Require more information	Outside of proposed extension

Broadlands Close									
7	1	Areta Hautman	10/04/07	7	Broadlands Close	Made various Suggestions 1) Alteration to restrictions on the side of The Park. To provide additional day time parking 2) 20 minute stop & shop at North Hill Objecting to sliding scale of charges as personally cannot afford to change their 1989, 1900cc car	Support	Opposed to new sliding charges	Within proposed extension
Broadlands Road									
8	1	Pamela Omerod	29-Mar-07	-	Broadlands Road	Review positioning of disabled parking bay due to concerns of with access/egress and traffic. Review single & double yellow lines to improve vision particularly at school times	Support	-	Within proposed extension
9	2	Jon Pierce	01-Apr-07	-	Broadlands Road	The 10am to noon, 5 days a week strikes the right balance.	Support	-	Within proposed extension
10	3	Paul Newbold	16-Apr-07	-	Broadlands Road	I am pleased to hear that the Council are considering extending the CPZ to include Broadlands Road. However 10am to noon will not address the night time parking . Please will you consider the extension of the time period of the CPZ to prevent the overnight parking of vans and lorries. Hope you will be able to use low level signage. Congestion should be looked at in Hampstead Lane due to visitors to the Heath.	Support	Midday timing will not help night parking prob	Within proposed extension
Claremont Road									
11	1	Brent Hansen	11/04/07	54	Claremont Road	include Claremont & Stanhope Gds To reduce displacement parking in new proposal & double yellows on corners, reduce and road rage (yellow lines) Urge to reassess HC plans. Support for inclusion of Claremont Road	Request to include Claremont Road	-	Outside of proposed extension
12	2	Ben Brown	26-Mar-07	49	Claremont Road	Sorry to see that the extended CPZ is not going to cover Claremont Road. Our life will be made a misery as already there is in sufficient parking for residents in the road.	Request to include Claremont Road	-	Outside of proposed extension
13	3	Andrew Keating	12/04/07	41	Claremont Road	Objecting to cost of scheme and parking problems it creates - Council's cynical miss-use of democratic process. Consultation is expensive. Scheme only being introduced to 'fill your coffers'	Objection	-	Outside of proposed extension

14	4	Rose Catt	28-Mar-07	44	Claremont Road	Will cause displacement into Claremont Road. Outsider parking already causes her to park in other roads, big problem as parent of young children . Often drivers speed and are aggressive. Either include Claremont Road or allow me to purchase a permit.	Request to include Claremont Road	-	Outside of proposed extension
15	5	Mrs Footer	22-Mar-07	46	Claremont Road	Will cause displacement parking into Claremont Road and Stanhope Gardens. Concerns with speed and aggression of non residential through traffic as well as accidents. Damaging quality of life. Suggestion of blocking off Northwood Road to stop cut trough. Offer residents of Claremont/Stanhope permits for CPZ area.	Objection	-	Outside of proposed extension
16	6	Nadine	25-Mar-07	38	Claremont Road	Devastated that Claremont Road is not included. It is already difficult to park on the street and imposing the extended CPZ will make it impossible to park in our street.	Request to include Claremont Road	-	Outside of proposed extension
17	7	Andy de la Tour & Susan Woodlridge	24-Mar-07	51	Claremont Road	The decision to exclude Claremont Road/Stanhope Gardens will have a catastrophic effect on those who live in the crescent. Must have another consultation before the scheme is implanted. Northwood Road is a rat run. It is obvious that the residents of Claremont Road and Stanhope Gardens residents would have never opposed the scheme if it meant they would have been the only roads outside the scheme.	Request to include Claremont Road	-	Outside of proposed extension
18	8	Sam Thiagaraj	24-Mar-07	-	Claremont Road	Would it be possible to include Claremont Road in this outer Zone as Claremont Road will suffer from displacement parking if excluded.	Request to include Claremont Road	-	Outside of proposed extension
19	9	Jonathan Chesebrough	09-Apr-07	22	Claremont Road	The newly proposed CPZ stops short of Claremont Road which will mean that much of parking displaced by the revise CPZ will end up on Claremont Road. As Claremont Road is easily within walking distace to the Highgate tube Station, this could make parking potentially very difficult. Our intial response was that we did not think CPZ was necesscary, howeve this would not have been our response given the revise proposed CPZ area.	Opposed and request inclusion of Claremont Road	-	Outside of proposed extension
Coolhurst Road									

20	1	Gill Trethowan	12/04/07	56	Coolhurst Road	Objecting on grounds of using her car for personal safety re getting & from to tube station for work. Noted that HC responded that Bishopswood Rd residents would have opportunity to comment on HC proposals.	Objection	-	Outside of proposed extension
Denewood Road									
21	2	Margaret Butt (Mrs)	12/04/07	22	Denewood Road	Objected to extension of CPZ into Denewood but would like to see how other road are affected e.g. Denewood, Stormont and Sheldon	Support	Against including Denewood Road and would like to wait and see how any scheme affects the area.	Outside of proposed extension
22	3	Sue and Peter Leon	30-Mar-07	6	Denewood Road	Support the decision not to have CPZ in the Denewood Road	Support	-	Outside of proposed extension
23	4	Tim and Annabel Davidson	30-Mar-07	14	Denewood Road	Include Denewood in new proposal due to possibility of displaced parkers	Request to include Denewood Road	Request revision of plans	Outside of proposed extension
24	5	Lesley & Stewart Goldberg	04-Apr-07	2a	Denewood Road	Displacement Parking issues request Deewood included at least from View rd to Broadlands Rd. . Complaint that residents of streets consulted but not inc in new zone were not informed.	Opposed and request inclusion of Claremont Road	-	Outside of proposed extension
25	6	John Bardner	09-Apr-07	12	Denewood Road	Include Denewood in new proposal	Request to include Denewood Road	-	Outside of proposed extension
26	7	Dr W K Pallister	03/04/07	21	Denewood Road	need to include Denewood Road on CPZ to counteract displaced parking, stated did not receive consultation documents.	Request to include Denewood Road	-	Outside of proposed extension
27	8	Ian Wallace	04/04/07	18	Denewood Road	Include Denewood in new proposal - changed mind from previous consultation response	Request to include Denewood Road	-	Outside of proposed extension
28	9	Phil Collins	10/04/07	2	Denewood Road	Include Denewood as displacement parking will create parking probs. In Denewood exp due to private hospital	Request to include Denewood Road	-	Outside of proposed extension

29	10	Dr Ramachandran	29/03/07	-	Denewood Road	The advice Cllr Haley receives from Highways does not follow any logic. Parking pressure are acute on the road, particularly because of its proximity to the Highgate Hospital. Kindly reconsider your committees' decision not to include Denewood Road. Residents are going to meet soon to seek legal advice to stop Denewood Road to seek legal advice to stop Denewood Road becoming a car park.	Request to include Denewood Road	-	Outside of proposed extension
Grange Road									
30	1	Sue Cole & Howard Carter	10/04/07	6a	Grange Road	Private road have concerns that their road may be affected by displaced parking. What powers do the Council have to carry out enforcement on a private road.	Objection	-	Outside of proposed extension
Holmesdale Road									
31	1	Miles Barton	09/04/07	14	Holmesdale Road	Haringey Council fails to have the mandate of residents' believes consultation should not proceed on basis of published results of previous	Objection	-	Within proposed extension
32	2	W J Potter	09/04/07	26	Holmesdale Road	Does not think extension to CPZ needed and it is another tax on car owners	Objection	-	Within proposed extension
33	3	Professor Alan Penn	11/04/07	40	Holmesdale Road	Not a solution- need more station parking -"survey that majority in surrounding areas against it". Suggests more station parking to be made. Concerns raised regarding timing of survey during Easter Holidays and believes certain roads were selected as they had prev strongly supported extension of CPZ	Objection	-	Within proposed extension
34	4	Amanda Green	23-Mar-07	30	Holmesdale Road	In favour as it is very difficult to park on their road	Support	-	Within proposed extension
35	5	Dr S E Robinson and S Barton	09-Apr-07	42	Holmesdale Road	Welcome the CPZ , believe will prevent the long term parking in area	Support	-	Within proposed extension
None provided									
36	1	Patricia Prichard	22-Mar-07	-	None Provided	Haringey appears to be increasingly completely out of control in relation to parking matters. Would like to see a stop to all the constant charges and consultations. Waste of public money. There is no need for these zones to be introduced they cause parking problems and they interfere with peoples lives unesscessarily.	Objection	Against Charges	Undisclosed

37	2	K Pullinger	25-Mar-07	-	None Provided	The roads are very busy at the moment and a lot of cars park there all day the CPZ will drastically affect the parking especially as there are young children attending school in the road.	Request Denewood Road	Against Charges	Not specified
Milton Park Road									
38	1	Rose Fluckiger	11/04/07	22	Milton Park Rd	Re Miltons Area - esp if maximise spaces and remove redundant disabled bays	Support	but inc Miltons	Within proposed extension
North Hill Avenue									
39	1	Barbara Bryant	10/04/07	6	North Hill Avenue	Petition from residents sent in against exclusion of North Hill also written to councillors	Objection	Inc North hill Ave in extended zone	Within proposed extension
Stanhope Road									
40	1	Keren Gelgyn	23-Mar-07	3.13	Stanhope Road	Will make parking in Stanhope Road/Gardens and Hurst Avenue impossible	Request to include Stanhope Road	Should include Shepherds Hill, Stanhope Gardens/Road and Hurst Avenue in the scheme.	Outside of proposed extension
41	2	S & G Freilich	24-Mar-07	-	Stanhope Road	If scheme was introduced will cause problems for parking	Request to include Stanhope Road	Should include Stanhope Road	Outside of proposed extension
42	3	Mr & Mrs J MacCarthy	28-Mar-07	Thirsk Cottage	Stanhope Road	Stanhope Road displacement parking problems	Comments	-	Outside of proposed extension
Stanhope Gardens									
43	1	Alastair and Anne MacGeorge	22-Mar-07	6	Stanhope Gardens	Stanhope Gardens	Comments	-	Outside of proposed extension
44	2	Susan Thornton	26-Mar-06	-	Stanhope Gardens	Opposed as the proposed scheme will cause displacement	Objection	Displacement	Outside of proposed extension
Shepherds Hill									

45	1	Amanda Cox	03-Apr-07	5d	Shepherds Hill	Consultation takes place over the Easter Holidays Shepherds Hill suffer from displacement parking Milton Avenue has been included despite their wishes Why has Shepherds Hill been excluded? Access to drive is blocked by people Proposal lacks understanding of the area.	Request to include Shepherds Hill	Request for inclusion of additional roads	Outside of proposed extension
46	2	Robert Smith	02-Apr-07	3a.28	Shepherds Hill	Proposal will cause displacement to Claremont Road, Stanhope Gardens and Stanope Road Existing CPZ has not led to any reduction in traffic Existing hours for Priory Gardens is Excessive A significant number of spaces in Priory Gardens are unused and consideration should be given to convert to P&D Having two separately operating schemes called largely the same thing will lead to confusion and problems	Request to include Shepherds Hill	Request for inclusion of additional roads	Outside of proposed extension
47	3	A P Rawlinson	05-Apr-07	13	Shepherds Hill	Include Shepherds Hill as at moment unlimited commuter parking and poor phasing or no planning with the traffic light causes residents problems. Pkg on Single yellow line causes traffic hold ups at lights. Council should have a responsibility to make best of situation checking area adjacent to the station to ease traffic flow.	Request to include Shepherds Hill	in Shepherds Hill	Outside of proposed extension
Talbot Road									
48	1	H Chakraverty	27-Apr-07	54	Talbot Road	Fairly satisfied with the CPZ as it currently operate.	Objection	Object to proposed extension as it will revert the situation to the original situation	Existing Highgate Station CPZ
Hornsey Lane Gardens									
49	1	Lucy Farrington	29-Mar-07	48	Hornsey Lane Gardens	Broadly in Support. However have a few concerns. A number of houses in the road have off street parking and it is important that parking in front of driveways is allowed to continue. The marked parking bays should maximise the total size of space. A few house have created off street parking spaces and have paved the entire frontage giving the impression that the motorist can not park in front of the access. Hornsey Lane Gdns needs bay parking although observed some residents have utilised OSP but this prevents street parking in front of their property	Support	-	Within proposed extension
Langdon Park Road									
50	1	Raoul Bhambral	23-Mar-07	51	Langdon Park Road	In Favour	Support	-	Within proposed extension

51	2	Sarah & Ben Fortna	21-Mar-07	29	Langdon Park Road	Support the proposed CPZ	Support	-	Within proposed extension
52	3	Anthony Silverman	29-Mar-07	34	Langdon Park Road	The current plans as laid out in the Statutory Document should be sufficient .	Support	-	Within proposed extension
53	4	Andrew Goodman	22-Mar-07	43	Langdon Park Road	Objections to scale of charges re emissions and to charging more for 2nd cars. Also quotes pub results.	Objection	Parking situation is unlikely to improve and the scheme will not provide value for money	Within proposed extension
54	5	Julian Courtenay	27-Mar-07	42	Langdon Park Road	I would like to commend the implementation of the scheme as outlined.	Support	-	Within proposed extension
55	6	D.H Bloom	11-Apr-07	72	Langdon Park Road	The proposed scheme should take into account prevent builders and emergency maintenance services. CPZ will reduce parking. Not guaranteed parking space even with permit	Comments	-	Within proposed extension
Milton Park									
56	1	Owen J Jones	24-Mar-07	42	Milton Park	Support the proposed CPZ hope to maximise available space to provide as many bays as poss. Prefer period longer perhaps 9-3	Support	-	Within proposed extension
57	2	Barry Sweetbaum	29-Mar-07	8	Milton Park	Living in the area has become almost intolerable due to the parking situation .	Support	-	Within proposed extension
58	3	Mary Jones	24-Mar-07	42	Milton Park	The introduction of the CPZ will greatly improve the quality of life of those that live in the Milton Park area. Only wish that Haringey could introduce the CPZ scheme sooner.	Support	-	Within proposed extension
59	4	Irena & Luba Chmil	21-Mar-07	3	Milton Park	Parking is an issue due to non residents and the introduction of the Whitehall park CPZ.	Support	-	Within proposed extension
Milton Road									
60	1	Raymond Tran	30-Mar-07	Flat 4,7	Milton Road	Look forward to a speedy implementation Strong Support	Support	-	Within proposed extension
61	2	Dr Cindy Cohen	28-Mar-07	-	Miltons	Forced into situation, objection to 'extortionate prices' to park outside their own house. Question: I suppose C Haley who has 3 cars gets of free with parking?	Support	Against Charges	Within proposed extension

62	3	Ken Griffiths	22-Mar-07	-	None Provided	Displacement Parking reluctantly makes resident support extension. Would prefer it to cover weekends and evenings as visitors to Kingdom Hall cause parking probs in area.	Support	-	Within proposed extension
North Hill									
63	1	Paul Greenwood	24-Mar-07	23	North Hill	Support the proposed CPZ, although believes current proposals only address part o the prob extended to weekends would be better	Support	-	Within proposed extension
64	2	Ms Gun Wahlstrom	23-Mar-07	59a	North Hill	Support the proposed CPZ	Support	-	Within proposed extension
65	3	Jo Smith	12/04/07	Highpoint	North Hill	Not received consultation doc, Saw notice on a tree. concerned that Broadlands is included due to displacement pkg. Request for parking permit for Highpoint residents.	Support	REPRESENTS 73 FLATS IN HIGHPOINT	Outside of proposed extension
Northwood Road									
66	1	Dixon	08-Apr-07	34	Northwood Road	I have never had a parking problem however, I agree it is sometimes more difficult to find a space when events are on.	Objection	-	Within proposed extension
67	2	Tom Eagleton	15-Apr-07	-	Northwood Road	We strongly support the proposals. We are fed up of non-residents parking on our street for weeks at a time	Support	-	Within proposed extension
South Close									
68	1	Mr P Keers	29-Mar-07	10	South Close	The Close is in constant use by commuters. Parking within South Close should be entirely residential.	Support	-	Within proposed extension
69	2	Elizabeth Fernando	04-Apr-07	-	South Close	In favour as it is very difficult to park on their road	Support	-	Within proposed extension
70	3	Caroline Myddelton	23-Mar-07	2	South Close	Hope it can be put in as soon as possible	Support	-	Within proposed extension
Milton Avenue									

71	1	Andrew Dalling	22-Mar-07	Flat 1, 7	Milton Avenue	Residents have not asked Haringey Council for proposed schem. Just money making Skam providing income on the basis of proposed "Green " parking permits. When are public hearings? What will add revenue be used on? Where is feedback for review.	Objection	Was sent details of forthcoming Executive and link of where the feedback is held.	Within proposed extension
Milton Park									
72	1	G Dempsey	09/04/07	12	Milton Park	Reluctant agreement to plan due to displaced parking. Suggested provisos to inc no reduction in pkg spaces, freedom to pk in all cpz area - poss pavement pkg. cross boro pkg with issued vouchers?	Support	-	Within proposed extension
73	2	Chris & Britany Jones	11/04/07	10	Milton Park	Strong support of proposal. no reduction in pkg spaces, review dis bays, cap on no of pkg permits per houses, expedite scheme as far as poss.	Support	-	Within proposed extension
Milton Road									
74	1	Sarah East	22-Mar-07	-	Milton Road	Difficulty of parking is just as bad in Evenings although there is significant improvement in the weekend. Even though my car's engine falls within the most expensive bracket for parking permits I am a hundred percent in favour of controlled parking.	Support	-	Within proposed extension
Orchard Road									
75	1	Stephen Whitbread	27-Mar-07	13	Orchard Road	Support the proposed CPZ. Against the segmentation of the zone preventing parking in any part of the zone for permit holders	Support	Against the segmentation of the zone	Within proposed extension
View Close									
76	1	Hilda Jones	02-Apr-07	3	View Close	View Road supporting parking on one side only	Support	-	Within proposed extension
View Road									
77	1	Annie Kassardjian	02-Apr-07	23	View Road	Highgate Station CPZ - review. Issues re Highgate Hospital parking in View Road	Support	-	Within proposed extension
Representations made from Councillors									
78	1	Cllrs: Neil Williams, Bob Hare & Justin Portess	11/04/07	-	-	Support the scheme given the levels of support from the roads concerned. However, if residents views from Denewood & Bishopswood Stormont & Sheldon express a wish to be included their requests should be given a favourable view.	Support	-	Outside of proposed extension

HARINGEY COUNCIL

Agenda item: **[No.]**
On 24 April 2007

Council Executive

Report Title: **Review of Parking Fees and Parking Charges Policy – results of Statutory Consultation**

Forward Plan reference number (if applicable):

Report of: **Director of Urban Environment**

Wards(s) affected: **All**

Report for: **Key**

1. Purpose

- 1.1 The purpose of this report is to inform members of the results of Statutory Consultation undertaken on the review of a range of parking fees and charging policy namely pay & display, car park, disabled drivers badges, companion badges, residents and visitors' permits. This includes the introduction of a new permit charging structure based on the CO₂ emissions of vehicles and a differential charging structure for second and subsequent permits.
- 1.2 The report sets out officer's responses to the objections made for members to consider before making a decision.

2. Introduction by Executive Member (if necessary)

- 2.1 Haringey Council has recently signed the Nottingham Declaration, committing itself to take positive steps to reduce the impact of local green house gas emissions on climate change.
- This report recommends a change to the Council's parking fees and parking charges policy, so to give an incentive for the use of vehicles with lower carbon dioxide emissions, and also to encourage increased use of public transport, cycling and walking.
- These changes are a significant step forward towards making Haringey a cleaner and greener borough for everyone that lives and works here."

3. Recommendations

- 3.1 That the Council's Executive, after duly considering the objections as referred to in this report, decide whether or not to proceed with implementation of the proposed charges, including the new permit charging structure based on the CO₂ emissions of vehicles and a differential charging structure for second and subsequent permits.
- 3.2 If it is agreed to proceed with the implementation of the new emissions based permit charge, that the Executive further agree to conduct a review of the policy commencing in May 2008.
- 3.3 If it agreed not to proceed with the implementation of the new emissions based permit

charge, that the Executive agree to conduct further consultation on the proposed policy commencing in May 2008.

3.4 In view of the consultation response to the increase in visitors permits, that the Executive agree to either:

3.5 a) continue with the proposed increase from 30p to 60p for a two hour permit with a 50% reduction in the concessionary entitlement .

3.6 b) continue with the current rates for visitor permits with the same concessionary entitlement.

3.7 c) increase the charge from 30p to 40p for a two hour permit retaining the proposed option to purchase a one hour permit and continue with the current level of concessionary entitlement.

Report Authorised by: Niall Bolger , Director of Urban Environment



Contact Officer: Ann Cunningham, Head of Parking

4. Director of Finance Comments

4.1 It is noted that the aim of the proposed new parking permit charging structure based on the CO₂ emissions of vehicles is to encourage the use of smaller, more fuel efficient vehicles. However, it is important to note that this may change the profile of permits issued resulting in loss of income and/or increased expenditure which will have to be maintained within the parking budget.

4.2 Based on current assumptions included in the report, the proposed fee structure will also contribute towards achieving the Council's external incomes policy, in that the estimated income generated by the proposed permit fees will more or less recover the costs, including overheads, associated with administering, issuing and enforcing parking permits.

5. Acting Head of Legal Services Comments

5.1 The Council's powers for the decisions to be made arising from this report are contained in the Road Traffic Regulation Act 1984. This is not a statute with general fund raising powers - in setting charges, the street parking account has to be looked at in isolation having regard to the functions being exercised.

5.1 Section 122 of the Act requires the Council to exercise its powers 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. The powers are to 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 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; and

(e) any other matters appearing to the Council to be relevant

6 Local Government (Access to Information) Act 1985

6.1 Responses to Statutory Consultation

6.2 National Air Quality Strategy 2000 and Addendum 2003

DEFRA Review Consultation 2006

'Air Quality & Climate Change: A UK perspective'

Mayor of London's Air Quality Strategy

Mayor Of London's Transport Strategy

The Draft local Implementation Plan

Parking and Enforcement Plan

7 Strategic Implications

- 7.1 The proposals considered in this report support the Mayor of London's Air Quality Strategy and are consistent with the Mayor of London's transport strategy and the Council's Draft Local Implementation Plan [LiP] and Parking and Enforcement Plan [PEP]. The current National Air Quality Strategy is being reviewed following a recent consultation in 2006 by DEFRA, which sought views on incentives for cleaner vehicles and a new National Air Quality Strategy is expected to be published during the summer of 2007. The Third Report by Air Quality Expert Group "Air Quality and Climate Change : A UK Perspective" published in April 2007 for DEFRA investigates the policy linkages, including an outline of points which are uncertain and are the subject of debate in the international scientific community. At a local level, each local authority has an annual action plan to monitor the effects of measures taken to improve air quality.
- 7.2 Policy 19 and 20 detailed in Section 9 [parking permits and charges] of The Parking and Enforcement Plan (the 'PEP') , which forms part of the draft LIP specifically makes reference to a review of residential parking permit charges and proposes to give a discount on the standard resident's parking permit for electric vehicles and for LNG, LPG and hybrid cars and for smaller conventionally fuelled vehicles. Conversely, it is proposed that a premium be charged for larger conventionally fuelled vehicles.
- 7.3 Climate change is a global issue, which if not acted upon will have serious implications at a local level. Some of the effects of climate change are already noticeable such as warmer summers and winters with an associated reduction in rainfall resulting in water shortages in some parts of the country. Future concerns could see an increase in sea levels, damage to crops, a detrimental impact on wildlife, more intense floods, droughts & storms and harmful health effects such as an increase in cases of skin cancer.
- 7.4 In order to tackle climate change locally the Council has recently signed the Nottingham declaration where it has made a commitment to reduce greenhouse gases. As part of the measures associated with this obligation this report recommends the introduction of new parking charges policy, which will: -
- encourage the use of vehicles with lower CO₂ emissions;
 - increase the use of alternatives modes of transport, such as, walking and cycling; and
 - promote the use of public transport.

7.5 While the Council's commitment to reduce greenhouse gases is a voluntary commitment, it appears to be closely related to air quality and relevant to the exercise of parking permit powers.

8 Financial Implications

8.1 The estimated additional full year income generated as a result of these proposals is expected to be £575,000. A break down of the component parts and its associated income is shown in Table 1 below: -

Table 1 - Review of Parking Charges - Additional Income

Charge	£'000s
Permit Charges	500
Pay and Display	60
Car Parks	15
Total	575

8.2 Financial estimates in relation to proposed charges are based on the assumption that the number of residential permits issued annually will remain relatively constant with each CPZ and that that the sample used to estimate the number of vehicles within the bandings is likely to be a reliable representation of all vehicles issued with residential parking permits.

8.3 However it should be noted that the aim of this permit charging policy is to encourage smaller, more fuel efficient vehicles and depending on the degree of success achieved, a profile of smaller engine sizes and lower bandings could emerge, which will potentially result in lower permit revenues.

8.4 It should also be noted that the permit charge review in 2002 resulted in permit charges being reduced by 50%. While there has been no further increase in residential and visitor permit charges since, costs associated with administration, maintenance and enforcement of the residential and visitor permit schemes have increased over the past five years. While the numbers of permits issued have increased, it has not been sufficient to off set the full cost of delivering the service, requiring this area to be subsidised by the on-street parking account.

8.5 Details of 2006/7 income and operational costs are broken down as follows;

Table 2 – Income/Expenditure Analysis

Income	£000
Permit income *	578
Enforcement [PCN's]	892
Total	1470

Expenditure	£000
Staff costs – sale of permits	320
Staff Costs –enforcement	1005
Apportionment of overheads	540
Other running costs	107
Total	2049

Net deficit	502
Expected additional income from proposals	500
Nett Difference	2

- 8.6 The estimated additional income will enable the Council be compliant with the Council's external incomes policy, in that the estimated income generated by the proposed permit fees will more or less recover the costs, including overheads, associated with administering, issuing and enforcing parking permits.

* This excludes the essential service permit scheme which is administered separately.

9 Legal Implications

- 9.1 As explained in paragraph 7.1 and 7.5, the Council's commitment to reduce greenhouse gases may be a matter to which the Council have regard so far as practicable under Section 122 of the Road Traffic Regulation Act 1984 if it appears relevant.
- 9.2 Statutory Guidance will require Local Authorities to publish an annual report on parking, including a report on the expenditure of any surplus.

10. Equalities Implications

- 10.1 Statutory consultation documents were distributed to all households / businesses affected by proposals.
- 10.2 The statutory document included a section offering a translation into minority languages and affords any interested party the opportunity to make representation regarding proposals.
- 10.3 The provision of concessionary visitor's permits ensures social inclusion, ensuring that vulnerable residents can be supported in their homes. The extension of hours of operation of the companion badge supports the needs of vulnerable disabled drivers.
- 10.4 Proposals are in line with the draft Local Implementation Plan and the Parking & Enforcement Plan. An Equalities Impact Assessment was carried out on the Local Implementation Plan.

11 Statutory Consultation

- 11.1 Statutory Consultation is the legal part of the process required before implementing or changing parking controls, associated charges and policy. In summary, before making an Order to implement any changes, the Council must notify its intentions in the London gazette, local press and on site where changes / measures are proposed.
- 11.2 This section of the report is divided into three sections, consisting of:
- Analysis of the representations received from statutory consultation.
 - Highlighting a summary of the key objections received together with the Council's considered response. Each objection with the appropriate response is considered in turn.
 - Highlighting responses from Statutory Bodies, objections received from local resident associations with the Council's considered response and noting the petitions that have been forwarded as part of the consultation.

- 11.3 Before making the relevant Traffic management Orders the Council must consider all duly made objections submitted in response to the consultation.

12. Analysis

- 12.1 Whilst the consultation was open to all 235,000 residents within the borough, the Council did seek the views of those directly affected by the proposals by distributing leaflets explaining the proposed changes to 65,000 households. In response the Council received 540 representations. The source of the responses are as follows:

- 433 responses from residents
- 69 responses from Businesses
- 5 public/ VCS/Residents Associations
- 33 Lobby / campaign

- 12.2 A detailed analysis of the results of consultation, which includes the level of responses on a ward by ward basis, the principal 5 objections and other comments and views, is set out in Appendix A. In summary 76 (8%) of respondents did not object or were in principle supporting the proposals. A number of the respondents opposed the proposals on a number of grounds; therefore the total number of objection received was 808 (89%). The remaining 23 (3%) of respondents had non specific queries or simply made observations on the proposals. All the consultation documents and responses are available for inspection at in the Members Room and will be tabled at the Executive meeting on 24 April 2007 for referral.

13. Principle objections received with Council response

- 13.1 A summary of the content of the representations received can be found in Appendix A. There were 5 key areas of objection and these are summarised in the following paragraphs.

13.2 Objection 1: Excessive Charges/penalise residents – 33% of objection count

- **This initiative will only affect residents in CPZ areas. It should be a national or borough-wide charge**

Council Response:

- The proposed model will only affect vehicle owners in CPZ areas as it is in these zones that we have the mechanisms in place to influence vehicle ownership. This is in effect a charge levied for a service provided by the Council i.e. the residential parking scheme and only those benefiting from the service will be required to pay.
- There are a number of other initiatives also underway within the Council to tackle climate change, and we will continue to explore other ways of ensuring we meet our commitment in reducing CO₂ emissions under the Nottingham Declaration.

- **That the charges are disproportionate and proposals are linked to raising money rather than improving the environment.**

Council Response:

- Existing permit charges in Haringey are extremely low and have not been increased since 2002. The charge is intended to cover the costs of operating and enforcing the scheme and the proposed banding represents an increase of £5 for an estimated 41% of existing permit holders.

- While the proposed banding structure will translate into an increase for some of the vehicles within the borough, the charges are still one of the lowest amongst other local authorities in London.
- Measures that discourage people from acquiring and using vehicles with higher CO₂ emissions will have a beneficial effect on air quality. The message that larger vehicles contribute more towards climate change will become increasingly important as greater awareness of this issue manifests itself.

13.3 Objection 2: Visitors Permits – Disproportionate impact – 22% of objection count

- **A 100% increase in charges for visitors' permits is excessive.**

Council Response:

- Permit holders' annual visitors permit allocation will remain the same. The one hour visitor permits have been introduced in response to resident feedback that they regularly have to 'waste' a lot of their visitor permit allocation time using two hour permits for visits of one hour or less. Two hour visitor permits will continue to be available for those wishing to purchase them.
- The new charge of 30p per hour will apply to hourly and two hourly permits. This increase is considered to be reasonable, particularly as the Council has not raised visitor permit prices since 2002. In comparison with other London local authorities, this is still a reasonable cost to park.

- **Reduction of visitors parking allocation for concessionary permit holders**

Council Response:

- The concessionary entitlement of visitors parking permits will be reduced to the normal allocation of permits. However, the 50% discount for concessionary permit holders will still apply.
- The Council will be happy to look at individual cases where there is genuine need for additional permits and will remain sufficiently flexible to meet those individual needs.

13.4 Objection 3: Bands incompatible with DVLA/not cost neutral/penalise average cars – 13% of objection count

- **Why is the banding system not structured so that it is revenue neutral?**

Council Response:

- Existing permit charges in Haringey are extremely low and have not been increased in since 2002. The charge is intended to cover the costs of operating and enforcing the scheme and the proposed banding represents an increase of £5 for an estimated 41% of existing permit holders.
- While the proposed banding structure will translate into an increase for many vehicles, the charges are still one of the lowest amongst other local authorities in London. The charges are still particularly low when compared with other Local Authorities also proposing permit charges linked to CO₂ emissions.
- By law, we are restricted to spending any excess funds raised from the scheme on highways and traffic improvement schemes, concessionary fares or off-street parking. This will include maintenance and improvements to the public highway, street lighting, solar powered pay and display meters, more cycle lanes as well as concessionary travel for our citizens that need them.

- **I support proposals in principle but I disagree with banding structure or / I disagree with the banding structure / the banding is structured to catch the majority of family cars.**

Council Response:

- While the proposed banding structure will translate into an increase in many situations, those proposed charges are still very low, in particular when compared to other boroughs proposing a charging structure linked to CO₂ emissions, for example, Camden propose four bandings, rising in increments from £70 to £145, Richmond propose 7 bands with charges starting from £45 with a top end charge of £350. Lambeth propose 6 bands ranging from £30 [for band A] to £200. The proposed banding represents an increase of £5 for an estimated 41% of existing permit holders.
- The banding system is based on the Driver and Vehicle Licensing Agency (DVLA) model with the number of bands reduced to simplify matters. The aim in setting those bandings was to achieve desired outcomes in terms of improving air quality by introducing a system that drivers are already relatively familiar with, but decided to simplify the bandings for applicants and to ease associated administration.
- The CO₂ bandings relate to the vehicles registered on or after 23 March 2001, where CO₂ emissions are documented, with bandings for older vehicles based on the vehicle engine size as CO₂ emissions are not documented. In time this will reduce into one structure as older cars are eventually replaced.
- It is the view of officers that those bandings and associated charges are necessary to contribute to combating climate change.

13.5 Objection 4: Inconsistent with green agenda/gardens paved – 11% of objection count

- **The price review will not affect those living within a CPZ that have off road parking. This may encourage conversions of front gardens to off road parking**

Council Response:

- The Council has recently reviewed policy and technical guidance for vehicle crossovers, applications [an application to lower kerbs and strengthen pavements so that households can use their property to park their cars] and the Council has more power to refuse applications for crossovers where they are deemed to be detrimental to the local environment, which includes the loss of parking space on CPZ's. This will prevent excessive conversions as a result of the new charges structure.
- **The new charging structure does not take into account electric, converted or classic/ historic**

Council Response:

- Under the new proposals, the charges for a permit for an electric vehicle would be £15 per year.
- Conversion of cars to use alternative cleaner fuel, such as LPG fuels, is encouraged under the new parking structure. Following conversion of the vehicle, notification of the changes must be sent to the DVLA, who will amend the fuel information in the log book.

- Haringey Council currently does not have any plans to have a separate band or a separate charge for 'historic/classic' cars.
- **The current scheme does not reward those that don't own a vehicle**

Council Response:

- This is a charge levied for by the Council for the provision of a residential parking scheme. There are no plans at present to reward those without a car, but to ensure that our policies and strategies continue to improve the environment and air quality within the borough.
- **Increasing parking charges on the basis of CO2 emissions is unlawful.**

Council Response:

- The current National Air Quality Strategy is being reviewed following a recent consultation in 2006 by DEFRA, which sought views on incentives for cleaner vehicles and a new National Air Quality Strategy is expected to be published during the summer of 2007. The Third Report by Air Quality Expert Group "Air Quality and Climate Change : A UK Perspective" published in April 2007 for DEFRA investigates the policy linkages, including an outline of points which are uncertain and are the subject of debate in the international scientific community. At a local level, each local authority has an annual action plan to monitor the effects of measures taken to improve air quality.

13.6 Objection 5: Not based on mileage/vehicle usage – 10% of objection count.

- **Charges should be based on car usage, not just engine size**

Council Response:

- While it is logical that the real measure of CO₂ emissions is the combination of engine size/ efficiency and the number of miles the vehicle travels, logistically this would be very difficult to administer and there are no schemes of this nature in operation across London at present.
- Classification using emission banding was established by Central Government and has been used at a national level by the DVLA for several years and motorists are generally familiar with it.

14 Views from statutory bodies, resident associations, other interested bodies and information on petitions received.

14.1 Statutory Bodies

The views of the following bodies were sought:

- Police (local and Metropolitan Police Traffic),
- Fire Brigade (local and national),
- London and local Ambulance Services
- AA and RAC
- London Transport,
- Freight Transport Association
- Road Haulage Association
- London Cycling Group and
- Haringey Accord.

One response was received from the Police, with no comment from the police perspective, but offering a personnel perspective on proposals.

- 14.2 Friends of the Earth Tottenham and Wood Green** support proposals and feel that Local Authorities like Haringey have the power to influence car ownership and reduce CO2 emissions. They feel that the proposed scheme will benefit people with smaller, fuel efficient vehicles. They support the incremental charge for second and subsequent cars and feel that it will discourage multiple car households.

They also noted that parking charges encourage some people to pave over their front gardens and seek crossovers.

Council's response: The response set out in paragraph 13.5 (objection 4) deals with this issue.

- 14.3 The Highgate Society** –is not opposed to charging more for permits for more heavily polluting vehicles, but feel that the Council should make clear whether it is rebalancing existing charges or seeking to raise more money. If the latter, how much income is expected and if charges will be increased further in future years. They raised concerns that the proposed policy would lead to more crossovers and that the Council should review policy in this area.

Council response:

The proposed policy and associated charges is expected to increase revenue and the full financial appraisal in detailed in the report to the Council Executive on 23 January 2007. A full response to the matters raised is detailed under responses to objection 1 and 4 in paragraphs 13.2 and 13.5 respectively.

- 14.4 N8 - has produced alternative proposals (attached as Appendix E) by looking at a similar scheme offered by the London Borough of Richmond. A summary of their objections are as follows:**

- The scheme is based on a false assumption that CO2 emission, particularly man made CO2 emissions, drive climate change and that cutting CO2 emission from the use of private cars will make any significant difference to global warming.
- There are already national taxes in existence, which aim to punish and reward people's choice of car and the extent of their usage, I fail to see the logic of duplicating those taxes locally, through the mechanism of parking charges. Applied to Haringey, which still has very few CPZ's - 25% - and considering where they are, this would be a grossly unfair tax, aimed to influence the behaviour of only 25% of it's residents.
- Comparing the DVLA CO2 emission bands with Haringey's clearly demonstrates, that deviating from the national DVLA bands renders this policies wholly ineffective by diluting the message and killing any incentive for transport modal shift. Haringey's banding system also ignores the reality of the current car market and assumes plenty of green choices are there for people to choose from, where in reality this is not the case. The policy as is will not result in any significant change in people's behaviour, which in turns means that the stated aim of this policy to reduce CO2 emission will fail.
- In reality the majority of people living within Haringey parking zones, will see a rise of parking charges from £25 to £90. And if there are 2 cars in a household, their charges will go from £50 to a max of £240.

- Exploring the legal framework for Haringey's proposed scheme, shows that raising revenue through parking is illegal and since there is plenty of evidence in Haringey Council's own documents that the need to raise parking fees stem from pure financial considerations, this point needs to be addressed, if this scheme is to be legally compliant, or else it could be open to legal challenge.
- On the whole it is my view that parking charges are not the right mechanism to try and control CO2 emission and that the council should not vote it into being.

Council Response:.

The objections raised have been answered in the Council's response to the five principal objections set out in section 13.

- 14.5 The Parkside Malvern Residents' Association** raised several points specifically that there is no credible evidence that the proposed charging regime will achieve any reduction in CO2 emissions, reduce the number of car journeys or the volume of traffic.

That the current charges and CPZ design have greatly encouraged the concreting over of front gardens creating wide vehicular crossings and that the new charges will increase the demand even further. There should be policies to reverse or reduce the destructive effects of existing parking in front gardens.

That the proposed charging has no mechanism to ensure that for every resident who dispenses with a second car, the available space will not be taken by inbound traffic from the near neighbourhood.

That the Council must not consider such parking charges until it first reduces the demand for journeys into and parking within the roads immediately around the Shopping City, to stop them being a free car park for other permit holders living outside the immediate vicinity.

The Council must ensure that the area is as safe as possible for children, the old and families to walk or cycle over short distances and that the area has no investment for this purpose to date and is manifestly unsafe.

Council's response:

The majority of the objections raised have been answered in the Council's response to the five principal objections set out in section 13. However further specific comments are as follows:

- Measures that discourage people from acquiring and using vehicles with higher CO₂ emissions will have a beneficial effect on air quality. The message that larger vehicles contribute more towards climate change will become increasingly important as greater awareness of this issue manifests itself.
- The Wood Green CPZ has been reviewed very recently and concerns with 'commuting' within the shopping city area were not raised as an issue. The CPZ is already split into two zones [the inner and outer] and only those who reside within the inner zone can park in streets around the shopping city.
- The Council is committed to improving road safety and can demonstrate excellent performance in recent years.
- Parking surplus is spent highways and traffic improvement and maintenance, concessionary fares or off-street parking.

- 14.6 **CARA Cromwell Area Residents Association** raised a number of issues particularly that proposals would be a punitive increase charged on all vehicles but no measures proposed to offer an incentive to less polluting vehicles. They felt that the scale charge and second car charge is discriminatory in that it only affects residents in CPZ areas and not all Haringey residents. They felt that there should be greater disclosure of where the money raised from CPZ measures is spent. Residents would be more supportive if there were seen to be positive and constructive and that an expenditure report could be published in Haringey People. That residents remain disgusted with 'unreasonable' clamping policy still maintained in CPZ areas.

Council response

The majority of the objections raised have been answered in the Council's response to the five principal objections set out in section 13. However further specific comments are as follows:

- While we can reduce commuter/ non-residential parking within our Control Parking Zones (CPZs), a common complaint that increased car ownership, especially second vehicles, causes on-going parking pressures. To help counter this, an incremental charge has been proposed for second and subsequent permits for each household. This approach is already well established in a number of London boroughs and has proved successful.
- Proposals will only affect vehicle owners in CPZ areas as it is in these zones that we have the mechanisms in place to influence vehicle ownership. This is in effect a charge levied for a service provided by the Council i.e. the residential parking scheme and only those in receipt of the service will be required to pay.
- There is a commitment to review policy in relation to clamping and this will be informed by the new statutory guidance expected to be issued by the Department of transport this autumn.
- The Council will publish an annual report on parking, including where any surplus is spent.

- 14.7 Copies of the all letters received from statutory bodies and resident associations can be found in Appendix B.

14.8 Petitions

The Council received three petitions a summary of the response together with the number of signatories follows were received. The basis of the objection within each petition is summarised below:

- a) Tottenham Hale residents petition with 238 signatures

The undersigned Tottenham Hale residents object to parking permit charges based on CO2 emissions. This is an unfair double tax, Penalising only residents who live in controlled parking zones.

- b) N8 residents petition with 365 signatures

It is wrong, unfair and unjust to penalize the residents in CPZ by increasing the price of the...parking permits either by size....or CO2 emissions. It is wrong to increase...visitor permits.....by 100%.

c) Mitchley Road residents N17 with 17 signatures

We object to the proposed scheme. We were lead to believe that residential parking was brought in to stop commuting. Parked cars give out no emissions. The idea is another excuse to take money from poor people in the borough. (The full wording of those petitions are contained in Appendix D)

15 Background

- 15.1 The Council Executive on 23 January 2007 authorised officers to commence statutory consultation , under the provisions of the Road Traffic Regulation Act 1984 and the Local Authorities' Traffic Orders (Procedure) (England & Wales) Regulations 1996, on proposed changes affecting fees and parking charges policy for residents' and visitors' permits, disabled drivers badges, car parks and pay & display.
- 15.2 This included a new emissions based charging structure for residential parking permits and an incremental charge for second and subsequent permits per household. This report informs members of the results of Statutory Consultation.
- 15.3 The consultation undertaken was beyond the statutory requirements and involved;
- A press release in all local papers
 - Consultation was announced on the front page of the Council's web site.
 - An article in the Haringey People which was delivered to all households in the borough.
 - A leaflet was distributed to 65,000 households in existing and proposed CPZ's and mailed to 654 community and Voluntary Groups in the borough.
 - Display boards at Area assemblies namely, Wood Green, St Ann's and Harringay, Muswell Hill , Hornsey and Stroud Green and Seven Sisters.

This was in addition to the statutory notices placed in the London Gazette, local papers and on lamp columns in existing and proposed CPZ's.

16 Conclusions

- 16.1 There has been a robust process of consultation and this report sets out the substance of the responses, and comments on the responses received.
- 16.2 The legal implications arising from proposals are summarised in paragraph 5 of this report. So far as the responses relate to general financial issues, the table at paragraph 8.5 of this report shows that the financial implications of the proposals are modest.
- 16.3 It is a matter for Members to decide whether, in the light of the responses to consultation, they consider that the voluntary commitment to reduce greenhouse gases is relevant. It seems clear that this is closely related to air quality considerations, and although the National Air Quality Strategy does not relate to CO₂ emissions, that Strategy is to change. The DVLA emission banding is a tested model, and basing parking charges on that banding or and adaptation of that banding is administratively convenient once the decision in principle has been made.
- 16.4 The proposals in this Report are in line with the draft Local Implementation Plan and the Parking & Enforcement Plan.

- 16.5 The overall conclusion is that the objections by consultees to the legal and financial basis of the proposed changes must be considered but do not need to be accepted if the Executive consider the Climate Change and air quality issues to be relevant to the exercise of the on-street parking function and accordingly within Section 122 of the Road Traffic Regulation Act 1984. A majority of the responses are concerned about the financial implications, but in the overall effect of these the parking account is modest.
- 16.6 The Executive is requested to decide whether or not to proceed to the implementation of the revised charges and charging policy after duly considering the objections outlines in this report.
- 16.7 If the Executive agree to implement the proposed changes it is anticipated that the new permit charging structure will commence from 1st July 2007.

17 Use of Appendices / Tables / Photographs

- 17.1 Appendix A – Consultation results
- 17.2 Appendix B – Responses from residents associations and other organisations
- 17.3 Appendix C - Charges and Charging policy subject to statutory consultation
- 17.4 Appendix D – Petitions
- 17.5 Appendix E – N8 – Alternative proposals

Appendix A - Consultation Results

Appendix B – Responses from Resident Associations And Other Interested Parties

Appendix C – Charges And Charging policy subject to Statutory Consultation

Appendix D - Petitions

Appendix E – N8 Alternative Proposals

Appendix A – Outcomes of Statutory Consultation on the review of parking charges and charging policy.

Analysis by Communications & Consultation Section

Methodology of Analysis

A majority of submissions to the Consultation have been received as emails; with the balance taking the form of letters and other paper-based submissions. Each submission has been assigned a unique sequence number. This facilitates tracking of responses and helps avoid duplication of responses. Duplication can occur where respondents have, for instance, copied their submissions to several councillors; which have then been forwarded to officers.

Once the process of collating forms, allocating sequence numbers and assigning a ward identifying number (where possible) is completed, the analysis is undertaken.

Written comments and remarks are assigned to categories through a process of editing and coding familiar in market research. Numeric codes are applied to these categories. The same edit coding process is applied to the specific objections set out by respondents.

While every effort is made to represent views as accurately as possible; it is inevitable that the grouping and categorisation of views, comments and objections will lose some of the emotion and 'immediacy' of the comments made by respondents. To offset this, a wide selection of free text comments made by respondents is also included in this report. Furthermore, the original submissions are of course available for inspection.

Once the codes have been defined and checked for their accuracy in representing the views of respondents; the data are entered on to a computer file and analysed using SPSS. This enables the range and pattern of responses to be clearly represented and quantified.

Classification of Submissions

Many respondents, who have chosen to send their submissions by email, have not provided addresses. Those who have provided details are grouped into wards and the results are set out in Table 1, below.

Table 1

		ward			
		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Alexandra	3	.6	.6	.6
	Bounds Green	19	3.5	3.5	4.1
	Crouch End	15	2.8	2.8	6.9
	Fortis Green	8	1.5	1.5	8.3
	Highgate	46	8.5	8.5	16.9
	Hornsey	8	1.5	1.5	18.3
	Noel Park	26	4.8	4.8	23.1
	Stroud Green	29	5.4	5.4	28.5
	Woodside	26	4.8	4.8	33.3
	Bruce Grove	1	.2	.2	33.5
	Harringay	54	10.0	10.0	43.5
	Northumberland Park	1	.2	.2	43.7
	St Anne's	13	2.4	2.4	46.1
	Seven Sisters	13	2.4	2.4	48.5
	Tottenham Green	14	2.6	2.6	51.1
	Tottenham Hale	18	3.3	3.3	54.4
	West Green	30	5.6	5.6	60.0
	White Hart Lane	1	.2	.2	60.2
	Cross boundary petition	2	.4	.4	60.6
	Outside Borough	3	.6	.6	61.1
	No data	210	38.9	38.9	100.0
	Total	540	100.0	100.0	

The ward data, while incomplete, does indicate a reasonable representation of views across the wards and this information is complemented by information about the origin of submissions (Table 2). 76% of submissions are from private addresses or personal email addresses. 13% of submissions are from respondents who have written either from their place of business or using business letterheads.

A small proportion (5%) of submissions originates from respondents employed by public bodies, community organisations and residents' groups. A similar proportion originates from lobby groups who have issued 'pro forma' submissions for residents to complete and send in to the designated freepost address set up by Haringey Council.

Table 2

Originating address of Response

	Frequency	Percent	Valid Percent	Cumulative Percent
Residential address	433	76.5	76.5	76.5
Business address	69	12.8	12.8	89.3
Public sector /VCS/Residents Assn	5	4.6	4.6	93.9
Lobby/campaign group	33	6.1	6.1	100.0
Total	540	100.0	100.0	

A total of 540 submissions have been received.

Principal Objections

Table 3

(Multiple Response) Objections

	Responses		Percent of Cases
	N	Percent of submissions	
Objections ^a			
Not based on mileage/vehicle usage	94	10.4%	17.4%
Excessive charges/penalise residents	296	32.6%	54.8%
Visitor Permits - disproportionate impact-families/elders	201	22.2%	37.2%
Inconsistent with green agenda/gardens paved	99	10.9%	18.3%
Agree with principle but not the execution	30	3.3%	5.6%
No objection - support Council plans	46	5.1%	8.5%
Bands incompatible with DVLA/not cost neutral/penalise average cars	118	13.0%	21.9%
Non-specific queries/observations	23	2.5%	4.3%
Total	907	100.0%	168.0%

a. Group

Objections fall into several categories. The largest of these is the complaint that the Proposals represent a sharp and excessive increase in costs which penalise residents who happen to live in Controlled Parking Zones. A majority of respondents make multiple objections – this is why the number of objections (Table 3) exceeds the number of submissions. Thus many respondents who object to what they regard as excessive and punitive costs also object on the grounds that parked cars make no emissions; and that the proposals cannot be justified on environmental grounds or the ‘green agenda’.

A similar connection exists between those who object on the grounds that the proposals for charging are not based on car usage or mileage. Many see the proposed charges as a tax on parking and a money-making scheme whose only purpose is to raise revenue for the Council. If a clearer link between the proposals and environmental objectives could be set out, then many residents might well be persuaded to be less hostile to the proposed charges.

Those who object to the proposals for Visitor Permits typically comment that families and elders will be affected as a result of the proposed reduction in time and that this is compounded by the charges remaining at current levels. Many respondents comment that they can see no environmental benefits by reducing the time period for Visitor Permits.

Many respondents have specifically objected to the proposed charging bands. There is considerable resentment at bands which are seen as classifying average family saloons with high performance ‘gas guzzlers’. A small number of objectors have decided to investigate what cars fall into the lowest bands and have concluded that the Council has set the bands in such a way that only the most experimental or hybrid vehicles will attract lower charges.

There is a widespread view that the Proposals are unfair; not only because of the perceived substantial increase in charges coming ‘so soon’ after the establishment of CPZs, which a majority of residents supported; but also because many see the

proposals as encroaching upon an area of policy more appropriate to Central Government rather than local councils.

This is linked to an undercurrent of resentment that of all the people who have occasion to drive cars in or through Haringey; it is only a proportion of residents who have to pay. A significant minority of respondents comment that they would feel less aggrieved if all motorists had to pay to drive and park in Haringey.

There is some resentment that wealthier residents will not only have no difficulty in paying the charges but they are also likely to benefit by owning properties with drive ways or gardens where they can park their cars with impunity. Table 4 (next Section) illustrates some of these views.

Additional Views and Comments

Table 4 summarises additional views and comments expressed by respondents which help place objections into their wider context. Thus 29% say that the proposed charges are little more than a means of raising extra revenue for the Council. 24% say that they understand the need for fuel and road tax but have difficulty understanding what they see as a 'parking tax'. Those who comment that the Proposals are unfair and inequitable generally do so because they perceive the measures as penalising residents.

12% do welcome the Council's Proposals, while many others accept the principle but resent the Council's approach. Much of the support for the Council comes from those who would like to see 'gas guzzlers' and 4 by 4s 'taxed off the road'.

Table 4

(Multiple response) Issues raised by Respondents

	Responses		Percent of 'occurrences'
	Number of occurrences	Percent of submissions	
Views ^a			
Residents penalised	168	14.7%	31.1%
Visitor permits-reduced time/double cost	137	12.0%	25.4%
Wealthy can afford to buy new/LE cars	18	1.6%	3.3%
Understand fuel/road tax but not parking	132	11.5%	24.4%
General non-specific objection	2	.2%	.4%
Disproportionate/high percentage increase	114	10.0%	21.1%
Good idea	66	5.8%	12.2%
This has little to do with environment	115	10.0%	21.3%
Encourages paving-over of gardens	20	1.7%	3.7%
This is a revenue-raising device	158	13.8%	29.3%
Car usage should determine costs	73	6.4%	13.5%
Unfair and inequitable approach	142	12.4%	26.3%
Total	1145	100.0%	212.0%

a. Group

Comments by Respondents

Your recent survey would have had different results if we'd known what you planned
Being pensioners, this increase is unfair
Even Central London allows free parking after 6pm
I for one will be going back to the Conservatives
Hard to see the visitors permit charges as anything other than revenue-raising
Charges disproportionately high - most cars will fall into band 4
How will this apply to those with access to off-street parking?
What about the cars outside the controlled zones?
A money-making racket that serves no purpose for residents

Blanket policy takes no account of individual circumstances
Vehicles clamped often within minutes of parking notice being issued
You are trying to take away my dignity and self sufficiency
Proposals critically misconceived and indeed opportunistic
A cynical attempt to raise yet more money for the council
Charges very unfair on those who happen to live in CPZs or with older cars
Stationary cars do not produce CO2 gas. Hits OAPs & family visits
Aimed at drivers of large cars - but only affects residents in CPZs
£160 represents an extortionate increase of 220%

Just an exercise in increasing Haringey Council's revenue
Should allow residents permits without having a car registered to the address
I support the proposed changes to the permit charges for parking
This is outrageous - having to pay to park outside one's own house
Will drivers now park in free zones adjacent to the CPZ?
This has nothing to do with saving the environment
Why are Business permits allowed to use residents' areas?
Proposal no more than a surcharge on the national approach
Why not charge everyone who has a car?
Residents' parking now used as a means of raising stealth taxes
No justification in increasing the cost at this point

Doubling the charges so soon clearly indicates the purpose is to raise revenue
I would be able to have visitors for less than 5 hours/week
Unfair application of taxes and charges - affects residents in CPZs only
A true green policy would address every car in Haringey
I previously thought it would help environment -now I've changed my mind
We also have an older second car which will result in a 400% permit charge increase
I approved the original CPZ but this ratcheting up of charges is wrong
Ours will rise from £50 to £160 - Haringey dictates number of visits
Should charge all car owners - why only residential parking?

It is not the council's job to penalise people for their choice of car
Most people, seeing the new bands, assume Haringey's primary motive is money
They discriminate against the less affluent citizens and residents
Does not take into account cars converted to run on LPG
Would support if revenue-neutral; reality is stealth tax on hard-up ratepayers
Used concerns to identify new sources of revenue
Just an excuse to raise further revenue for the council
Very unfair to residents living in Haringey
Of course we all know this is merely a money-making exercise
How will residents be able to afford to pay you?

Working visitors e.g. decorators would soon use up all the allowance
Do something about incoming road users - don't penalise the residents
CPZ has been hijacked for purposes for which it isn't appropriate
As a pensioner will I be able to by more (permits) when my children visit?
Council is using this to promote its own agenda of taxing a captive audience
...new proposals shocked me with the gigantic increases proposed

Fully support you - far too many Haringey tractors clogging up the roads

OAPs and those who don't use cars often have been targeted
Old cars are penalised - hurts the majority in Haringey who aren't rich
Please be fair to the residents as I and many others will leave
Delays at Shepherd's Hill lights created by TFL make nonsense of environmental
Should be a concession for residents over 60 and disabled re RP permits
Have 2 profoundly disabled sons and have to use a mini bus (for wheelchairs)
Using engine size rather than emissions is flawed, as old cars pollute more
One hour is too short to be practical

The fee of £90 should be at least doubled to deter high polluting cars

Proposed charges not based on actual emissions - unfair
Those owning a car under 1400cc are OK while all others pay twice as much

Happy about large engine cars - not so happy about increases in Visitor Permits

The measures to properly inform have been inadequate
Unlike others, disabled people cannot choose whether to drive or be driven
We will never be able to afford to buy a newer car
How does a second car cause more pollution than the first?
Motorists already overtaxed with fuel road tax congestion charging etc
What about households without a car but who regularly need temporary permits?
I would be seriously aggrieved if funds weren't used to promote greener lifestyles
How can a 200% increase for occasional visitors be justified?
The road tax is a good way - but not being charged for parking
A new way to raise revenue without offering anything in return
Not reasonable to increase charges while still allowing illegal parking
You intend to increase the charges for EVERYONE not just 4wd drivers
There is no thought in the proposals other than to raise yet more money
My carer comes once a week - she will now have to use two or more permits
We already pay road tax and council tax - parked cars do not emit exhaust
Taxes those who have to park on-street - fundamentally inequitable
We've paid road tax and insurance - why do we pay to park at our home?

Excellent - get those tanks off our streets

To follow your recommendations, we would have to buy a brand new car
87% of vehicles fall into band 2 - this is again a stealth tax
My car is causing no pollution at all while it is stationary
No leaflets distributed here nor any notices displayed
What about the substantial overall increase in revenue?
Which is the first car and which is the second?
Will only increase emissions as cars are moved around between various bays
Haringey effectively charges some residents for their friendships
The only car in the £15 cat is the Gwhizz - it requires a driveway to recharge

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486

The Residents of
Mitchley Road
N.17 9HG

30th March 2007

17 APR 2007

Dear Sir/Madam

We of Mitchley Road strongly object to the proposed changes to permit charges on residential parking based on engine size. We were lead to believe that residential parking was brought into force on the basis that commuters were parking in our residential area, leaving no space for residents to park. Parked traffic gives out no CO2 emissions.

Engine size should be applied to road tax not to residential parking. This idea is another excuse for the council to take more money from the poorer people of the borough. ~~We of Mitchley Road are~~ saying NO to changes of permit charges!

Yours faithfully

NAME e. Benjamin
ADDRESS: 21 Mitchley RD.
sig e. Benjamin.

NAME DEANNA BROWN
ADDRESS 25a Mitchley Road, N17 9HG.
sig. Deanna Brown.

Name. Mr & Mrs Higgins
ADDRESS 27 Mitchley Road N17 9HG.
sig

Brian S
- Sign...

17 Tottenham Hale

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- Sign...

17 Tottenham Hale

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THE UNDERSIGNED TOTTENHAM HALE RESIDENTS OBJECT TO PARKING PERMIT CHARGES BASED ON CO₂ EMISSIONS. THIS IS AN UNFAIR DOUBLE TAX, PENALISING ONLY RESIDENTS WHO LIVE IN CONTROLLED PARKING ZONES.

PRINT NAME	ADDRESS	PHONE NO.	SIGNATURE
1 NOBLE Tichelle (email address)			T. Noble
2 S. TAPILKA S.T. (email address)	122 DOUSETT RD N17		S.T.
3 Charles Spang (email address)	128 DOUSETT RD		CS
4 SHEILA BOORE (email address)	138 DOUSETT RD		SB
5 HATHI VO (email address)	146 DOUSETT RD		HVO
6 Terken Sami (email address)	156 DOUSETT RD		TS
7 KATHI FOSZCZAK (email address)	166 DOUSETT RD		KF
8 Malini Ludzomun (email address)	81 PARK VIEW RD		ML
9 Trevor Malsbury (email address)	81 PARK VIEW RD		TM
10 Sheila Malsbury (email address)	81 PARK VIEW RD		SM

This petition has been printed by LYDIA RIVLIN for STOP THE CPZ SWINDLE. Flat D, 24 Muswell Ave. N10 2EG Tel: 020 8374 8738
To return the completed petition sheets, either post them to the above address, or ring Lydia and she will pick it up and deliver it for you to the Civic Centre.

494

20

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Your three Labour Councillors voted in favour of the extra tax, so you will have to work especially hard to convince them that they are making the wrong decision. Please remember that however angry you may be, a polite letter is more likely to have a positive effect. We will do what we can to help but will not support abusive behaviour or language.

<p>Lorna Reith c/o members room, Civic Centre, High Road, Wood Green, N22 8LE</p>	<p>Alan Stanton c/o members room, Civic Centre, High Road, Wood Green, N22 8LE</p>	<p>Sheik Thompson c/o members room, Civic Centre, High Road, Wood Green, N22 8LE</p>
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YOUR COUNCILLORS ARE:

David Lamy,
House of Commons
London
SW1A 0AA

YOUR MP IS:

- Sign the petition. Contact **STOP THE CPZ SWINDLE** for more petition forms.
- Tell other people about the CPZ plans, get them to sign the petition and give them our address.
- Write to your MP and Councillors. Contact **STOP THE CPZ SWINDLE** (address at foot of page) to get petition forms and sample letters to send to your MP and Councillors.

WHAT YOU CAN DO:

If you own a 1998 reg, 1549cc or less car, you will pay £30 for the first car and £60 for the second. For a 2001-2007 reg, 1549cc or less car, you will pay £60 for the first car and £100 for the second.

A Renault Scenic 1.6 will be in the same high-tax bracket as the Porsche Cayenne and the BMW X5 Sport

The only cars in Band 1 are a Smart Diesel or an electric car!

For vehicles registered before 23 March 2001 (where CO2 emissions are not documented) the proposed charging structure is as follows:

Band	Engine size	First permit (Annual)	for each car after the first
1 (up to 100 CO2 g/km)	1549cc or less	£30	£60
2 (101-150 CO2 g/km)	1549cc to 3000cc inclusive	£60	£100
3 (151 - 165 CO2 g/km)	3001cc and above	£90	£150
4 (166 CO2 g/km and over)		£90	£150

The full proposed charging structure is as follows:

It is just another way of getting money out of people already suffering hardship from parking charges. It taxes cars that are not moving, and it taxes cars only in those areas where there is a CPZ.

**IS NOTHING TO DO WITH SAVING THE ENVIRONMENT
THE CPZ "GREEN" TAX**

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From: Simon Hewitt [Simon@shewitt.fsnet.co.uk]
Sent: 03 April 2007 17:41
To: parkingchargesreview
Subject: Parking Charges Review - Filed 10/04/07 CJ

Follow Up Flag: Follow up
Flag Status: Orange

CARA

Cromwell Area Residents
Association

Cromwell Avenue
Winchester Road
Tile Kiln Lane
Winchester Place
Cromwell Place

C/O 3 Cromwell Avenue, Highgate, London N6 5HN

Parking Charges Review
Freepost NAT 20890
PO Box 264
London N22 8BR

Dear Sirs,

31st March 2007

I wish to report the views of CARA members from a meeting of residents held on Thursday 29th March at which the charge review was discussed.

The concensus view was

- 1) This would be a punitive increase charged on all vehicles but with no measures proposed to offer an incentive to less polluting vehicles
- 2) The scale charge and 2nd car charge is discriminatory in that it only affects residents in CPZ areas and not all Haringey residents it would become a tax on vehicles registered in cpz areas.
- 3) There should be greater disclosure of where the money raised from CPZ measures is spent. Residents would be more supportive if there were seen to be positive and constructive green benefits An expenditure report could be published in Haringey People
- 4) Residents remain disgusted at the unreasonable vehicle 'clamping' policy still being maintained in CPZ areas we have outrageous examples of abuse

of power by clamping contractors towards residents and their □innocent□ visitors.

Yours faithfully

Simon Hewitt
CARA Chairman

—
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For more information please visit <http://www.messagelabs.com/email>

—

From: Chris Barker [c.barker@lineone.net]
Sent: 08 April 2007 16:27
To: parkingchargesreview
Subject: Parking charge response.doc - Filed 11/04/07 CJ

Follow Up Flag: Follow up

Flag Status: Orange

Muswell Hill and Fortis Green Association

We are responding to your consultation on the proposed changes to parking permit charges.

The Association applauds your aim of discouraging residents from using high emission vehicles and using variable permit charges as one way of furthering this aim. We are, however, unhappy that, without publicity, you are using the scheme to increase substantially the overall receipts from parking permits. It is only vehicles in the lowest band which will benefit from a reduction in charge. We understand that this will only apply to fully electric cars of which there is a very low number and which have limited use in terms of range and speed. The charge for all other vehicles, including environmentally friendly hybrid vehicles like the Toyota Prius, will rise.

We would like to see a scheme more like that in Richmond where some car owners will benefit from a reduction in charges and where the charge for average size cars will rise by 10 per cent.

We approve the proposal to double the charge for second and subsequent cars.

Chris Barker
Transport Officer
4th April 2007

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This email has been scanned by the MessageLabs Email Security System.
For more information please visit <http://www.messagelabs.com/email>

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Appendix C - Charges and charging policy subject to statutory consultation

Residential Parking permits

That the Council review the residential permit structure to take into account the emissions-based best practice model currently used by the DVLA, and introduce a sliding scale for the cost of parking permits encouraging the use of vehicles in lower CO₂ emission bands. That an incremental charge be introduced for second and subsequent permits per household. Charges proposed for vehicles registered on or after 23 March 2001.

Band	First permit [annual]	Second and subsequent permit per household
1 (up to 100 CO ₂ g/km)	£15	£15
2 (101- 150 CO ₂ g/km)	£30	£60
3 (151- 185 CO ₂ g/km)	£60	£100
4 (186 CO ₂ g/km and over)	£90	£150

** Vehicle registration documents verify CO₂ emissions a vehicle produces for vehicles produced on or after 23 March 2001.*

For vehicles registered before 23 March 2001, where CO₂ emissions are not documented, a charging structure based on the vehicles engine size is proposed

Engine size	First permit [annual]	Second and subsequent permit per household
1549 cc or less	£30	£60
1550 to 3000cc inclusive	£60	£100
3001cc and above	£90	£150

An administrative charge of £10 be introduced for issuing replacement permits in situations where permits are lost or stolen or vehicle changes.

Visitors' permits

That two hourly visitors' permit charges be increased from 15p per hour to 30p per hour, with a 50% reduction for concessionary rates. That a one hour visitor permit be introduced. That the concessionary entitlement, which is currently double the normal allocation, will be reduced to the normal permit allocation.

Disabled Drivers Badges

The hours of operation of the Companion Badge be extended to 24 hours and a £20 administration fee be introduced. That the £2 administration charge be introduced for issue of Disabled Blue Badges.

Pay & Display Parking

That on-street parking charges be increased by 10p per hour across the Borough and that Electric vehicles park free of charge. That on- street [pay & display] parking charges should be payable in increments of 5 minutes.

Car Parks

Car Park	Current charges	Proposed charges	
Bury Road	0-1 hr	100 spaces @ an all day fee of - £2.00	
	1-2hrs		80p
	2-3 hrs		£1.60
		£2.40	

	3-4 hrs £3.20 Over 4 hours £6.00 Sunday – 50p all day Season Ticket £120	400 spaces @ 0-3hr £2.00 3-4hr £3.00 Over 4 hours £6.00 Sunday - £1.00 Season Ticket £200.00
Somerset Road <i>Operational 7.30am to 8.30am and 5.30pm to 6.30pm</i>	50p per hour	£1.00 per hour
Westerfield road Summerland Gdns Crouch Hall	0-1hr 80p 1-2hrs £1.60 2-3 hrs £2.40 3-4 hrs £3.20 Over 4 hours £6.00 Season ticket £120.00	0-1hr £1.00 1-3hrs £2.00 3-4 hrs £3.20 Over 4 hours £6.00 Season Ticket £200.00
<i>Stoneleigh Rd Brunswick Rd</i>	0-1hr 80p 1-2hrs £1.60 2-3 hrs £2.40 3-4 hrs £3.20 Over 4 hours £6.00 Season ticket £120.00	0-1hr 80p 1-3hrs £2.00 3-4 hrs £3.20 Over 4 hours £6.00 Season Ticket £120.00

Comments on Haringey proposed policy
of CO2 Emission Based CPZ charges

By Ofer Acoo

Content:

1. The aim and the desired outcome of this policy	P 3
2. The base assumptions underlining this policy	P 3
3. Conserving Energy and reducing Air Pollution	P 6
4. Is the proposed policy going to achieve its primary aim?	P 7
5. Taxing CO2 emission nationally v locally	P 7
6. CO2 emissions bands DVLA v Haringey	P 8
7. Why change the DVLA band system?	P 11
8. Consultation as means of engagement and the Richmond example	P 12
9. Richmond scheme is very different to Haringey scheme	P 12
10. The legal framework	P 13
11. Conclusion	P 14
12. Suggested changes to the policy	P 15

Annex A:	P 16
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**Relevant quotes from the
TRAFFIC MANAGEMENT ACT 2004, STATUTORY GUIDANCE TO LOCAL
AUTHORITIES ON THE CIVIL, ENFORCEMENT OF PARKING
CONTRAVENTIONS**

Annex B:	P 19
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**Quotes From RICHMOND PARKING CHARGES CABINET COVERING REPORT:
LEGAL IMPLICATIONS**

1. The aim and the desired outcome of this policy

The primary aim of the proposed policy is to reduce CO2 emission locally and help central government achieve it's target to cut CO2 emissions nationally to tackle global warming or climate change (CC).

The desired outcome of this policy is a shift in transport mode, specifically make people abandon owning and using private car and walk, cycle and/or use public transport instead. Encourage those still choosing to use private car, to invest in greener cars.

Would the proposed policy achieve its primary aims and desired outcome?

An even more relevant question would be: Does this policy offer the most effective way to reduce CO2 emissions? There are many ways in which one can approach this question and equally come up with many ideas of the best and most effective way to reduce CO2 emissions.

However what is proposed here is to use parking controls to reduce CO2 emissions.

Through this document I will look at the proposal in detail, including the legal framework for this scheme, compare it to similar schemes suggested by other councils, and discuss the potential of the scheme to achieve its primary aims and desired outcome.

2. The base assumption underlining this policy

Does CO2 emission drive Climate change?

The fact that our planet is currently undergoing a climate change is not disputed here. But the debate on what is causing it is far from over.

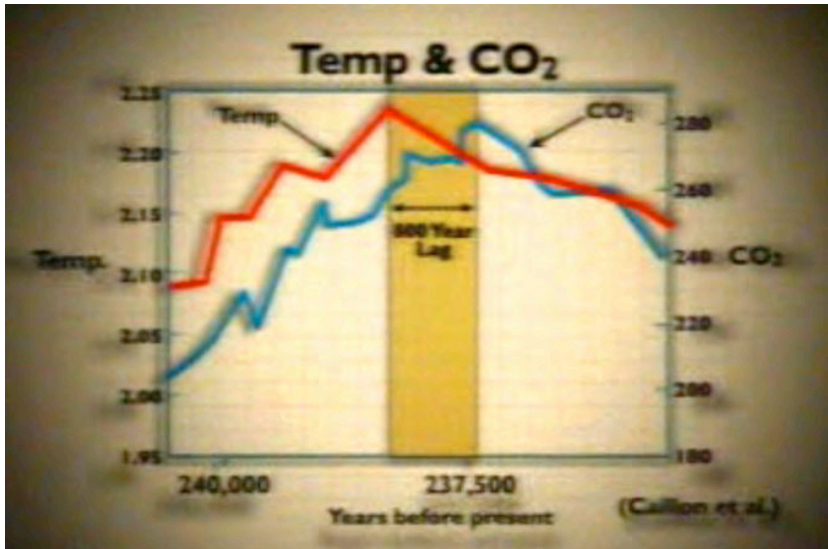
The first base assumption underlining this policy is that CO2 is the main driver of climate change and more specifically that high level of CO2 in the earth's atmosphere cause global warming. However no matter how many people are conditioned or choose to believe it, does not make it so. Science is not democratic. You either have the data to support your theory or you don't! Indeed there are many scientists - world experts in their field, who challenge the accepted view expressed in the latest IPCC report. Some scientists are coming forward alleging that 'the political will' is manipulating scientific data through the mechanism of funding, exerting pressure on scientists to come up with prescribed results.

In a recent Channel 4 documentary, titled 'The Great Global Warming Swindle' some of those scientists presented their finding and offered alternative views, which challenge the accepted assumption, that CO2 emission drives Climate change.

At the heart of this debate is how the data from 'polar ice core samples' are interpreted. To demonstrate a link between the levels of CO2 and global warming, scientists looked to the past for answers; global warming and cooling has happened before many times on our planet with plenty of evidence dating when it occurred. The data collected from librated air bubbles from polar ice core samples, tell us the level of CO2 in the air at any given time, going back hundreds of thousands of years.

Based on this data, if one plots a line describing the level of CO2 emissions over time, and then adds the global warming and cooling over the same period of time, one will find that there are similarities between the 2 lines, they seem to go up and down in the same way. This is the basis for the theory that CO2 emission drive climate change.

However looking at the same data more closely, shows the data does not support the theory at all. Indeed there is a link between the level of CO2 in the atmosphere and the warming and cooling of the planet, but the data shows that CO2 levels lag behind the cooling or warming events by about 800 years. **The data clearly demonstrate that CO2 levels are a product of cooling or warming events and not the cause of it!**



Picture 1 - Demonstrates CO2 emission lag 800 years behind warming. (Screen Capture from BBC NewsNight 12.3.07)

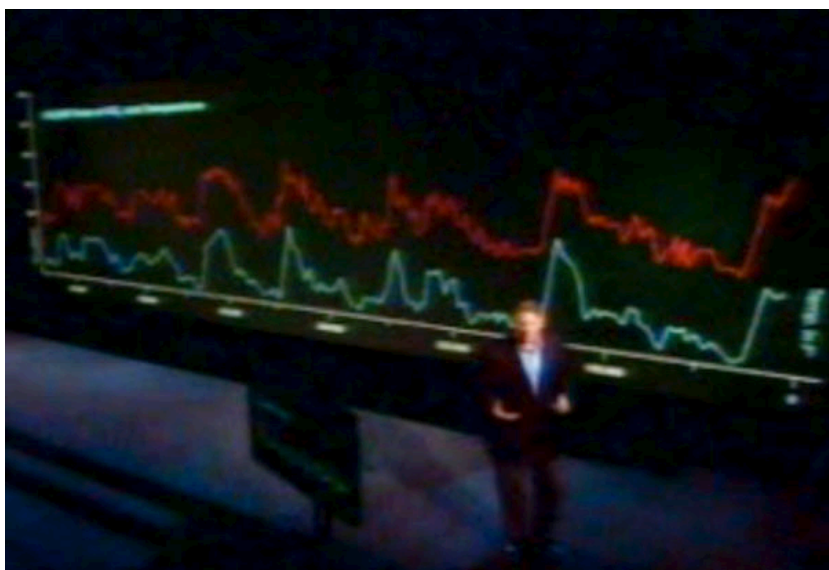
In an attempt to settle the argument BBC2 NewsNight invited 2 scientists to debate it live. Brian Hoskins from Reading University, who was there to defend the view presented by the IPCC report, conceded that indeed the data from the polar ice core shows that CO2 levels lag behind warming or cooling events by 800 years.

Brian Hoskins said: "Actually what all the scientists say is that it is not CO2 that is driving that cycle from glacial to interglacial that Gore is talking about. It is the orbital parameter of the earth that is driving that. But what we see is that the CO2 record is there almost synchronies but slightly lagging by 800 years"

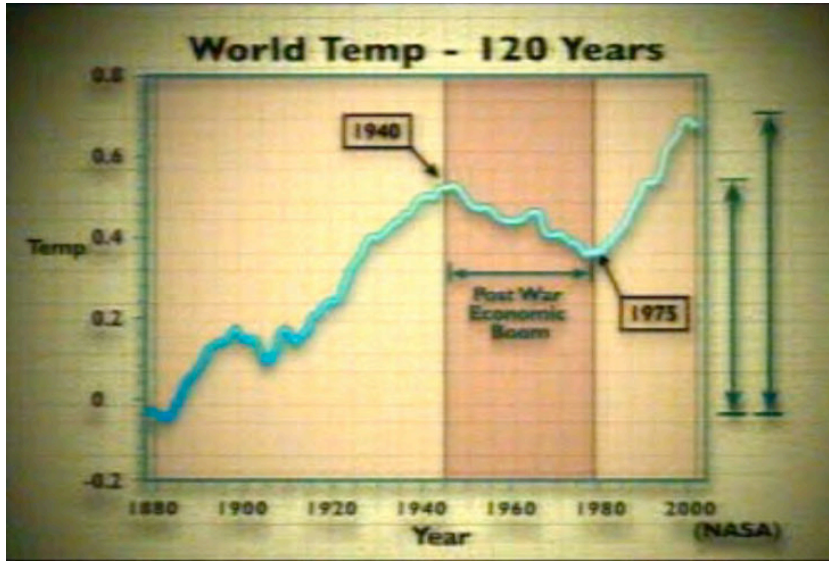
NewsNight host Gavin presses on: "Does CO2 cause global warming, or does the heat result in increased CO2, which come first?"

Brian Hoskins: "The solar orbital thing comes first, then the system releases more CO2 into the atmosphere."...

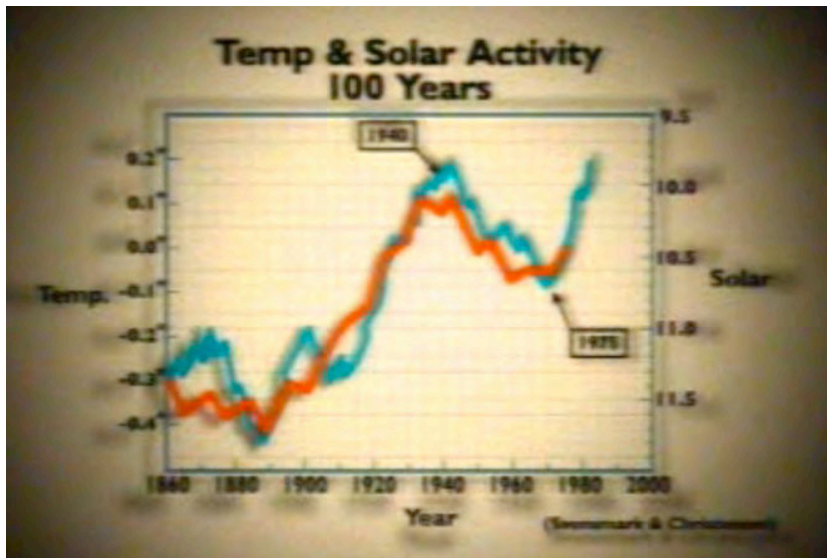
That means that the scientific data does not support the assumption, that high CO2 level is the main driver for global warming!



Picture 2 - Al Gore's graph from 'Inconvenient Truth', failing to mention the 800-year lag. (Screen Capture from BBC NewsNight 12.3.07)



Picture 3 – Shows that a great increase in temperature occurred before the explosion of industry (Screen Capture from BBC NewsNight 12.3.07)



Picture 4 - Demonstrates much closer and direct link between global warming and solar activity. (Screen Capture from BBC NewsNight 12.3.07)

There is also no scientific evidence to suggest that cutting CO2 emission will save the planet or make any difference to climate change or global warming.

Climate change is here! But the honest truth is that we don't yet know:

- What are the real causes?
- Is it man made or not?
- Can we reverse it, or slow it down by our actions?

We do know it's happening and in my view our efforts should be equally focused on what are we doing to adapt to it. That is something Haringey promised to do when signing the Nottingham Declaration.

3. Conserving Energy and reducing Air Pollution

Weather or not CO2 emissions cause Global warming, air pollution is a serious problem and there is no doubt that human activity is the main cause of it. We should aim to reduce air pollution because it has a negative effect on the health and wellbeing of all living things; humans, animals, plants and the environment as a whole.

All modes of transport are contributors to air pollution - air travel, trains, buses, cars vans lorries and so on. Tackling air pollution from all those travel modes is a desired outcome. It is why I explore the proposed policy and it's effectiveness in reducing CO2 emissions, as CO2 could be used as a marker for overall air pollution.

What human activity contributes most to CO2 emissions?

If you hold the view that CO2 emission drive global warming, and truly believe that urgent action is needed to avert future disasters, then an honest look at all areas of our life, which contribute to man made CO2 emission, is essential and implementing effective policies is even more vital then ever.

Here are some facts that might help the purpose of this discussion:

The Earth atmosphere contains 0.04% of CO2

97% of CO2 is natural and 3% is man made

The UK is responsible for 2% of global CO2 man made emissions

In London 10% of all man made CO2 emissions is caused by transport.

So transport contribution to CO2 emission in London = 10% of 2% of 3% of 0.04%

If transport in London constitutes 10% of CO2 emissions, what human activity creates the other 90%?

According to Haringey the following was provided by Sule Nisancioglu – Haringey Group Manager, Planning & Transportation Policy, followed information request from Laura Edge:

“Haringey’s emissions for the year 2003 have been estimated at 968 kilotonnes per annum (ktpa), equivalent to each resident of Haringey flying to New York and back five times per year. These are direct emissions from energy use in buildings (domestic and non-domestic) and transport within the borough. These are broken down as follows:

Sector	CO ₂ emissions (ktpa)	CO ₂ emissions (%)
Domestic	484	50%
Non-domestic	312	32.3%
Transport	172	17.7%
Total	968	100%

Haringey has the fifth lowest CO₂ emissions per capita of all London boroughs. Domestic emissions per capita are average for London, but non-domestic and transport emissions are comparatively low compared to London averages.

The population of Haringey is expected to increase during the period to 2050. This will result in the construction of new buildings and a greater demand for transport. If this growth is takes place at current rates of emissions, by 2050 emissions would have increased by a further 195 kilotonnes per annum.”

The royal commission on environmental pollution recently published their latest report 'The Urban Environment' it states:

"2.23 Another distinctive feature of many urban areas is that buildings account for a major proportion of CO₂ emissions – 70% in the case of London.²⁴ For the UK as a whole, the energy used in constructing, occupying and operating buildings represents approximately 50% of total greenhouse gas emissions.²⁵ Yet significant savings are possible and we consider what can be done to reduce emissions (particularly from housing) in Chapter 5."

In view of this one should ask what policies Haringey put in place to tackle emissions from all other sources? Like domestic 50% and non-domestic sources 32.3%, which contribute far more to CO₂ emissions in Haringey than transport's 17.7%.

Transport for London in their submissions on the Thames Gateway Bridge inquiry was the following statement:

"Private cars constitute only 10% of total UK CO₂ emissions, and the position appears to be both under control and improving, largely due to technology".

4. Is the proposed policy going to achieve its primary aim?

Paying more for parking permits will not reduce CO₂ emission or air pollution in itself. Only reduction in actual car use and a move to a greener technology will do that. So getting the policy right is highly important, otherwise it is a revenue raising exercise, which is illegal under the Control Parking Act. (See legal framework)

5. Taxing CO₂ emission nationally v locally

I can see the temptation to use the existing mechanism of tax collection used to control parking, to collect additional tax used to control something other than parking, like controlling CO₂ emissions in this case.

I have no objection to attaching monetary value to CO₂ emission, however attaching CO₂ emission charge to residential CPZ permits is fundamentally flawed.

Taxing CO₂ emission should be attached to when a car is actually emitting and levels of CO₂ emissions should be reflected in the cost and applied to both the choice of car owned and the actual usages. This will ensure all polluters are treated equally and fairly, while rewarding desired behavior like walking, cycling and using public transport.

Both kind of taxations mentioned above are already in place.

The DLVA banded road tax takes care of 'choice of car owned' and since it is a national policy it capture everyone equally, as it should be.

The tax on fuel reflects real usage and as it is applied nationally, it too captures all users equally, as it should be.

One may argue that these 2 taxes are not high enough to make a difference. That might well be true, but both could be easily modified to reflect the aims more accurately.

Since the mechanism and administration of both the above taxes are already in place, it could also free public money allocated to the creation the new mechanism of tax collection, and be used to develop green and sustainable energy or/and technology.

Extra Money collected from those taxes, could be allocated back to local councils to fund meaningful environmentally friendly projects.

Taxing CO2 emissions through residential parking permits

Taxing CO2 emission through residential parking permits might work where a whole borough is in CP zones. Applied in Haringey, it would be socially unfair and achieve very little in terms of the stated aims of this policy. It most definitely will not reduce CO2 in any significant measure and will give the wrong message.

The proposed policy targets only people who happen to live in areas where parking needs to be controlled, while absolving those who are not living within a CPZ.

Haringey still have very few control parking zones (only 25%) with most of those focused in the east of the borough where, by the council's own admission, car ownership is below London average and Haringey average.

Taxing only those living within a CPZ would mean that from the outset we are trying to modify the behavior of only 25% of Haringey residents and particularly those with below average car ownership. At the same time those who own 2 or more cars, one of which could possibly be the 4x4, which this policy tries to discourage. Those residents are allowed to keep on polluting without any incentive to change.

The potential of reducing CO2 emission through applying this policy in Haringey, would be miniscule and therefore totally ineffective, especially so, if the policy is applied unchanged.

For those reasons I conclude, that reducing CO2 emissions, be best taxed and administered at national level as it will be applied fairly and across the board. It will ensure that there is a real reduction in air pollution from transport, which is after all the purpose of this policy.

6. CO2 emissions bands DVLA v Haringey

The national policy introduced last year, differentiates road tax according to CO2 emissions. It aims to encourage people to make more conscious environmental choices when buying a car and gives incentive for those willing individuals who scale down in terms of their car's emissions.

The bands are modeled in such a way that a move up of only one band will reduce CO2 emissions by minimum of 10% up to 20%.

DVLA bands

Band	CO2 emissions	% CO2 Reduction by moving up one band
A	100 CO2 g/km	
B	101 - 120 CO2 g/km	
C	121 - 150 CO2 g/km	^ 20%
D	151 -165 CO2 g/km	^ 10%
E	166 - 185 CO2 g/km	^ 11%
F	186 - 225 CO2 g/km	^ 18%
G	226 + CO2 g/km	

Table 1

The DVLA bands also reflect what is currently available on the market. For instance in band A, up to 100 CO2, we currently have the electric smart city car, a 2 seater with 0 emissions. In band B 101 - 120 CO2 we have small family cars which posses new technology like the hybrid cars starting at 109 CO2 g/km. In band C and D you can find small and large family cars. Bands D to G is where most pre-green cars will be, including the 4X4 variety.

Top green cars available in the UK

What is available on the market and what does it cost to be green? The information within the following tables was collected in Feb 07 and at the time the cars described here, were the only models you could find within those CO2 emissions bands.

City Car

Those are the band A, 0 emissions, small electric 2 seaters cars, max speed 40 mph. Have one of those and you will not be paying any Road Tax, or Congestion Charge. But Haringey will charge you £15 to park it!

Band A City Car	Cost		
NICE MEGA City	£9,995 - £6,999		
REVA G-WIZ (DC)	£6,999		
REVA G-WIZ (AC)	£8,299		
REVA G-WIZ (AC)	£9,995		
SMART EV For2	?		

Table 2

Small family cars (SFC)

There are no small family cars in band A

(SFC) Band B	Cost	(SFC) Band C	Cost
HONDA Civic Hybrid	£16,265	HONDA Civic 06	£13,995
CITROEN C4	?	VAUXHALL Astra LPG	£12,695
		MAZDA 3 (2006 MY)	£14,950
		VOLVOC30 2007	£16,795

Table 3

Large Family Car (LFC)

There are no large family cars in band A

(LFC) Band B	Cost	(LFC) Band C	Cost
TOYOTA Prius	£17,780	SAAB 9-3 MY2007	£19,645
		PEUGEOT 407 saloon	£16,345
		CITROEN C5	£16,390
(LFC) Band D			
AUDI A4 Avant Stan.	£23,205		
VOLVO V50 Year 06	£19,640		

Table 4

Sports Utility Vehicle (SUV) 4X4

Bands D, E and F

The above car models are all new 2006, 2007 registrations. <http://www.whatgreencar.com>

How green are our existing cars?

Here is an example of a modest **Ford Fiesta**, a small family car, with small engine:

Fuel: PETROL,

Transmission: MANUAL,

Door plan: 5 H/B,

Model Introduction Date: 2001-03

Engine (cc): 1299

CO2 Level (g/km): 161

DVLA Band: D

Haringey CPZ Band: 3 (as 1st car charged £60 and as 2nd car £90)

Cost: £2500

Obviously any older and/or larger engines will produce higher CO2 emissions and will be in bands D, E, F and G, or in Haringey's highest band 4, (as 1st car charged £90 and as 2nd car £150)

To assess any car CO2 emissions:

Go to <http://www.smm.co.uk/co2/co2search.cfm>

Click on the I agree link and you will be transported to a form that lets you select your car, make, model, engine and so on. It then tells you the level of your car emissions.

Haringey Proposed Bands

In contrast to the DVLA CO2 emission bands, Haringey council invent their own and proposes only 4 bands as follows

Band	CO2 emissions	First permit	Second & subsequent
1	up to 100 CO2 g/km	£15	£15
2	101-150 CO2 g/km	£30	£60
3	151-165 CO2 g/km	£60	£90
4	166 CO2 g/km and over	£90	£150

Table 5

Haringey puts bands B and C into one band (2) - 101-150 CO2 g/km

And combines bands E, F and G into band 4 - 166 CO2 g/km and over

DVLA Bands	Haringey Bands	CO2 emissions
A	1	up to 100 CO2 g/km
B,C	2	101-150 CO2 g/km
D	3	151- 165 CO2 g/km
E,F,G	4	166 CO2 g/km and over

Table 6

Band 1: There are only a handful of cars in existence which could be classed as band A. The type of car in this band will be unsuitable for most families being a 2 seater. At max speed of 40mph they are suitable only for inner city travel.

Band 2: The greenest option of cars available in the 'small family car' category, starts at 109 CO2 g/km band B. Combining bands B and C into one band - Haringey band 2 - kills the incentive to move up a band and as demonstrated by table 1, moving up from band C to band B will reduce emissions by **20%**. Combine band B and C and the potential of reducing CO2 emission is lost.

Band 3: Is where I anticipate the majority of existing small cars to start. If you remember our example of a **Ford Fiesta**, 2001, 1299cc, **161 CO2 g/km**, a small car, small engine, 6 years old, is in this band. Anything bigger will be in the next band.

Band 4: Once again this band combines 3 DVLA bands E, F and G. Doing so, dilute the message of this proposal and eliminates any incentive to choose a greener option. Cars in this band will be most of the small family cars with larger engines and most large family cars. In reality the policy as is, puts the vast majority of existing cars from 2001 to 2006 in the highest band possible! Lumping together the small family car, with the most polluting 4X4s, the incentive to move up the bands and reduce CO2 emissions has just vanished!

This policy as is, expects the owner of our example **band 3 2001 Ford Fiesta valued at £2,500** to suddenly upgrade to a **band 2** car, costing £10,000 up to £25,000 in order to save £30 a year on a CPZ permit, not a very realistic prospect.

Moving up the bands is the desired outcome; unfortunately it will only happen if the small increments of the DVLA CO2 emission bands are adopted. If the policy is implemented without any changes to it's bands, there is very little prospect for behavioral shift and therefore the policy will most likely fail in its aim to reduce CO2 emissions.

Bands for Pre 2001 Cars

Until this point we only discussed cars manufactured from 2001 onwards. Vehicles registered before 23 March 2001, where CO2 emissions were not documented, will be assessed differently and that too, is a far from encouraging behavior shift in the green direction.

The proposed charging structure for pre 2001 cars

	Engine size	First permit	Second & subsequent
	1549cc or less	£30	£60
	1549cc to 3000cc	£60	£100
	3001cc and above	£90	£150

Table 7

To illustrate my point here I will use the example of the '**Ford Fiesta, 2001, 1299cc, 161 CO2 g/km**' once again. This is a true story: The owner of our Ford Fiesta only bought the above car in September 2006, the car he owned before was an older Ford Fiesta with a smaller engine, it was running very well except one thing, it started smoking on occasions.

Being the environmentally conscious person that he is and without any green taxes prompting him to do so, he decided to shift up to a less polluting car.

Now let's see how Haringey's new policy treats our responsible citizen:

With his newer car in band 3, he would be paying **£60** for a CPZ permit.

However if he had kept his older car, smoky and polluting, he would be rewarded by the proposed policy and pay only **£30** for a CPZ permits.

The proposed charging structure for pre 2001 cars will not encourage people to choose a less polluting car, but worse - it will discourage people from doing so. It makes it an attractive option for families who wish or need a second car for short local trips.

Once again the proposed policy fails to deliver the right message by rewarding undesired behavior and giving no incentive to change. If implemented unchanged, it will not result in behavior shift and therefore will not reduce CO2 emissions or air pollution.

7. Why change the DVLA band system?

As demonstrated above Haringey's proposal dilutes all the advantages, which are built in the national policies through the DVLA band structure to such a degree that it renders the whole exercise useless in terms of it's potential to reduce CO2 emission or air pollution as a whole.

The member for the environment, Brian Haley, was asked twice to explain: Why Haringey decided to create their own band system?

The first time was during the scrutiny committee meeting, where he said: too many bands would be confusing for the public.

And the second time was during the executive meeting where he said: it was for administrative reasons.

To suggest, that the public would be confused by many bands does not stand to reason. Haringey drivers like any other driver in the UK pay road tax, so they are well aware of the DVLA band system. If anything is confusing, it is Haringey creating it's own system.

As to the other explanation given: It might indeed be easier to administer fewer bands, but in this case, choosing 'easy administration' would also mean negating the main aim and effectiveness of this policy as demonstrated above.

If Haringey is sincere in its declared desire to reduce air pollution, and decides to implement a CO2 emission based CPZ permits, it must keep to the DVLA band system for it to have any chance in influencing people's behavior and choices.

In reality the majority of people living within Haringey parking zones will see a raise of parking charges from £25 to £90. And if there are 2 cars in a household, their charges will go from £50 to a maximum of £240.

8. Consultation as means of engagement And the Richmond example

Like other Haringey consultations, this one is no exception. Despite the recommendation of the scrutiny committee to allow 6 weeks for this consultation and despite the executive decision to follow the scrutiny recommendation, in reality posters appeared only 4 weeks before the consultation ended and people received a leaflet 3- 2 weeks before the consultation ended, whilst many within CPZ areas did not get it at all.

Richmond consultation

In contrast, Richmond council trying to reel in similar proposals really consulted. They have conducted an extensive survey of a sample of approximately 3,500 residents and 1,300 businesses. Furthermore approximately 27,000 households in the 27 Controlled Parking Zones (CPZ's) were written to together with a number of organizations that are normally consulted on significant transport policy matters.

Results are interesting

The results of the resident's questionnaire indicate that:

49% in favour.

39% opposed.

12% did not express a specific preference.

The results from the business questionnaire indicate that:

47% of businesses oppose.

30% in favour.

The response rates for the residents and business questionnaire exercise were 47.4% and 31.7% respectively.

2182 letters, emails and 'on-line' comments were received by the council, and on analysis approximately 63% expressed an opposition.

Although I may have reservations of how the final view was formed and reported by officers, namely taking no note of the fact that 63% of respondents in CPZ areas are opposing it, Richmond are going ahead with it on the basis of the questionnaire results. Nevertheless one can't claim they have not consulted!

All relevant documents are downloadable from the following link

http://www.richmond.gov.uk/home/council_government_and_democracy/democratic_processes_and_events/council_committees_list.htm?mgl=ielistDocuments.asp&CIId=163&MIId=1660&Ver=4

9. Richmond and Haringey schemes are very different

The results of the consultation might not come as a surprise if you look at what is proposed in Richmond. As usual the devil is in the details...

Firstly Richmond stuck to DLVA banding, which is important to make the scheme effective in encouraging shift in transport mode.

They have given a discount to the modest choice of car use and really punish the high emission choices. This gives people the right message.

If we take the example we have explored before, of the 2001 Ford Fiesta in D band the owner of such a car will be looking at a 110% increase in Richmond, compared with Haringey's increase of 240% for the same car.

Similarly they have a more reasonable approach to cars pre 2001 registration

Richmond Current charges

There are 27 Parking zones in Richmond and the price of permits vary. Starting as low as £45, with the majority of permits at £75 and 2 zones priced at £100. **The average current price is £68**

Richmond CPZ charges

Band Permit rate	Change	Current rate		
		£100	£75	£45
		New Charges		
A (Up to 100 CO2 g/km)	Free	Free	Free	Free
B (101 - 120 CO2 g/km)	-50%	£50	£37.5	£22.5
C (121- 150 CO2 g/km)	-10%	£90	£67.5	£40.5
D (151 - 165 CO2 g/km)	+10%	£110	£82.5	£49.5
E (166 - 185 CO2 g/km)	+30%	£130	£97.5	£58.5
F (186 - 225 CO2 g/km)	+50%	£150	£112.5	£67.5
Pre 2001 reg cars				
Up to 1549cc 10% discount	-10%	£90	£67.5	£40.5
1549cc to 3000cc 30% increase	30%	£130	£97.5	£58.5
above 3000cc 200% increase	200%	£200	£150	£90
Rate for second car per house hold - 200% of CO2 emission charges				

Table 8

10. The legal framework

Richmond had 2 separate legal advisors on the legality of the scheme, as outlined in Richmond's report to cabinet (quoted in annex B). It gives reference to the transport acts, which gives power to local authority to have variable charges on parking. It also points to policies, which allow councils to tackle air pollution if they are declared an 'Air Quality Management Area' (AQMA), which both Richmond and Haringey are. And discuss whether the proposals constitute a tax, i.e. revenue-raising

9.3 ... "Two specific issues raised by a number of respondents related to the extent of the Council's powers under section 45 of the Road Traffic Regulation Act 1984 and whether the proposals constitute a tax, i.e. are revenue-raising."...

This last point is significant. According to 'The control parking act' (Annex A) Raising revenue should not be an objective of CPE:

"11. Raising revenue should not be an objective of CPE, nor should targets be set for raising revenue or the number of PCNs to be issued."

12. ... "Charges should be proportionate, and hence authorities should not set unreasonable levels of parking or penalty charges. If penalty charges are received then these may be used to cover expenditure. But authorities should not set targets in order to produce financial surpluses.

Richmond took legal advice on their proposed scheme before going into consultation, which explains why Richmond opted to adopt **REVENUE NUTRAL** attitude!
Because if it is REVENUE RAISING it will make it illegal!

This is an interesting point and highly relevant to our case here. Haringey Executive was directed and urged by officers' reports to raise CPZ charges as mentioned throughout the reports and documents attached to Exec meeting, for purely financial reasons!

The Nottingham declaration is used as an excuse to justify raising the cost using environmental reasoning.

The need to raise CPZ charges, as a result of a hole in the budget, appears in Council Exec meeting documents since before the last election April/May 2006 and immediately after June/July 2006.

In November 2006 Haringey signed the Nottingham declaration

In January 2007 Haringey Exec meeting decide to raise CPZ permit cost, again clear indication appears in the document bundle of the meeting, referring to the hole in the budget and the urgency to bring this on for those reasons.

Looking at the figures of the transport budget together with the information revealed by the Journal FOI (June 2006) into the total revenue Haringey makes out of CPZ's from both permits and fines, DOES RAISE SERIOUS QUESTIONS whether or not Haringey comply with the LAW as above.

The only conclusion I can draw is that CPZ revenue must have been diverted to other things or there is a huge mismanagement of public funds.

11. Conclusion

Throughout this document I have considered the purpose of the proposed policy, whether or not its aims are going to be achieved and is it complying with current laws. I looked and compared similar proposals in other London local authorities.

It is my conclusion that:

- The scheme is based on a false assumption that CO2 emission, particularly man made CO2 emissions drive climate change and that cutting CO2 emission from the use of private cars will make any significant difference to global warming.
- However since I recognise the importance of tackling man made air pollution, I look further into the proposed policy to see if indeed it could be an effective measure to achieve it by influencing people's choice of transport mode.
- Since there are already national taxes in existence, which aim to punish and reward people's choice of car and the extent of their usage, I fail to see the logic of duplicating those taxes locally through the mechanism of parking charges. Applied to Haringey which still have very few CPZ's - 25% and considering where they are, this would be grossly an unfair tax, aimed to influence the behavior of only 25% of it's residents.
- Comparing the DVLA CO2 emission bands with Haringey's clearly demonstrates that deviating from the national DVLA bands renders this policies wholly ineffective by diluting the message and killing any incentive for transport modal shift. Haringey banding system also ignores the reality of the current car market and assumes plenty of green choices are there for people to choose from, where in reality this is not the case. The policy as is will not result in any significant change in people's behavior, which in turns means that the stated aim of this policy to reduce CO2 emission will fail.

- **In reality the majority of people living within Haringey parking zones, will see a raise of parking charges from £25 to £90. And if there are 2 cars in a household, their charges will go from £50 to a max of £240.**
- Exploring the legal framework for Haringey proposed scheme, shows that raising revenue though parking is illegal and since there is plenty of evidence in Haringey council's own documents that the need to raise parking fees stem from pure financial considerations, this point needs to be addressed if this scheme is to be legally compliant, or else it could be open to legal challenge.

On the whole it is my view that parking charges are not the right mechanism to try and control CO2 emission and that the council should not vote it into being. However if the Haringey Executive is still determined to implement this ill-conceived policy, it must amend it to make it legal and retain the incentives built in the DVLA banding.

12. Suggested changes to the policy

If Haringey raised the base fee from £25 to £30, it will increase current charges by 20%. It will be well above inflation but still reasonable since the charge was not amended for a few years. Then apply a similar decrease and increase of charges as Richmond did.

Doing so, Haringey may get to be **REVENUE NEUTRAL** too and the whole thing will have a better legal standing

Here is what it might look like:

Proposed amendment to Haringey future CPZ charges

Band Permit rate	Change	Current rate		
		20% rise from £25 to £30		
		New Charges		
A (Up to 100 CO2 g/km)	Free		free	
B (101 - 120 CO2 g/km)	-50%		£15	
C (121- 150 CO2 g/km)	-10%		£27	
D (151 - 165 CO2 g/km)	+10%		£33	
E (166 - 185 CO2 g/km)	+30%		£39	
F (186 - 225 CO2 g/km)	+50%		£45	
Pre 2001 reg cars				
Up to 1549cc 10% discount	-10%		£27	
1549cc to 3000cc 30% increase	30%		£39	
above 3000cc 200% increase	200%		£60	
Rate for second car per house hold +200% of CO2 emission charges				

Table9

This might not fill the hole in the budget, but it will come closer to be **REVENUE NEUTRAL**.

Of course we would have very little ability to assess it, **due to the lack of any relevant data**.

It is interesting to see that Richmond had all this information very much at hand and it is part of the documents presented to their Executive, or Cabinet as they call it.

Haringey have a moral and legal obligation to demonstrate the effectiveness of the proposed scheme and prove it is not about the money!

Annex A

**Relevant quotes from the
TRAFFIC MANAGEMENT ACT 2004, STATUTORY GUIDANCE TO LOCAL AUTHORITIES ON
THE CIVIL ENFORCEMENT OF PARKING CONTRAVENTIONS,**

CPE financial objectives

11. Raising revenue should not be an objective of CPE, nor should targets be set for raising revenue or the number of PCNs to be issued.

12. LTAs should ensure that their CPE operations (both on- and off-street (3) are run efficiently, effectively and economically. The objective of CPE should be for 100% compliance, with no penalty charges. The objective of penalty charges is to dissuade motorists from breaking parking restrictions. **Charges should be proportionate, and hence authorities should not set unreasonable levels of parking or penalty charges.** If penalty charges are received then these may be used to cover expenditure. **But authorities should not set targets in order to produce financial surpluses.**

(3) CPE is only applicable to LA operated car parks and not privately operated ones unless regulated by an order made under s.35 of the RTRA 1984.

13. Previous guidance stated that local authority parking enforcement should be self-financing as soon as practicable. This is still a sensible aim, but compliant applications for CPE (see next section) will be granted without the scheme being self-financing. **However, authorities will need to bear in mind that if it is not self-financing then the authority will need to be certain that they can afford to meet the scheme from within existing funding. The Secretary of State will not expect the deficit to be met either by national or local taxpayers.**

(IV) Setting Charges

16. The primary purpose of penalty charges is to encourage compliance with parking controls. The charging level chosen should have a high level of public acceptability. In pursuit of this aim, LTAs should adopt the lowest charge level consistent with a high degree of compliance. The LTA should also ensure that the public know what charge levels have been set by publishing them well in advance of their introduction. Any subsequent change to the charge levels will also need to be published(8). In London, the charges will be set by Transport for London or, as appropriate, the London local authorities, with the approval of the Mayor (and provided there is no objection by the Secretary of State). Outside London, the charges must accord with guidelines set by the Secretary of State(9).

(8) Schedule 9 TMA 2004 paragraphs 5 (Greater London) and 9 (outside Greater London).

(9) The Civil Enforcement of Parking Contraventions (Guidelines on Levels of Charges) (England) Order 200X

(V) Communicating CPE

18. It is important that local members of the public affected by CPE understand why a CPE scheme has been introduced and the parking restrictions that result. **The LTA should make every effort to ensure that its scheme details are communicated clearly.**

20. Communicating the rationale for the scheme is important, to ensure that those affected are aware that parking enforcement is about supporting wider transport objectives, **in particular managing the network to keep traffic moving, rather than a mechanism to raise revenue.**

22. Communication takes many forms and LTAs should consider the full range of media available to them. **Advertising solely in newspapers may no longer be adequate and all media should be used. Consideration should be given to informing every household when changes are proposed.**

24. There should be formal communication and consultation at regular intervals after CPE is introduced and when changes are proposed (see next section).

(VI) Reviewing CPE

25. LTAs should **regularly review their parking policies**, CPE regimes and associated regulatory framework (including penalty charge levels) when reviewing their Local Transport Plans (LTP). This applies in London through their Local Implementation Plans. If the authority does not have an LTP/LIP, this should be done when reviewing the local development framework or community strategy.

26. These reviews should take account of any relevant information that has been collected as part of the parking enforcement process, **in particular about the practical effectiveness of the scheme**. Reviews will benefit from interviews with CEOs, who are in a unique position to identify changes to parking patterns, and office staff, who see challenges and representations and the reasoning behind them.

27. The Secretary of State recommends that **LTAs consult locally on their parking policies as they are reviewed**. In doing so, LTAs should seek the views of people and businesses with a range of different parking needs as well as taking into account the views of the police.

30. In reviewing its parking policy and CPE regime, an LTA should ensure it takes account of the following issues:

- Existing and predicted levels of demand for parking;
- The availability and pricing of on- and off-street parking places;
- **The justification for**, and accuracy of, existing traffic orders;
- The adequacy, accuracy and quality of signing and lining, including signing for Controlled Parking Zones;
- The level of enforcement necessary to secure compliance;
- The levels of penalty charges; and
- The need to resource the operation effectively and ensure that all parking staff are appropriately trained

Camera Enforcement

44. TMA regulations¹⁹ give the power to authorities outside London (TMA 2004 repealed and replaced the powers in London) to use cameras monitored by a qualified operator, where they consider it appropriate and/or enforcement is difficult or sensitive. **Camera enforcement** can best be used in no stopping areas but **should not be used where exemptions (such as resident permits or blue badges)** not visible to the camera may apply. All equipment must⁽²⁰⁾ use a device certified by the Secretary of State.

Annex A

LTA Annual Reports - information they might contain

Financial

- Total income and expenditure on the on-street and off-street parking account;
- Breakdown of income by source (i.e. parking charges and penalty charges);
- Total surplus or deficit on the on-street parking account;
- Action taken with respect to a surplus or deficit on the on-street account; and
- Details of how any financial surplus has been spent, including the benefits that can be expected as a result of such expenditure.

Statistical

- Number of PCNs issued for on-street parking contraventions;

- Number of PCNs issued for off-street parking;
- Number of PCNs paid;
- Number of PCNs paid within 14 days;
- Number of PCNs against which a formal or informal representation has been made;
- Number of PCNs cancelled (i.e. where an informal or statutory representation is successful);
- Number of PCNs written off
- Number of vehicles wheelclamped on-street; and
- Number of vehicles removed from on-street.

The above statistics refers only to PCNs issued during a set period [to be described], this will ensure that authorities do not count payments made during that period, but where the PCN was issued outside the period. This will contribute towards honesty and transparency.

Performance against targets

- Performance against any parking or CPE targets. (Authorities should note the recommendations throughout this guidance on the areas in which such targets might be appropriate.)”

Annex B

Quotes From RICHMOND PARKING CHARGES CABINET COVERING REPORT:

"9. LEGAL IMPLICATIONS

9.1 The Council introduces and maintains charges for on and off-street parking under the provisions of the Road Traffic Regulation Act 1984, as amended, and the Road Traffic Act 1991. All schemes are subject to statutory consultation processes, which are duly followed by the Council. In most cases Road Traffic Regulation orders will be required in order to implement the decisions recommended.

9.2 Because of the nature of the proposed changes in respect of CO2 emissions and second and subsequent permits, Leading Counsel's advice was sought prior to Cabinet approval for consultation. In his opinion there is no reason in principle why the proposed changes should not, as a matter of law, be implemented. This included consideration of both the legislation and human rights considerations. Due to the unavailability of Leading Counsel who gave the initial advice another Leading Counsel's advice has been sought following the consultation period. His clear advice has reaffirmed the legality of the proposals.

9.3 Some respondents to the consultation raised issues of a legal or procedural nature. Where appropriate these were referred to the Council's Legal Services Department and Leading Counsel also considered these when giving his recent advice. Two specific issues raised by a number of respondents related to the extent of the Council's powers under section 45 of the Road Traffic Regulation Act 1984 and whether the proposals constitute a tax, i.e. are revenue-raising. These have been commented on below:-

Powers under Road Traffic Regulation Act 1984

9.4 Both Leading Counsel have confirmed that section 45 of the 1984 Act does permit differential charging relating to vehicular emissions. In their view regard can be had to environmental considerations. The most recent advice cites additional provisions in support, as set out below:

9.5 Section 122(1) Road Traffic Regulation Act 1984 states that it shall be the duty of every local authority upon whom functions are conferred by or under the Act (so far as practicable having regard to the matters specified in s122(2)) 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. S122(2) specifies a number of such matters including (b) the effect on the amenities of any locality (bb) the strategy prepared under s80 Environment Act 1995 (Air Quality Strategy for England, Scotland, Wales and Northern Ireland 2000) and (d) any other matters appearing to the local authority to be relevant.

9.6 S122(2)(bb) itself lends some support to what the Council is proposing to do through differential charging. While the Air Quality Strategy for England, Scotland, Wales and Northern Ireland 2000 prepared under S80 Environmental Act 1995 is not specifically concerned with CO2 emissions, it aims to improve local air quality by reduction of other pollutants. The differential charges the Council is proposing are also expected to have the effect of contributing to the improvement of local air quality. Further, other initiatives by both central government and regional government (the GLA) have laid increasing emphasis on the need to take action in respect of both air quality and greenhouse gases. These are also matters the Council can, and should, have regard to under s122(2)(d). The Government's recent on-line guide to greener living (www.direct.gov.uk/greenerliving) has a specific section on "Greener cars and driving" and includes the following "The type of car you own, the way you drive it

and the fuel you can use have a big impact on the emissions it produces. Personal car travel produces 13% of the UK's total greenhouse gas emissions and it contributes to local air pollution and congestion".

9.7 Even before the addition of S122(2)(bb) the unanimous view of the House of Lords in R v London Boroughs Transport Committee ex p. Freight Transport Association Ltd (1991) was that "one policy and one object of the Act of 1984 are to protect the environment of Greater London".

9.8 Further, section 45(2)(b) of the 1984 Act, which states "the authority...may make such charge in connection with the issue or use of the permit, of such amount and payable in such manner, as the authority by whom the designation order was made may by order prescribe" is a function governed by S144(1)(a) Greater London Authority Act 1999. This section provides that in exercising any function a London borough council is to have regard to the transport strategy. This refers to the Mayor's Transport Strategy (MTS) published under S142. The MTS contains a number of references to the importance of improving air quality and reducing emissions, e.g. para 2.4 describes one of the MTS's objectives as the promotion of London as a green city through addressing traffic congestion, improving air quality and the reduction of greenhouse gas emissions.

9.9 Cabinet's attention has also previously been drawn to the well-being powers under the Local Government Act 2000. These are wide powers given to local authorities to do anything which they consider is likely to achieve the objectives listed in S2 and which includes the promotion or improvement of the environmental well-being of their area. Whilst this broad power is most useful in the promotion of environment objectives and is a matter to which Cabinet may properly have regard (under S122(d) of the 1984 Act), it is the 1984 Act which governs the charges to be made for permits.

Revenue Raising

9.10 Leading Counsel was also asked to specifically consider the issue of whether any revenue raised from this policy could be interpreted as a 'Local Tax'. Counsel considered R v Camden LBC ex p. Cran (1996) where it was said that the Road Traffic Regulation Act 1984 is not a revenue-raising Act. Counsel expressed doubt as to whether the decision of the case in this respect was in fact part of the decision and as to whether the views expressed were consistent with the GLA Act 1999 and the Traffic Management Act 2004 which amended section 55 of the 1984 Act. However, in view of the fact that the new system of charging is not intended to raise additional revenue but to be revenue neutral it is considered that the issues raised in the Cran case do not arise. Some representations have drawn attention to the leaflet, "Changes to Parking Charges based on CO2 emissions – A guide explaining the proposed changes" as implying the new charging system could generate additional revenue and is therefore a taxing measure. This is a misconception. If there were any unplanned surpluses, these could only be spent on the purposes set out in the 1984 Act at S55(4), (as amended), as is the case generally.

Highway ownership

9.11 One resident put forward the proposition that, in the absence of evidence of ownership, the owner of a property adjoining the highway owns the land on which the highway passes to the mid-point of the highway. The argument being that he would be charged for parking his car on the highway outside his house when he in fact would be parking on his own land. This has been considered by Leading Counsel and by Legal Services Department. While this may be a common law presumption, however, publicly maintainable highways are deemed to vest in the highway authority under section 263(1) Highways Act 1980. Any rights an adjoining owner may have are confined to the sub-surface."

REPORT TEMPLATE

*** HARINGEY COUNCIL ***

Agenda item: **[No.]****The Executive****On 24 April 2007**Report Title: **Local Implementation Plan Annual Progress Report 2008/9**

Forward Plan reference number (if applicable):

Report of: **Director of Urban Environment**Wards(s) affected: **All**Report for: **Key Decision****1. Purpose**

1.1 To seek approval for the Local Implementation Plan Annual Progress Report [LIP APR] funding submission to Transport for London

2. Introduction by Executive Member

2.1 The Local Implementation Plan Annual Progress Report funding submission is the basis for the Council's bid to TfL to fund the transport projects that were approved by the Executive in July 2006.

2.2 The transport projects proposed for the borough in 2008/09 will make a real difference to resident's lives by providing safer, calmer and more efficient routes in Haringey. The approval of the LIP APR will also ensure that Haringey remains in line with the Mayor's transport strategy for London.

3. Recommendations

3.1 That the LIP APR funding submission is supported as the basis for the Council's bid to Transport for London for 2008/9 for transport schemes

3.2 That power be delegated to the Lead Member, Environment and the Director of Urban Environment to approve the full LIP APR submission

Report Authorised by: Niall Bolger, Director, Urban Environment

Contact Officer: Malcolm Smith, Team Leader, Transportation Planning 020 8489 5574

4. Director of Finance Comments

4.1 The LIP APR provides the context for funding submission for 2008/9 and indicative funding sought for 2009/10 and 2010/11. The Funding submission is seeking £10,155,000 for 2008/9. Actual funding allocated by TfL will form part of the Highways Works programme for 2008/9. Failure to submit a LIP APR would mean no funding would be received from TfL for transport projects in 2008/9. Generally the funding allocations from TfL are for one-off capital projects and have no or minimal revenue implications.

5. Head of Legal Services Comments

5.1 The Council is required to prepare a Local Implementation Plan [LIP]. The Greater London Authority Act 1999 provides, in section 145, that each London authority is required to prepare a Local Implementation Plan “as soon as reasonably practicable” after the Mayor has published the Transport Strategy.

5.2 TfL provides financial assistance to boroughs, sub-regional partnerships and cross-borough initiatives under section 159 of the Act.

6. Local Government (Access to Information) Act 1985

6.1 Final Local Implementation Plan, Haringey, July 2006
6.2 Guidance on LIP APR, TfL, February 2007
6.3 Updated Form 1s, Haringey, March 2007
6.4 LIP Addendum, Haringey, March 2007

7. Strategic Implications

7.1 We are required to submit the LIP APR to Transport for London to seek funding for transport projects in the Borough. TfL provide guidance on the type of projects which can be funded. This guidance has been used to develop the projects and programmes set out in the Appendix. The LIP APR is closely linked to the Final LIP submitted to TfL in July 2006 which set out our transport projects and programmes until 2008/9. This was agreed by the Executive in July 2006. The LIP APR is effectively a funding bid for these projects.

7.2 The Local Implementation Plan [LIP] provides details of the Borough’s transport policies and projects which support the implementation of the Mayor’s Transport Strategy at the local level. The LIP APR comprises three documents: LIP funding submission, due by 15 June and LIP APR and LIP Outcome Monitoring Report [OMR] both due to be submitted by 14 September.

7.3 The LIP APR seeks funds for improving road safety through local safety schemes and 20mph zone proposals. The reduction in road casualties is one of the key strategic objectives of the Council’s Community Strategy.

8. Financial Implications

8.1 Funding allocated by TfL will be included in works programmes for 2008/9.

9. Legal Implications

9.1 None

10. Equalities Implications

10.1 The LIP APR seeks funding to promote better public transport and support policies and projects which reduce inequalities between east and west of the Borough. The projects and policies focused on the east of the borough such as road safety and 20mph zones would particularly benefit ethnic minorities. Women and people with disabilities would benefit from policies and projects to improve accessibility, security, safety and improved public transport.

11. Consultation

11.1 Extensive consultation was undertaken on the draft Local Implementation Plan which provides the focus for the projects developed for funding in 2008/9. However, input from Neighbourhood Managers is being sought as part of developing the LIP funding submission. The process for developing the draft LIP in 2005 included an article and questionnaire in the Haringey People, a dedicated email address and stakeholder forums to discuss issues and policies.

12. Background

- 12.1 The Final LIP was submitted to TfL in July 2006. This sets out how we will implement the Mayor's Transport Strategy at the local level. The LIP included detailed programmes and projects for the period 2005/6 to 2008/9 and indicative projects and programmes for 2009/10 and 2010/11. We have responded to further comments from TfL in the form of an Addendum to the Final LIP. It is expected the LIP will be approved by the GLA/Mayor in spring 2007. A verbal update on progress on the adoption of the LIP will be given to the Executive if necessary.
- 12.2 The LIP APR seeks funding for projects to be delivered in 2008/9 and needs to be closely aligned with the Final LIP and Addendum where necessary. We are required to provide indicative funding sought for 2010/11 and 2011/12. Within each transport area projects need to be prioritised.
- 12.3 The Mayor's Transport Strategy is being revised and a draft is expected in summer 2007. This will require each borough to prepare LIPs to implement the revised MTS.
- 12.4 TfL in preparing the guidance for the LIP APR is setting a maximum upper limit for the funding submission for 2008/9 of £7m [excluding area based schemes such as town centres and station access proposals, local safety schemes and bridge strengthening]. In practice this is not considered a constraint as we would not be seeking funding of this magnitude in a single year due to the close linkage with the Final LIP which provided a constraint on funding being sought.
- 12.5 Sub-regional projects are being developed by the North London Transport Forum [NLTF] for Haringey, Enfield, Barnet and Waltham Forest, led by Enfield. Similarly, London-wide submissions for London Bus Priority Network and London Cycle Network Plus are being co-ordinated by Bromley and Camden respectively. A programme for station access improvements for stations within the North London Railway franchise, which includes the stations at South Tottenham and Harringay Green Lanes on the Barking-Gospel Oak line, is being led by Brent through the North Orbital Rail Partnership [NORP].

13. Conclusion

13.1 The LIP APR provides the main source of funding for transport projects in the Borough. Additional funding is being sought through the NLTF, NORP and London-

wide submissions for London Bus Priority Network [LBPN] and London Cycle Network Plus [LCN+]. Scheme proposals are still being developed. The appendix includes the draft proposals. In summary, funding is sought for Borough schemes [£7,444,000], London-wide projects [LBPN and LCN+] of £2,565,000 and sub-regional projects [NLTF] of £146,000, totalling £10,155,000.

14. Use of Appendices / Tables / Photographs

14.1 Appendix: Proposed Programme for 2008/9.

Appendix

Proposed Programme for 2008/9

<i>Transport Programme and Priority within each programme</i>	<i>Funding sought for 2008/9 £k</i>
Principal Road Maintenance	
High Road, N22 [Turnpike Lane – Lordship Lane] 1	400
Fortis Green [Eastern Road – Western Road] 2	40
West Green Road, N15 [Grove Park Road – Bourne Road] 3	360
<i>Sub Total</i>	800
Bus stop accessibility	
Black Boy Lane 1	64
St Ann's Road and Philip Lane 2	64
Perth Road/White Hart Lane/Creighton Road 3	80
Bounds Green Road 4	64
<i>Sub total</i>	272
Local Bus Priority Measures	
West Green Road contra flow bus lane 1	200
The Roundway pre-signal 2	15
Turnpike Lane parking scheme 3	45
Philip Lane parking review and CCTV enforcement 4	135
Middle Lane/Rokesly Av/Elmfield Av/Stapleton Hall Road parking review, traffic management and CCTV enforcement 5	225
Highgate High Street parking review and CCTV enforcement 6	105
Crouch End Broadway parking review 7	40
Bounds Green Road/Brownlow Road junction design and consultation 8	50
<i>Sub total</i>	815
Parallel Initiatives	
A406 North Circular Road	500
Bridge Strengthening and Assessment	
Wightman Road over rail study for strengthening 1	110
Leeside Road over railway replacement of expansion joints and waterproofing 2	15
Hampden Road over New River assessment 3	3
Buckingham Road over railway assessment 4	13
Burgoyne Road over New River rebuilding parapets 5	50
Duckett Road over New River rebuilding parapets 6	50
Mattison Road over New River rebuilding parapets 7	50
Buckingham Road over railway strengthening 8	1000
Buckingham Road approach rail incursion study 9	17
Stapleton Hall Road over rail incursion study 10	40
Crouch End Hill over disused rail assessment 11	7
Muswell Hill Road over disused rail deck replacement and waterproofing 12	30
Cornwall Road over disused rail waterproofing and painting steelwork 13	30

Watermead Way replacing expansion joints 14	30
Springfield Avenue retaining wall 15	40
<i>Sub –total</i>	1485
Road Safety	
<i>Local safety schemes</i>	
Lordship Lane between Wood Green High Road and Perth Road [new pelican crossing near Berners Road; Berners Road to be no exit; improved street lighting; improved pedestrian islands by St Albans Crescent – scheme to be partly implemented 2007/8] 1	60
Lordship Lane between Roundway east and west [raised zebra crossing by Waltheof Avenue; new refuge islands; improved street lighting] 2	63
The Roundway/Gospatrick Road [pedestrian crossing enhancements; street lighting improvements] 3	100
West Green Road between Philip Lane and Tottenham High Road [new pelican crossing; street lighting improvements – scheme over two years – 2008/9 and 2009/10 total cost £223k] 4	70
Philip Lane between West Green Road and Mount Pleasant Road [raised zebra crossing at Bourne Avenue; refuge islands; waiting and loading restrictions; anti skid at zebra crossings – scheme over two years - 2008/9 and 2009/10 total cost £162k] 5	62
Wood Green High Road between Bounds Green Road and borough boundary [signalisation of White Hart Lane junction; improved street lighting; widening of carriageway to create right turn pocket at Truro Road] 6	150
<i>Sub-total</i>	505
<i>20mph zones</i>	
Tottenham Hale area Phase 1 [area bounded by Dowsett Road/ Park View Road/Monument Way/High Road/] 1	180
Cranley Gardens, N10 area [area bounded by Muswell Hill/Cranley Gardens/Onslow Gardens/Muswell Hill Road/Muswell Hill Broadway] 2	250
<i>Sub-total</i>	430
<i>Education, Training and Publicity</i>	
Junior Citizen scheme 1	10
Production of road safety newsletter 2	10
Resource to complement child pedestrian training 3	18
<i>Sub-total</i>	38
Sub-total for Road Safety	973
Area Based Schemes	
<i>Town Centres</i>	
Tottenham High Road	1000
<i>Streets for People</i>	
Development programme	40
<i>Station Access</i>	
Accessibility audits	20
<i>Sub-total for ABS</i>	1060

Walking	
Pedestrian signage and infrastructure complementary measures [signage and distance data focused on town centres] 1	50
Pedestrian accessibility improvements such as dropped kerbs 2	75
Accessibility improvements to rail stations 3	15
Reduction in crime and perceived crime eg street lighting 4	60
<i>Sub-total</i>	200
Cycling	
<i>London Cycle Network Plus</i> [map attached]	
Link 78	200
Link 79	300
Link 80	250
Link 81	300
Link 82	200
Link 83	200
Link 84	300
<i>Sub-total</i>	1750
Greenway cycle and pedestrian corridors [three corridors: Parkland Walk; Finsbury Park to Lee Valley; Highgate to Alexandra Palace station] 1	600
Cycle training [school and individual training to Bikeability Level] 2	80
Cycle parking boroughwide 3	30
Advanced stop lines at signalised junctions 4	35
<i>Sub-total</i>	745
<i>Sub-total for cycling</i>	2495
Freight	
Developing freight quality partnerships [NLTF]	10
Regeneration Area Schemes	
Ferry Lane/Forest Road corridor [enhancements to street environment such as renewed fencing, footway enhancement, lighting, cycle route improvements, tree lining, signage and gateway treatments – continuation from 2007/8 three year scheme £50k for 2007/8; £100k for 2008/9 and £100k for 2009/10] [NLTF]	100
Environment and Climate Change	
Alternatively fuelled vehicles [purchase of vehicles alternative fuelled vehicles for Council use] 1	50
Greening the fleet campaign [promotion of alternative fuelled vehicles] [NLTF]	5
Creating a green environment [tree planting on main roads] [NLTF]	25
Protection of biodiversity [ecological survey of road verges, rail embankments etc to identify and protect diversity] 2	5
<i>Sub-total</i>	85
Controlled Parking Zones	
Around rail stations to protect local residential streets from commuter parking	150
Local Area Accessibility	

Shopmobility study [to assess demand for schemes in town centres] 1	25
Scotability study [to identify possible locations for scooter loan project] 2	10
Companion badge scheme for disabled blue badge holders [local scheme to minimise fraud and misuse] 3	25
<i>Sub-total</i>	60
Travel Demand Management	
<i>School Travel Plans</i> [projects include soft measures such as road marking on school playground; setting up car sharing database; travel awareness packs; supply cover to allow teacher training; travel surveys for school travel plans; engineering measures are described below where relevant]	
Avenue Nursery & pre prep school	8
Montessori House Nursery	8
Alexandra Park Secondary School	4
Rhodes Avenue Primary School	4
Greig City Academy	5
Bounds Green Infant School	4
Campsbourne Infant School	4
Coleridge Primary School [improvements to footway outside school; extend guardrailing; traffic calming measures; road markings]	110
Nightingale Primary School	4
St. Michael's CE, N22	10
Rokesly Junior School [[pedestrian crossing; one way system; footway improvement; road markings; waiting and loading restrictions]	85
St. Martins of Porres	5
St Michaels CE Primary	4
Stroud Green Primary	4
Tetherdown Primary	5
Noel Park School	4
Our Lady of Muswell RC Primary	4
St Aidan's Primary	4
Stamford Hill Primary	4
Weston Park Primary	4
The Green CE Primary [cycle lanes; lighting improvements; improvements to underpass under Monument Way; road markings and signs; waiting and loading restrictions]	155
Welbourne Primary	4
Belmont Junior	4
Highgate Primary	10
Lea Valley Primary	4
Mulberry Primary	10
St.Mary CE Junior School	10
Tiverton Primary School	10
North Harringay Primary	10

Coleraine Park Primary	10
Bounds Green Junior	3
Moselle School	4
Crowland Primary	4
Earlsmead Primary	4
Ferry Lane Primary	4
Lordship Lane Primary	4
Risley Avenue Primary	4
St. Ann's CE Primary	4
St. Francis De Sales RC Junior	4
St. Mary's RC Infant & Junior scheme	4
St Paul's & All Hallows CE Junior scheme	4
Gladesmore Community	4
Hornsey School for Girls	4
Rowland Hill Nursery	4
Woodlands Park Nursery	4
Bruce Grove Primary	4
Chestnuts Primary	4
Earlham Primary [traffic calming; improved street lighting; road markings and signs; one –way system; waiting and loading restrictions]	75
Independent School Funding	40
STP Co-ordinator Post	20
Borough wide promotion & marketing of STP's	66
Monitoring & progress report completion funding for schools/supply cover/ materials for all schools with STP's	44
Engineer resource to implement & develop physical/structural requires of STP's	40
Banner for all schools with approved STP's	15
STP newsletter once a term	10
<i>Sub-total</i>	888
<i>Workplace Travel Plan</i>	
Council travel plan development 1	5
Car club development 2	40
Pool bike scheme [for Council staff] 3	20
Workplace travel plans 4	7
<i>Sub-total</i>	72
<i>Travel awareness</i>	
Good Going travel awareness campaigns 1	50
Promotion of walk to school week 2	14
Cycling promotion through bike maintenance 3	20
Healthy walking campaign [NLTF]	6
<i>Sub-total</i>	90
Community Transport	
Setting up and running scheme [funding sought for three years – 2008/9, 2009/10 and 2010/11]	100
Total	10,155



Map of London Cycle Network Plus Links

Executive on 24th April 2007

Report Title: **Enforcement Strategy and Enforcement Policy**

Forward Plan reference number (if applicable): **[add reference]**

Report of: **Assistant Director for Enforcement**

Wards(s) affected: **All**

Report for: **Key Decision**

1. Purpose

- 1.1 This report proposes a new 4 year Enforcement Strategy and Policy. The strategy will allow the Enforcement service to develop services and deliver existing resources to key priorities of the borough. The approach in the strategy and policy are consistent with the recommendations of Philip Hampton who reported his findings into 'Reducing Administrative Burdens' and more efficient regulation and inspection in 2005. Key to his recommendations were the promotion of risk based inspections, more targeted sanctions and support for business.
- 1.2 The proposals reflect changes to the enforcement structure approved by General Purposes Committee and the Executive in December 2006. These changes include the extension of the "heavy enforcement" approach through an extension across the business unit, more flexible structures within specialist teams and increased resources for promoting compliance without enforcement interventions. In addition agreed investment for noise nuisance enforcement will result in a significantly extended service operating out of hours and able to provide on the night interventions.
- 1.3 This report seeks endorsement of a proposed Enforcement Strategy for 2007-2011 and draft Enforcement Policy and obtain agreement on a consultation process for the draft enforcement policy and action plan.

2. Introduction by Executive Member for Crime and Community Safety

- 2.1 This administration takes enforcement seriously. This strategy establishes the Enforcement service's new priorities, and aims to ensure that the resources of the Enforcement service are used to make Haringey a healthier, cleaner and safer place

to live, work and visit.

The Enforcement Strategy seeks to balance the need for the use of enforcement powers, with ensuring that businesses and individuals are encouraged and supported to avoid the kind of behaviour that requires enforcement. We will aim to achieve this by helping and supporting wherever we can and being tough on those that persistently offend.

An effective and valued enforcement service has a pivotal role to play in delivering the community strategy and the council's priorities. I highly recommend this strategy.

This strategy will be reviewed regularly. Members should note that the Rogers Review was published on 21st March 2007. The recommendations of the Rogers Review that we have recently received from Central Government will be considered in due course.

3. Recommendations

That members endorse: -

- 3.1 The proposed Enforcement Strategy and Policy,
- 3.2 The proposals for consultation on the draft implementation plan to the Strategy and the Enforcement Policy.

Report Authorised by: **Niall Bolger - Director for Urban Environment**



18/04/07

Contact Officer: **Robin Payne, Assistant Director for Enforcement.**

4. Director of Finance Comments

- 4.1 The proposed Enforcement Strategy and Policy will need to be delivered within existing approved budgets for Enforcement business unit. Members approved an additional £200k, phased £100k in 2007/08 and £100k in 2008/09, for improved Out of Hours services in the Council's budget process 2007/08 to 2010/11. Details of how these additional resources are to be used will be reported to Members in the near future.

5. Head of Legal Services Comments

5.1 In relation to the proposed Enforcement Strategy for 2007 – 2011 the legal implications have been dealt with in the body of the Report. In relation to the updated Enforcement Policy, the Policy reflects good practice within the area of Enforcement within Local Authorities. It ensures the authority is seen as being open and transparent in how it deals with potential and actual defendants in relation to criminal prosecutions. It reflects the Code for Crown Prosecutors in which the Evidential and Public Interest Tests are to be considered and the Enforcement Concordat (March 1998) in which the Council states they will adhere to the principles of fairness, proportionality and where we will educate small business owners.

6. Local Government (Access to Information) Act 1985

6.1 London Borough of Haringey Enforcement Policy 2002 (amended 2005)

6.2 Hampton Report Reducing administrative burdens; Effective Inspection and Enforcement'2006.

6.3 Crown Prosecution Service - Code for Prosecutors November 2004

6.4 Macrory Report Regulatory Penalties 2006

6.5 Rogers Review – National Enforcement Priorities for Local Authority Regulatory Services (March 2007)

7. Background

7.1 The Enforcement Business unit was created in September 2003 and now includes a range of enforcement delivery groups dealing with contraventions affecting public spaces, private sector housing and the commercial trading environment. As a result there is a significant body of powers and professional disciplines that can be directed to the priorities of the borough.

7.2 A restructuring of Enforcement will help to realign services to meet understood priorities for the borough and in particular will help to strengthen our ability to

- a. Increase interventions outside normal working hours and control the negative impact of a late night economy
- b. Ensure that we commit resources to priority targets for tough enforcement through the development of tactical enforcement officers across the business unit.
- c. Support area based and partnership working
- d. Increase the available resource for planning enforcement.

7.3 Restructuring, however, will still provide a finite resource and it is important that this resource is targeted at the priorities for Haringey. The strategy provided as Appendix 1 is intended to provide the following :-

- A clear understanding of the enforcement challenges faced across the broad range of the Enforcement Business Unit and examples of its success.

- Understanding of the overall function and responsibilities of the service following proposed restructuring.
- Agreed clear priorities and principles for the approach to enforcement.
- A transparent and refreshed enforcement policy for enforcement decision making.

8. Strategic Priorities for Enforcement

8.1 If the strategy at this stage is agreed, the proposal is to develop detailed action plans for each of the priority areas identified. The strategy identifies 4 key priorities with supporting aims for enforcement and compliance activity.

8.2 A Safer, Cleaner and Sustainable Environment

- To reverse and prevent unauthorised use and non permitted development
- To implement an enforcement tool for targeting unscrupulous, failing landlords
- To promote good citizenship and reduce the fear of crime
- To stop environmental crimes and the abuse of public spaces
- To act against landowners that neglect properties and create public eyesores

8.3 Healthier Communities

- To enforce the standards set for Houses in Multiple Occupation through the use of available licensing powers.
- To remove hazards identified within private rented dwelling which pose the greatest risk to the vulnerable occupants and increase the percentage of vulnerable people living in decent homes in the private sector
- To control the supply of illegal and dangerous goods and products. This will include the supply of age restricted products to children – e.g. alcohol, knives, tobacco
- To intervene to protect health at work; and to ensure the supply of safe food, products and services
- To reduce the health impact of pollution and nuisances, including noise, contaminated land, tobacco and other air pollutants.

8.3.1 Supporting Business Improvement

- To promote Haringey as a good borough to do business and to protect our vibrant and diverse business community.
- To encourage and support good landlords
- To support businesses and traders to achieve compliance with the regulations affecting them.
- To target organised criminal activity such as counterfeiting and illegal street trading which undermines legitimate business

8.3.2 Effective and valued enforcement

- To support area improvement and local action planning with communities
- To develop services through feedback and consultation

- To provide value for money, ensuring that our priorities for enforcement are matched by our use of available resources
- To produce highly trained and motivated staff who can provide a flexible approach to enforcement activity
- To improve our communication of enforcement outcomes and performance

8.4 Provided as an Appendix C to the strategy is an implementation plan which will be developed through consultation as an improvement delivery plan. This shows both what we will do from within Enforcement and where the work will be reported and monitored. Although the strategy does not seek adoption as a Haringey Strategic Partnership strategy it is hoped that through a process of consultation, joint work planning can be captured.

9. Context for the Enforcement Policy

- 9.1 The existing Enforcement Policy for Haringey was adopted in June 2002 and amended by Executive Member agreement in 2005 to reflect minor changes in legal requirements and reported performance. The current policy reflects the Enforcement Concordat published by the Cabinet Office in 1998 and which Haringey has effectively committed itself to follow. In principle this means that all enforcement undertaken by the Council should be consistent with its principles. An Enforcement Policy for Planning was also adopted at this time and also reflects the principles of the Enforcement Concordat.
- 9.2 In the Pre-Budget Report of December 2005, the Chancellor announced the creation of a local better regulation office (LBRO). The LBRO's clear central mission has been to reduce burdens on business without compromising regulatory outcomes and working in partnership with local authorities and their representative bodies, national regulators and central government departments, to help drive up the quality of local authority regulatory services. The LBRO has commissioned several reviews of our regulatory service in order to make regulation work better for everyone.
- 9.3 On 28 November 2006, the Chancellor published Implementing Hampton. The Hampton Review, 'Reducing administrative burdens; Effective Inspection and Enforcement' has established a further set of principles for enforcement and following the introduction of the Legislative and Regulatory Reform Act 2006 a new Regulatory Compliance Code will be published which will supersede all or part of the Enforcement Concordat.
- 9.4 A further set of enforcement principles and characteristics for sanctions were recommended in the Macrory Report. This report was commissioned as a recommendation of the Hampton Report to report on options that would add to the regulators enforcement toolbox.
- 9.5 Following on from Hampton and Macrory on 29 November 2006, the Government announced the appointment of Peter Rogers, Chief Executive of Westminster City Council, to lead an independent review of Local Authority Regulatory Priorities.

9.6 Rogers has proposed six national enforcement priorities:

- Air Quality
- Improving health in the workplace
- Fair trading
- Alcohol licensing
- Hygiene of food businesses
- Animal and public health.

Taking forward the conclusions of the Rogers Review in Spring 2007, the LBRO will work with national regulators to ensure a single coordinated set of priorities for local authority regulatory services covering trading standards and environmental health. A schematic showing a summary of the recommendations of Peter Rogers is provided as Appendix 2.

9.7 The changes arising from these recommendations, the development of fixed penalty notice options and the need for stronger and more transparent offence reporting procedures means that a revised document for the Enforcement Business Unit is now required. This policy provides a policy framework which in principle could be considered for a broader range of enforcement action

9.8 In November 2006 the Department of Communities and Local Government published recommendations of a review of planning enforcement. The recommendations (Rec.10) do not advocate that the carrying out of development without planning consent should become a criminal offence; more disappointingly, they do not recommend any change to the current principle of allowing retrospective planning permission.

10. Enforcement Policy

10.1 The proposed Enforcement Policy is shown as an Appendix A to the main strategy document.

10.2 The policy provides a set of enforcement principle which would be used to underpin all enforcement decision making. Supporting this policy will be a series of more detailed processes to ensure enforcement is consistent with these principles.

10.3 The policy outlines a hierarchical approach to our use of powers, emphasising the need to avoid formal actions where compliance can be achieved. However, the policy also seeks to identify a route by which priority crimes for Haringey can be dealt with in a much tougher way where found. In effect a form of zero tolerance. It is intended to consult on which may be these priority crimes as part of the Enforcement Policy consultation.

11. Equalities Implications

The enforcement Service serves a population of approx 225,000 with our BME communities making up 45% (ONS 2003) of our population with 160 community languages spoken across the borough. In Haringey members of disadvantaged groups particularly BME communities are over represented in the boroughs poorest areas. 30 % of Haringey residents live in areas which are amongst the 10% most deprived in

England. The enforcement service also has an enforcing responsibility to the borough's 7000 business 2000 of which are food premises catering for our diverse cultural requirements. It is therefore imperative that the service ensures that the approach taken towards our enforcement duty meets the needs of all those residing, working, investing and socialising within the borough. The role of these documents aims to ensure that all these needs are met and that the service is readily accessible, transparent, coherent and fair to everyone. The Enforcement Policy will support decision making to ensure fair and consistent decision making. An equalities impact assessment is being carried out as part of the documents consultation process.

12. Consultation

- 12.1 The Consultation on the enforcement strategy and policy will have a two pronged approach. Separate methodologies will be carried out and two different client groups will be targeted for each of the documents.
- 12.2 Strategy Consultation.- A slimmer version of the strategy will be devised based around the enforcement implementation plan for distribution. (End of April 07)
- 12.3 Key partners identified through the enforcement strategy will be invited to feedback specifically on how they feel they can contribute towards or influence the objectives set out in the implementation plan. A series of presentations as part of a focus session will be provided to key stakeholder working groups. Feedback sessions are also to be arranged as an agenda item at partnership meetings. (May 2007)
- 12.4 Feedback from this consultation will be collated and their finding presented as part of the Enforcement Strategy Equalities Impact assessment which is being carried out in parallel with this consultation. (June 2007)
- 12.5 Policy Consultation - The enforcement policy consultation will be specifically tasked to establish which environmental crimes should be our top priority.
- 12.6 A set of presentations and a simple scoring questionnaire will be delivered to a wide range of business forums using the North London Chamber of Commerce. Internal service providers, landlords and enforcement service staff will also be asked to complete the questionnaire. (May 2007)
- 12.7 Enforcement service staff are being consulted on both the strategy and enforcement policy through a cascading delivery programme using Group managers and Team Leaders. This consultation process will end with an away day where all staff will be able to feed back the information provided to them. Staff Recommendations particularly around any additional training will be organised in order to ensure consistent implementation of the policy framework. (April – June 2007)

13. Summary and Conclusions

13.1 The enforcement strategy and policy will be an important document for identifying the process and priorities of the Enforcement Service. It will ensure that the new service structure is supported and that there is a transparent approach to service delivery and decision making.

14. Appendices

14.1 Enforcement Strategy and Policy are provided as Appendix 1 – includes

- Appendix A – Haringey Enforcement and Compliance Policy
- Appendix B – Schematic for Tactical Enforcement
- Appendix C - Implementation Plan

14.2 Rogers Review – Executive Summary provided as Appendix 2.

Foreword – Executive Member for Crime and Community Safety

Content to be provided here

INTRODUCTION - HELPING WHERE WE CAN AND BEING TOUGHER WHEN WE NEED TO BE

Keeping Haringey clean and safe is a priority for the Council. Our Community Strategy, developed in consultation with other public bodies, local businesses, community groups and residents, highlights the strong link between the overall quality of the environment and people's health, safety and quality of life.

The impact of dirty streets and open spaces, unsafe and unregulated development, criminal and anti social behaviour all create a negative impact on people's safety, health and their sense of well being.

The Enforcement Service has a key role to play in helping to deliver the objectives set out in the Community Strategy. It underpins its vision for Haringey to be 'a place people talk about proudly and where they want to be', and strongly reflects its key priorities to be sustainable, economically vibrant, safe, healthy and people focused.

Achieving our objectives requires that we seek to strengthen the role of those that live and work in Haringey in promoting compliance. Peer pressure, community intelligence, responsible citizenship and fair trading are all essential elements of a compliance strategy. In addition it is important to ensure that enforcements solutions are developed to meet local needs and to engage with local stakeholders in the development of local action planning.

The service seeks to ensure that advice and information is available to individuals and local businesses about their responsibilities and duties and, when appropriate, uses its powers to make sure that those who disregard the law are held to account for their behaviour. Our approach to enforcement and the decisions that we make are set out within our enforcement policy which is included as an appendix to this strategy. See Appendix A..

Recent national legislation gives local authorities strengthened powers to improve the safety and quality of our private sector housing, trading, local environment and public spaces. Enforcement resources have also been strengthened in Haringey including the development of street enforcement and street warden teams, safer neighbourhood policing teams and tactical enforcement officers to target out most persistent and prolific offending. These resources and our established trading standards, environmental health and planning enforcement staff work alongside each and our other enforcement partners.

This strategy sets out how the Council's Enforcement service, with its partners, will use these resources and powers available to promote a safe, clean and healthy local environment for everyone. We will aim to achieve this by helping where we can and being tougher when we need to be.

BOROUGH PROFILE

Haringey's diverse communities make the borough an interesting and challenging place to live and work.

Haringey has a population of approximately 224,500 with 40% of these residents living in wards that are amongst the 10% most deprived in the U.K. Unemployment locally exceeds both the national and regional averages with 7.7% of the population claiming job seekers allowance (Oct 06). In contrast to this the west side of the borough is predominantly affluent promoting wealth, stability and good educational attainment.

Haringey recognises over 160 community languages. It has the third highest proportion of 'other' white residents in London (16%). Other large black and minority ethnic (BME) communities are black Caribbean (10%) and black African (10%). This ethnic and cultural diversity has led to the development of a cosmopolitan borough which boasts a thriving and vibrant business economy.

There are about 8000 business in total in Haringey, 92% of these are small employing less than 24 people. There are around 2,000 registered food businesses with a high concentration involving food and drink. In terms of food manufacture, there are no national companies, but a number of local and regional businesses. Meat processing and kebab manufacture is present on trading estates around the borough. Within the retail and wholesale sector imported food is a significant issue.

Almost two thirds of Haringey population live in private sector dwellings providing homes to over 70,000 households. 22% of households are living in overcrowded conditions the private rented sector makes up 20.1% of the housing market with Houses in Multiple Occupation Accounting 1.5%. The 2001 census highlighted an increase in the number of one person households living within the borough. This increase could account for the number in Illegal planning conversions which has given rise to the need to introduce to the service a team solely dedicated to investigating planning enforcement issues. Complaints relating to house conversions make up to 20% of the overall planning complaints made by the Haringey public.

The borough has approx 2500 empty properties with over 1200 long-term empty properties which continue to harbour undesirable activity and blight our neighbourhoods (April 06).

The enforcement service is committed to ensuring that we contribute towards producing a safer, healthier community which can enjoy a thriving local business economy. Our Enforcement strategy along with its supporting enforcement policy outlines the direction through which we aim to achieve this ambition.

THE ENFORCEMENT CHALLENGE IN HARINGEY

“Environment and crime continue to be uppermost priorities for residents living in the borough”. “Improving the quality of the natural and built environment and reducing the level of crime are key priorities for the partnership. This is because a clean, well maintained and attractive environment not only makes people feel happier with where they live but it also helps make them feel safer” (Haringey Strategic Partnership, Local Area Agreement January 2007.)

Environmental factors and stressors affecting quality of life for Haringey can be considered under three main headings. Environmental crimes that affect our pride in our public realm as well as our sense of safety and community; the trading environment as a source of employment, essential services, recreation, and economic well being; and our housing as a source of security, health and social stability.

Environmental Crime

Fly –Tipping and Dumping

Fly tipping is the illegal dumping of waste ranging from old washing machines to lorry loads of building material or abandoned piles of black refuse sacks containing trade waste. Despite increases in enforcement and improvements to waste collection services, overall reports of dumping within the borough have continued to increase. Whilst much of this reflects the increased levels of reporting undertaken by Council officers tasked with the role of spotting dumping, it is clear that the dumping of small items and black bags on the street for collection is a significant problem.

Data reports on dumping and street cleansing have been used to identify borough hot spots, with 40% of all complaints relating to the locations in the North East of the borough in N17.

Littering

Litter can be something as small as a sweet wrapper or as large as a bag of rubbish, and includes discarded cigarettes, and chewing gum. Shopping areas, transport hubs, and industrial areas are all hotspots for littering with 15% of sweeping complaints for the borough coming from the N15 postal area of the borough.

Graffiti and Fly Posting

A neighbourhood blighted by graffiti and fly posting can be visually intimidating for the community and visitors to the area. In the first six months of 2006 9,000m² of graffiti was removed as well 100m² of fly posting and 1 m² of paint spillage. Around two thirds of this work carried out was reactive in response to reports from council staff and the public.

Public Eyesores and Nuisance Premises

One of the problems experienced is that significant locations and local landmarks such as abandoned sites, empty properties, Network Rail land and trading Estates, for example, can often suffer from neglect resulting in a concentration of environmental crime issues in one place. Currently around 80 such locations are being investigated and action taken where necessary to remove these locations as eyesores.

In addition a number of premises and traders operate with a disregard for legal requirements such as planning permission and licensing. Problem garages and social clubs can often cause significant public concern and be a magnet for other criminal behaviour.

Illegal advertising hoardings, for sale and to let boards and other unauthorised structures can also impact the appearance of our streets and open places degrading the environment. Such careless or deliberate offending can create an cluttered and ugly environment.

The Trading Environment

Haringey's has a vibrant business community dominated by small business. There are about 8,200 businesses in total in Haringey, 92% of these are small employing less than 24 people. There is a relatively high concentration of businesses involving food and drink with a total of around 2,000 registered food businesses. Overall employment as of September 2006 was 75% but only 58% among our ethnic minorities.

Whilst most business show strongly compliant behaviour some rogue traders operate. Problem social clubs operate in the borough and can be a magnet for criminal behaviour including, sale of stolen and counterfeit goods, illegal drinking gambling and other criminal behaviour.

Food Safety

The Borough is characterised by its restaurants and other caterers. In addition, as the population diversifies, there is an increasing amount of imported food coming into the borough to supply local requirements both for Haringey and the North London area generally. Businesses reflect the diverse & multicultural profile of the Borough which has a high number of proprietors whose first language is not English. There are currently 2,172 registered food businesses in Haringey. Although these frequently change ownership the total number is expected to remain the same or increase slightly. Half of all food premises are restaurants or catering premises which often carry the highest levels of risk if there is poor food hygiene.

The importation of food from non EC countries for a diverse community also introduces a risk for food safety. Unfit meat and bush meat has been found in the borough and demand for products not considered fit for human consumption does exist in the borough.

Although not often considered a food, Khat which is chewed as a recreational drug, but does not currently have a drug status, is widely used within the borough by mainly the Somalian community. Its impact on health has been established causing psychological and dental problems and adding to problems of worklessness and family breakdown. Our work in protecting food safety needs closely follow such dietary variations in our communities.

Trading Standards

The illegal sale of age restricted products can result in criminal activity, anti-social behaviour, solvent and alcohol abuse all of which have an adverse impact on society. Trading Standards focus safety resources on age-restricted products to protect the health of the young and reduce anti-social behaviour, particularly in relation to cigarettes and alcohol.

Counterfeiting is a huge problem globally, with millions of counterfeit goods being produced and sold every year. Custom and Excise are seizing well in excess of 100m items a year and last year the EU seized about £2bn worth of counterfeit goods. Buying counterfeit goods can also have much greater consequences than people realise, with members of the public unwittingly giving money to organised crime and terrorist organisations. Counterfeiters also have a huge impact on legitimate businesses, which causes them to lose millions of pounds of revenue a year. Smuggling and buying counterfeit goods also funds organised crime and terrorist organisations. Criminals who produce counterfeit goods have a huge effect on legitimate companies forcing them to close down.

Health and Safety

Haringey has approximately 8,200 businesses providing employment for over 59,000 people with a mixture of offices, factories, retail shops and food businesses. Approximately 7,000 businesses fall within the enforcement responsibility of the Local Authority. Factories and certain types of businesses are enforced by the Health and Safety Executive. It is estimated that there are approximately 5,000 non-food business that fall within Haringey' enforcement responsibility for Health and Safety.

There are a number of areas within Haringey that have a high concentration of retail shops. Haringey also has 17 industrial estates, which are mainly located to the east of the Borough. The Borough also has a sizeable consumer service-type industry that includes over 40 Launderettes, over 40 Hairdressers and Barbers and nearly 60 licensed Special Treatment Establishments of various descriptions.

We have three significant land sites, Finsbury Park and Alexandra Palace both of which cater for large events that attract people from all over the country including large Pop Music Events, Firework Displays and the Tottenham Hotspurs Football Club on the Tottenham High Road. Here, a minimum of 19 games would be played during the season, each game attracting over 30,000 people and up to a maximum capacity of over 36,000.

Housing and Health

Empty Property Enforcement

There are a substantial number of privately owned empty properties in Haringey, which is both a wasted resource for the owner and the community. With over 2,400 empty properties Haringey was rated as having the 13th highest proportion of empty properties in London (June 2005), this figure has now increased to 2700 (Feb 07). Empty properties continue to present a range of issues and can impact on neighbourhoods, communities and residents in a number of ways including:

- Devaluation of neighbouring properties leading to a loss of equity for homeowners and a disincentive to maintain their properties.
- Blight on neighbourhood - dumping ground for rubbish etc.
- Vandalism, graffiti and other crimes including anti-social behaviour activities.
- A potential for arson
- Pest infestation.

An empty property may represent a wasted opportunity to providing housing in an area of high demand. The fact however remains that empty homes exist within communities, these vacant properties attract crime and vandalism and are an eyesore for neighbours. There is extensive public support in Haringey in favour of more action on empty homes and in order to support the better Haringey initiative in building sustainable communities it is imperative that the enforcement service introduce effective enforcement methods for dealing with the boroughs long-term vacant properties.

Houses in Multiple Occupation (HMO)

HMOs form an important source of low cost accommodation and the Council realises that they will continue to provide accommodation for certain households choosing to reside with in the borough. Many people need access to cheap flexible accommodation and in most areas HMOs meet this need. HMOs play a valuable role In Haringey by providing affordable accommodation in areas of high housing demand where rents are high.

The physical conditions and management standards in HMOs are often worse than in other types of accommodation. Occupants are at a far greater risk of death or injury than in any other type of residential accommodation. Facilities in HMOs are often very poor and below statutory standards and in some cases fire escape arrangements are unsatisfactory or unsafe. The impact that badly managed HMOs have on the community include increased crime, antisocial behaviour and a destabilised community destabilisation.

It estimated that 3,077 dwellings acted as HMOs at the time of the survey (2001). It is very likely that due to the dynamics of the borough that this is an under estimation and the more likely level is in the region of 6,000. This lack of accuracy highlights the need for proactive measures to be introduced to accurately identify the number of HMOs in the borough. The survey found unfitness levels at 27.5% of all

bedsit HMOs, 19.3% are in substantial disrepair and 70.5% do not have provision for escape from fire. (*Private sector stock condition survey 2001*)

Unauthorised Housing Development and Planning Enforcement

Based on 2002-2005 approximately 900 complaints of planning breaches are registered for investigation each year. Of these cases Harringay ward has the largest number of cases followed by Highgate and Noel Park. In total these 3 wards represent over 30% of all cases investigated. Examination of cases closed however also show that approximately three quarters of all cases closed could not proceed to formal planning enforcement. Nearly 40% of closed cases had no enforceable planning breach, and for a quarter of cases planning enforcement action was not the most expedient next action.

Complaints relating to house conversion, unauthorised structures and departure from approved plans reflect more than half of complaints.

An analysis of legal instructions issued for planning breaches in 2005 and 2006, show that there was an increase of more than 600% between the two years, and an increase of more than 500% for prosecutions alone. These increases reflect increasing levels of activity and efficiency within the enforcement service, rather than an increased in offending.

Domestic Noise

Noise can have a significant impact on the wellbeing of residents. The development of a late night economy, the mixing of housing tenure, the increased use of outdoor spaces, fireworks and intruder alarms are all contributing to the overall level of noise complaints for the borough. The service expects to receive over 5,000 complaints each year with significant peaks during festivals, major sporting events, and in the summer months. Our housing estates can also be a major source of reported noise nuisance.

ENFORCEMENT STRATEGIC PRIORITIES

Haringey Community Strategy – A sustainable way forward

Haringey's 2016 vision is for a place for diverse communities that people are proud to belong to. This strategy establishes a clear direction for the development of our enforcement priorities.

We need to ensure that our communities have pride in their neighbourhoods and environment. To achieve this we need to continue to improve the public realm, ensuring that neighbourhoods are cleaner, tidier more attractive and welcoming. Air quality should be improved. Communities need to feel safe and therefore we need to continue with our partners to reduce crime by focussing on crime hotspots and repeat offending.

We need to safe guard our buildings of heritage, whilst ensuring that new and developed housing is built to high standards. Housing can be a major factor in health inequality. Our homes should be energy efficient, affordable, settled and safe. We need to make the most of our housing to ensure we have a sufficient supply of affordable private sector housing, and reduce overcrowding.

Food and drink and our cultural industries are part of Haringey's 'unique selling point'. We need to support these strengths and our businesses as successful employers and providers of economic wellbeing.

Six priorities have been established for the strategy.

People at the heart of change

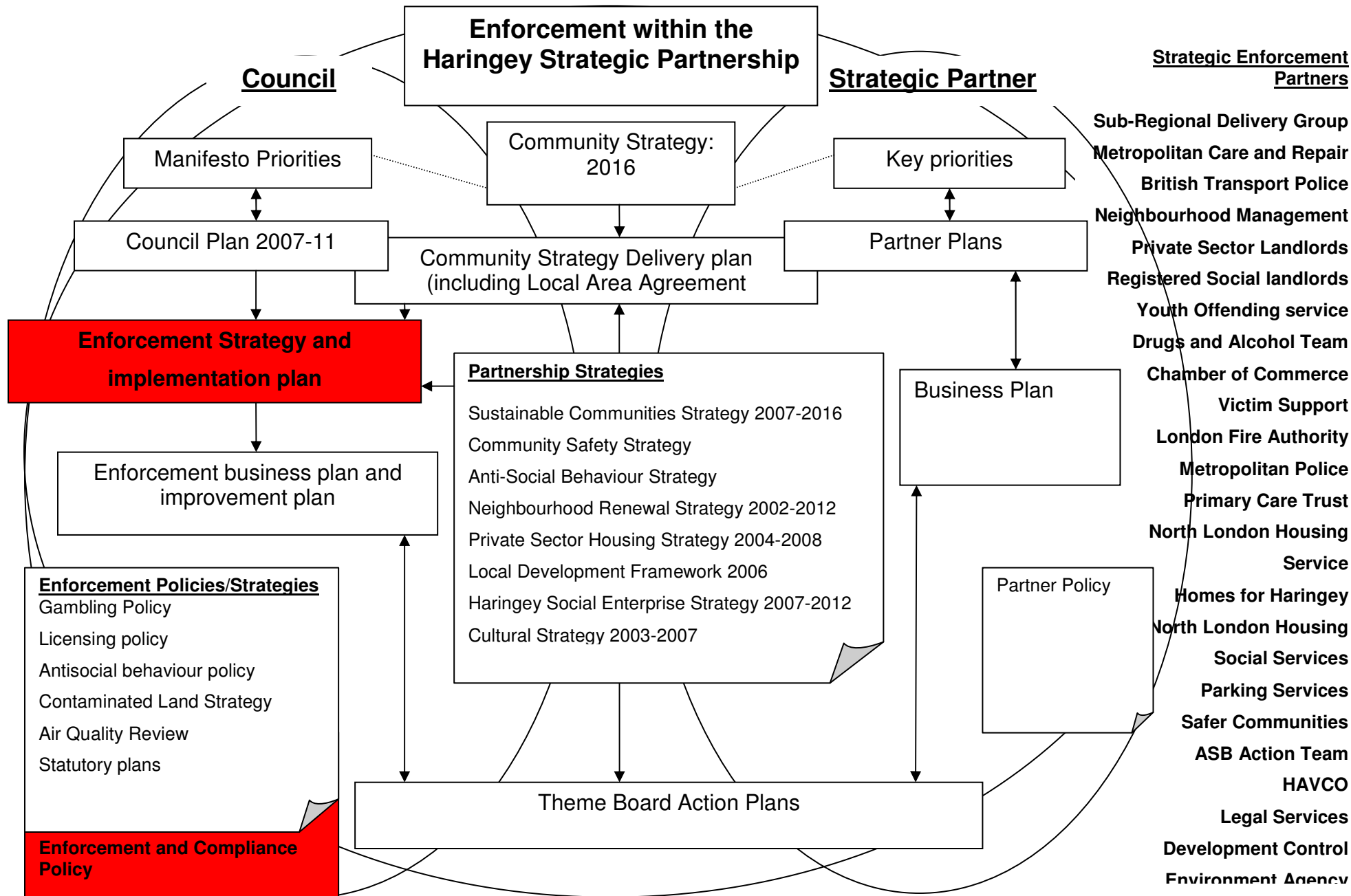
An environmentally sustainable future

Economic vitality and prosperity shared by all

Safer for all

Healthier people with a better quality of life

These priorities of the Haringey Strategic Partnership's Community Strategy determine and feed into individual partnership delivery strategies and Haringey Council's four year Council Plan. This enforcement strategy for the Council's Enforcement service will be delivered by an implementation plan which in turn will feed into the services annual business planning and improvement planning, as shown over page.



Enforcement Strategic Priorities

The enforcement service has developed four key priorities for driving and delivering the enforcement contribution to our Community Strategy.

A Safer, Cleaner and Sustainable Environment

Healthier Communities

Supporting Business Improvement

Effective and valued enforcement

PRIORITY ONE - A Safer, Cleaner and Sustainable Environment**Aims:**

- To reverse and prevent unauthorised use and non permitted development
- To implement an enforcement tool for targeting unscrupulous, failing landlords
- To promote good citizenship and reduce the fear of crime
- To stop environmental crimes and the abuse of public spaces
- To act against landowners that neglect properties and create public eyesores

Examples of Good Practice in Haringey**Junior Wardens**

Junior Wardens is delivered by the Street Warden Team and involves members of the Community Safety Partnership such as the police, fire-service and other council and outside agencies to deliver a package covering a range of subjects to children aged 5-11 years. The programme has involved working with teachers, parents and pupils to educate and inform young people about the local street environment.

Operation Tailgate

A series of joint operations known as “Tailgate” has been built on joint planning and high visibility in some of the boroughs crime hotspots. Tactical Enforcement Officers are responsible for investigating, co-ordinating and targeting enforcement action on those perpetrators who continuously choose to flout the law and pose the greatest environmental risk to our communities. By working together and utilising all respective powers, operational partners and resources the heavy enforcement and environmental response team can strive to successfully target the boroughs repeat offenders and facilitate other partnerships and strategies in meeting their objectives.

Operation Stop it

This is an Enforcement operation which works along side Police officers from the Safer Neighbourhood Teams to identify and stop on the road vehicles carrying waste and check that they are appropriately licensed. We target location and routes associated with our known dumping hotspots and utilise new £300 fixed penalty notices to those caught offending. We also undertake mystery shopping inviting those that advertise removal of rubbish as a service to visit us at a location and catch those operating illegally.

PRIORITY TWO - Healthier Communities**Aims:**

- To enforce the standards set for Houses in Multiple Occupation through the use of available licensing powers.
- To remove hazards identified within private rented dwelling which pose the greatest risk to the vulnerable occupants and increase the percentage of vulnerable people living in decent homes in the private sector
- To control the supply of illegal and dangerous goods and products. This will include the supply of age restricted products to children – e.g. alcohol, knives, tobacco
- To intervene to protect health at work; and to ensure the supply of safe food, products and services
- To reduce the health impact of pollution and nuisances, including noise, contaminated land, tobacco and other air pollutants.

Examples of Good Practice in Haringey

Helping to achieve decent homes.

Thermal comfort measures are currently offered to vulnerable residents living in non decent homes. 'here to HELP' a partnership initiative managed by British Gas was implemented in 2004. The initiative provides a holistic approach to support vulnerable households by offering energy efficiency measures, home security upgrades links to charity partners and a free benefit health check. Since 2004 – May 2006 the scheme has been responsible for delivering improved energy efficiency measures to over 2000 homes.

Licensing Houses in Multiple Occupation.

Mandatory licensing of HMOs has been successfully introduced and the council is a leading example in this area. The success is built upon strong publicity, engagement with landlords and tenants and discounts for early applications and accredited landlords. In the first year of implementation over 200 property applications were received.

Underage Sales

We operate a rolling programme of underage sales test purchasing. This programme ensures that every month we will target shops selling products which cannot be sold to children. Our programme includes alcohol, tobacco knives, solvents, fireworks and aerosol spray paints. Thirteen traders were prosecuted in 2006 for selling age restricted goods to underage test purchasers.

PRIORITY THREE - Supporting Successful Business

Aims

- To promote Haringey as a good borough to do business and to protect our vibrant and diverse business community.
- To encourage and support good landlords
- To support businesses and traders to achieve compliance with the regulations affecting them.
- To target organised criminal activity such as counterfeiting and illegal street trading which undermines legitimate business

Examples of Good Practice in Haringey

Landlord Accreditation and forums

Haringey's Enforcement service works together with other London boroughs in partnership to support the London Landlord Accreditation scheme. Training courses are run in the borough and the borough has over 200 accredited landlords which is in the top three of all London boroughs.

Safer Food Better Business.

Safer Food Better Business (SFBB) is an innovative and practical approach to food safety management. The Food Safety Team (FST) are part of a London wide initiative to provide over 100 Food Business's within the Borough with face-to-face support on the implementation of SFBB. Between May 2006 and February 2007 the Food Safety Team held 7 SFBB Workshops for 99 delegates.. One of the workshops solely targeted Turkish speaking Owners. All attendees are in the process of receiving a 1-2-1 coaching visit by a Haringey Food Safety Officer.

On line services

The Enforcement service extensively uses the Council website as an important media for information giving. The Enforcement Service website can now be used to access a range of online services for making a complaint to completing a licensing application form making the service readily accessible and up to date.

PRIORITY FOUR - Effective and valued service

Aims:

- To support area improvement and local action planning with communities
- To develop services through feedback and consultation
- To provide value for money, ensuring that our priorities for enforcement are matched by our use of available resources
- To produce highly trained and motivated staff who can provide a flexible approach to enforcement activity
- To improve our communication of enforcement outcomes and performance

Examples of Good Practice in Haringey

Environmental Crime - Promotional DVD

The Enforcement Service has produced a promotional film which describes the work of our Environmental Crime Teams. The film shows how we are tackling environmental crimes and has been widely circulated and used to demonstrate what we do and why we do it at promotional events and as an educational tool for our work in schools.

Innovation in information technology

Haringey Council were one of the first five boroughs to share trading standards data nationally. Haringey is one of the 16 London Boroughs to have successfully transferred from the Consumer Direct post office system to direct connectivity to enable for efficient and effective data sharing.

Green Lanes Strategy Group – Operation Tripod

Green Lanes is a dynamic commercial centre with residential roads running from the central shopping street. Around 30,000 residents include established Greek and Turkish-speaking immigrants and, more recently, Poles, Russians and Albanians. Businesses owned and managed by Turks or Kurds include shops and member-only clubs operating 24/7, reflecting their cultural heritage. Tensions grew between residents and traders, particularly concerning the 24-hour culture with key issues being waste, traffic and parking and unlicensed clubs. Operation Tripod was one part of the Council's response and was developed in participation with key decision-makers to tackle the issues where enforcement could work. In 2005, Haringey Council received beacon status for its work with local communities. A major factor in this recognition has been the success of the Green Lanes Strategy Group

ENFORCEMENT RESOURCES

The Enforcement Service

The Enforcement service consists of 4 operational service groups supported by an Enforcement Support Group providing business support and administrative support.

Commercial Services Group

The Commercial Services group consists of two Enforcement Teams covering Environmental Health and Trading Standards. The service has also developed a business liaison post to build our engagement with businesses

Commercial Environmental Health includes the functions of Pollution Control, Health and Safety at Work and Food Safety. Inspections for Food safety and Health & Safety at Work are operated through risk based programmes and supplemented by sampling a food programme. Response work includes the investigation of complaints and formal notification of incidents and accidents. Pollution control includes the implementation of a Contaminated Land Strategy and Air Quality Action Plan.

Trading Standards includes the enforcement of fair trading and consumer protection, together with the administration of the Licensing Authority role. Inspections for Trading Standards are operated through a risk based programme and supplemented by a test purchasing programme aimed at enforcing age restricted sales. Response work includes the investigation of complaints and formal notification of product reports.

Environmental Crime

The Environmental Crime group includes a team of Street Wardens service covering 3 scheme areas for Seven Sisters, Northumberland Park and West Green, Bowes Park and Noel Park. The service also operates finite deployments to other locations where there are crime or antisocial behaviour issues arising. The service seeks to provide a highly visible uniformed presence and works closely within scheme areas to develop close contacts with community groups and other bodies. Wardens develop local intelligence to support enforcement work and some wardens have been trained and authorised to undertake enforcement work. Wardens also undertake youth diversion projects to remove offending opportunities and develop skills and self esteem.

The Street Enforcement team includes uniformed officers undertaking full time enforcement. These officers operate across the borough provide a rapid response to reported incidents such as fly tipping and patrolling areas including known environmental crime hotspots. The service uses a broad range of enforcement powers including fixed penalty notices.

The service enforces the following

- Street Trading
- Highways – permissions, obstructions and abuse of the highway
- Litter and fouling
- Trade Waste and carriers licensing
- Fly tipping
- Fly posting, graffiti and criminal damage
- Planning Enforcement – advertising hoardings, for sale /to let boards, satellite dishes and eyesores.

Housing and Health

A private sector housing enforcement team of officers delivers interventions according to the Private Sector Housing Strategy including health based interventions to remedy and remove housing risks in the private sector; the enforcement of HMO standards through licensing; and the return of empty properties through enforced sales and compulsory purchase powers. These officers also carry a case load of planning enforcement of unauthorised housing development including unauthorised HMOs and conversions.

Additionally the service provides specialist support to landlords in developing affordable and safe private sector housing.

Enforcement Response

Enforcement Response includes two operational groups. A team of area based officers and a team of officers focussed on out of hours offending and primarily on domestic noise nuisance.

Area Based officers are responsible for maintaining the business unit links with area groups, enforcement partners such as SNT teams and other area based stakeholders. They will negotiate and commit resources for the Business unit for area based action plans. They will also carry a case load of response enforcement work according to the priorities of an area including planning enforcement investigations.

Out of Office services provide a level of cover for all response work outside of normal working hours and provide additional backup to our daytime operations. The service provides a lead response on Noise and Licensing investigations but is commissioned to undertake other surveillance and interventions in support of daytime services. Services here are configured to provide a rapid response to noise nuisance and providing immediate relief and sanctions through the use of abatement and fixed penalty notice powers.

Enforcement Budget

The overall cost of the Enforcement business unit for 2007/8 is £6.6m with a contribution from Council resources of approximately £4.7m. The remainder is made up from income from our paid for services such as pest control, mortuary and coroners service, together with contributions from the Neighbourhood Renewal Fund, New Deal for Communities and Planning Delivery Grant. The payment of fixed penalty notices for environmental crimes is expected to be in the region of £75,000 for 2007/8.

Our budget for enforcement is aligned priorities, and has been increased for services delivering our priorities noise control, planning enforcement, empty properties action and environmental crime. However, increasing levels of enforcement being delivered also requires us to prioritise the formal action we take through the courts. To maximise our value for money our enforcement policy focuses on compliance without intervention, intelligence led tactical enforcement on rogue traders, partnership working and the use of alternative methods of disposing of offences, including the extended use of formal cautions and fixed penalty notices.

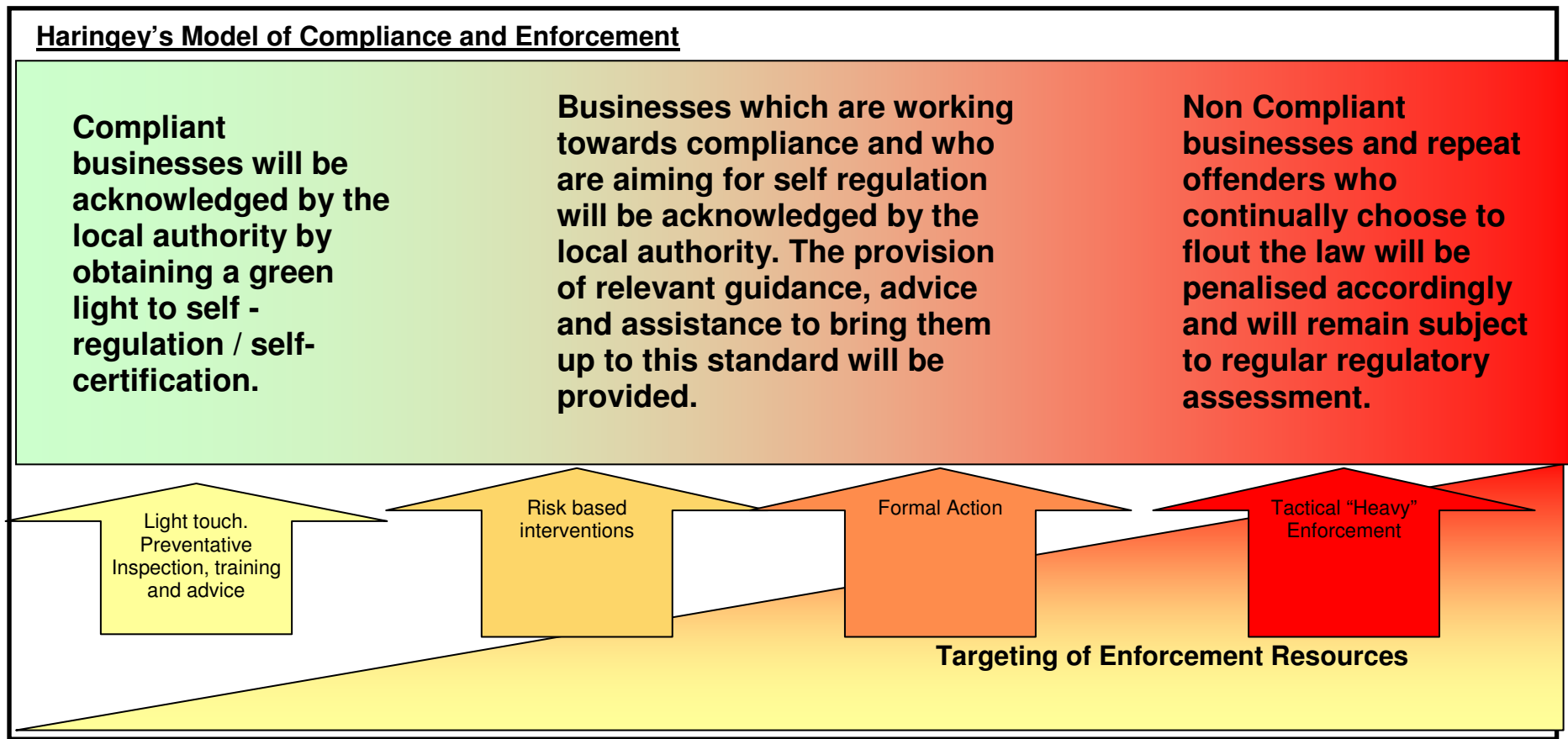
From our total expenditure, approximately £5m will be spent on salary related costs for enforcement as follows:-

Enforcement Resource	Principal Links to Enforcement Priorities	Percentage of total resource
Environmental Crime including street enforcement and street wardens	Priority One – Environmental crime, citizenship and fear of crime Priority Two – Tackling Organised Crime	29%
Commercial enforcement – including trading standards and environmental health	Priority Two – Controlling illegal supply of products; implementing smoking controls and air quality improvement Priority Three – Supporting business and tackling organised crime	29%
Enforcement Response - Out of hour enforcement including noise and licensing	Priority Two – Stopping nuisance Priority Three – Supporting business Priority Four – Area based local action planning	13%
Planning Enforcement	Priority One - Unauthorised development, environmental crime combating eyesores	6%
Housing and Health/private sector housing enforcement	Priority One – Combating problem landlords and empty properties Priority Two – Control of Houses in Multiple Occupation. Priority Three – Supporting Landlords	23%

DELIVERING OUR ENFORCEMENT STRATEGY

It is our aim to provide an enforcement service that ensures that businesses and individuals are encouraged and supported in compliant behaviour with targeted use of enforcement powers to prevent re-offending.. To do this we will:-

- Establish initiatives that raise awareness of offending, good practice and which builds self assessment and regulation for business
- We will use with risk based assessments to ensure that it we provide targeted and proportionate enforcement.
- We will, with our enforcement partners take the toughest possible action on priority crimes for Haringey, repeat and deliberate criminal behaviour.



We will seek to maximise the effectiveness of enforcement through

- the use community and partnership intelligence to identify criminal behaviour,
- the deployment of covert and overt surveillance including the use of highly visible activity
- the use problem solving and scanning techniques
- joint working and operations with our enforcement partners
- an increase or out of hours activity and operations in response to a developing 24 hour society and late night economy.
- early interventions to stop offending when it happens
- using the most effective powers available and where possible developing local byelaws where powers need to be strengthened.

Enforcement Policy and Priority Crimes

The Council recognises the importance of ensuring that all enforcement decisions are clearly explained, consistent and proportionate, in order to protect the public. Our Enforcement Policy (Appendix A) sets out the principles that will guide all of our enforcement activity and establish a clear basis for the enforcement interventions we make. Our policy provides a hierarchy of enforcement actions available the service and through the use of gravity factors establishes a basis for taking tough enforcement action on priority crimes for Haringey.

Our policy will also ensure that staff will work to the Council's Customer Care standards to ensure that everyone is treated fairly, regardless of their age, religion, sex, disability, sexuality or ethnic background.

Tactical Enforcement

All service groups within Enforcement contain a Tactical Enforcement resource for deployment on the highest priority enforcement issues. Some, but not all, tactical enforcement targets will reflect organised criminal behaviour and demonstrate prolific offending across crime areas. Tactical Enforcement themes currently include -

- Nuisance garages – dealing with motor vehicle trade offences, abuse of highway, and control of waste and nuisance behaviour.
- Problem Social Clubs – dealing with licensing, planning, nuisance and illegal trading activities. Premises can become a magnet for other criminal activities.
- Public Eyesores – a programme of hotspot locations in the borough which have a detrimental impact on an area. Issues can include planning, environmental crime offences.

- Problem Landlords – dealing with landlords and letting agents that consistently flout housing standards, planning controls and which allow nuisance behaviour to exist in badly managed premises.
- Organised Crime - Traders operating in the informal economy are also often prominent and prolific offenders. They can be engaged in product counterfeiting, the introduction of illegal goods or the reintroduction of stolen goods to the market place, criminal deceptions, food adulteration, substitution and fraud or supply chain or long form frauds.
- Empty properties - persistently empty properties can become a magnet for environmental crime and antisocial behaviour. Enforcement action provides a route for bringing such premises back into use.

Tactical Enforcement officers will operate from within the service groups but will also operate collectively on joint operations to establish cross service communications on enforcement targets. This will ensure that we prioritise our resources on our highest priority targets and ensure that will maximise the involvement of other enforcement partners. This tactical to approach is also called “heavy enforcement”. A Tactical Response Planning Group coordinates the use of intelligence to plan joint enforcement operations. The flow of information through the service and which is used to plan tactical enforcement targets is shown in the chart below. See Appendix B.

Working with Neighbourhoods and Area Based interventions

Haringey Council as part of its community involvement plan declared seven area assemblies across the borough. Neighborhood Managers work through the council’s seven area assemblies bringing the council and other agencies together with local people to tackle local problems. Area based working through joint partnerships with the community, police and other agencies allows for targeted, evidence based, tactical enforcement work specific to the concerns of that community group.

Partnership Working

Partnerships are key to the delivery of services across the local authority as a whole, the development and use of effective partnership can be seen through the work of the HSP and the Community Strategy and the work being carried out through the Local Area Agreement. The Enforcement Service has developed very successful partnerships with both internal service providers and external stakeholders. These partnerships have enabled the enforcement service to carryout successful targeted and tactical joint operations, which have been highly organised and intelligence led.

A varied and expanding programme of joint operations has been developed over the past three years between the Environmental Crime Group our internal and external partners such as the Police, DAAT, Safer, stronger Communities Team, Housing and ASBAT.

Strategic Implementation and Action Plan

The Enforcement Strategy will be delivered through the Enforcement Strategy Implementation Plan. This will be developed through consultation. See Appendix C.

Haringey Enforcement and Compliance Policy

1. Introduction

- 1.1. Haringey Council has a responsibility to promote economic wellbeing as well as a number statutory duties to investigate a range of offending activities and powers to enforce standards and prosecute offending where necessary.
- 1.2. The primary purpose of this policy is to provide a framework for effective decision making on enforcement and actions to promote compliance by authorised officers of the London Borough of Haringey. Use of the policy will ensure that action taken is consistent with the priorities of Haringey.

2. Haringey Community Strategy – A sustainable forward

- 2.1. Haringey's 2016 vision is for a place for diverse communities that people are proud to belong to. Six priorities have been established for the strategy.
 - People at the heart of change
 - An environmentally sustainable future
 - Economic vitality and prosperity shared by all
 - Safer for all
 - Healthier people with a better quality of life.
- 2.2. Our Enforcement and Compliance policy will support these priorities by
 - Supporting compliant businesses and behaviour
 - Providing effective enforcement interventions that can resolve offending behaviour when it occurs.
 - Demonstrating that the reporting of offending behaviour will have a proportionate consequence.
 - Targeting priority crimes for Haringey
 - Protecting the young and the vulnerable from exploitation and harm.

3. Enforcement in Haringey and Policy Scope

- 3.1. Enforcement is provided through a number of business units but mainly through the Enforcement Service. Haringey Council's Constitution and in its delegation schedules under Part F 'Decision-making' and Part F.7 Schemes of Delegation Schedule identifies the relevant delegated officers for the discharge of enforcement powers.
- 3.2. Where enforcement powers are used we will ensure that it is targeted so that those that persistently offend; or have a disregard for safety; or who target or exploit the young or vulnerable; or that abuse our public spaces will receive the toughest penalties.

4. Good Enforcement and Compliance principles

- 4.1. As signatories to the Enforcement Concordat, Haringey Council is committed to applying the principles that it sets out and these have also been incorporated into this Enforcement Policy.
- 4.2. The Hampton Review, 'Reducing administrative burdens; Effective Inspection and Enforcement' has established a further set of principles for enforcement. These principles and the published "principles "and "characteristics" for enforcement sanctions from the Macrory report of November 2006 have been built into this policy.
- 4.3. Following the introduction of the Legislative and Regulatory Reform Act 2006 a new Regulatory Compliance Code will be published which will supersede all or part of the Enforcement Concordat. The draft contents of the code have been incorporated into this Policy.

5. Haringey's Enforcement Principles

- 5.1. The following principles are those that will be applied by enforcement services in the London Borough of Haringey.

5.2. Standards

- 5.2.1. We will consult widely with the community, businesses and other stakeholders to draw up clear standards setting out the level of service and performance we expect to provide. We will publish these standards and our performance against them.
- 5.2.2. We recognise that it is important that we ensure the competency and quality of our enforcement staff. All those authorised to take delegated enforcement decisions will be able to demonstrate that they have been trained, have undergone robust peer review and hold qualifications where required. We will have in place monitoring systems that will demonstrate that all enforcement decisions taken are traceable to this policy.
- 5.2.3. In cases where we investigate alleged offences our enquiries will be completed promptly regardless of legal time limits for Court action.

5.3. Targeting

- 5.3.1. No inspection will take place without a reason. We will use risk assessment to target our planned inspection programs and to prioritise our activities. Our greatest effort will be directed where a compliance breach would have serious consequences; and the individual business is at high risk of a compliance breach. Where the risk of an adverse outcome is low we will not automatically inspect.
- 5.3.2. Risk assessment will
 - assess and balance the likelihood of compliance failure, the seriousness of compliance failure, the business's past performance and its current practice;
 - Use all relevant, good-quality data that can be readily obtained, including that available from third parties such as independent accreditation schemes

- Not use any irrelevant, inaccurate or unreliable data

5.3.3. Our response times and inspection intervals will be traceable to an assessment of risk and seriousness of offence. We will take account of local needs including those of business owners, employees and the public in setting targets and priorities. However, our inspections intervals will not be predictable.

5.3.4. Inspection programs and information will be coordinated across agencies to ensure the burdens on business are minimised.

5.3.5. We will use problem solving techniques to develop strategies for resolving problems and ensure that available intelligence is use to inform these strategies and our tactical enforcement operations.

5.3.6. We will use information from area based groups and stakeholders to ensure that our enforcement response to problem locations is informed by local intelligence.

5.4. **Openness**

5.4.1. We will publish information and advice about the rules that we apply and the further policies that influence decision making.

5.4.2. Where formal action is taken or under consideration, we will ensure that our reasons are clear and that any appeals procedures available are explained.

5.4.3. Where copies of notices are required to be kept on public registers we will ensure that we do this and that there is easy access to the registers.

5.4.4. Where we have undertaken a risk assessment we will be open about the methodologies we use.

5.5. **Helpfulness**

5.5.1. We will provide a courteous and efficient service. Our staff will identify themselves by name and provide a contact point and telephone number for further dealings with us.

5.5.2. We will ensure that, wherever practicable, our enforcement services are effectively coordinated to minimise unnecessary overlaps and time delays. Where possible information collected by a Council enforcement team will be shared to avoid that business having to give the same information twice.

5.5.3. We believe that prevention is better than cure. We will advise on and assist with compliance and will work particularly actively with small and medium sized businesses.

5.5.4. We will provide information in different community languages for businesses and individuals where appropriate.

5.5.5. We will provide responses to requests made under the Freedom of information Act 2000 and Environment Information Regulations 2004. We will provide advice or assistance where help is requested according to our published standards.

5.5.6. We will aim to feedback to those that use and support our services with timely and appropriate information on the key milestones in the investigation of a case.

5.6. **Fairness, Risk and Proportionality**

5.6.1. We will seek to advise and inform on potential offences and help individuals to avoid offending behavior.

5.6.2. We will work constructively with businesses that are honestly trying to comply with the law, and help them towards compliance.

5.6.3. We will provide an opportunity to resolve non compliance without formal action, but, we will not hesitate to use powers of direct action designed to tackle offending where there is a clear and current unacceptable breach or an imminent risk. This includes the use of powers to seize, close or stop and operation, or the use of fixed penalty notices.

5.6.4. We will always consider whether it is expedient to take planning enforcement in the case of unauthorised development. We will normally take enforcement action only when it is essential to protect the amenity of the area, public or highway safety, and the integrity of the development control process. We will not issue a formal notice solely to remedy the absence of a valid permission and will normally suspend enforcement proceedings whilst considering a valid formal application to remedy the matter or where there is an appeal pending, unless the breach is considered to be particularly serious.

5.6.5. Haringey Council believes that certain offences are unacceptable in any circumstance and will apply a "Gravity Factor" to priority crimes for Haringey. The areas where gravity factors are applied will be determined by Executive Member decision following appropriate consultation. Where such gravity factors apply the Council will seek to take the highest available action available, including action for first offences. We will publish our priority crimes as an appendix to this policy.

5.6.6. We will minimise the cost of compliance by ensuring that any action we require is proportionate to the risks and seriousness of the breach.

5.6.7. We will develop joint tactical enforcement responses with our colleagues in other enforcement agencies and use these to ensure that our most persistent and prolific offenders receive the toughest outcomes.

5.6.8. As far as the law allows, we will take account of the circumstances and attitude of alleged offenders when considering action.

5.6.9. We will take into consideration the views of anyone who is alleged to have been injured or suffered loss. Where possible and where prosecution is successful, we will seek a court order to achieve compensation.

5.6.10. We will take particular care to work with small businesses, voluntary and community organisations.

- 5.6.11. Where the Council has to execute works in default, because a responsible person has failed to, we will recover our full economic costs either by agreement or through the courts.
- 5.6.12. We will seek to recover the cost of enforcement. Where we are successful in Court we will always apply for the full costs of that investigation and prosecution. No matter will be taken to formal action simply to elicit a fee, penalty charge or similar payment
- 5.6.13. Where we are successful in taking prosecution cases, we will publicise these results so that we inform others about the consequences of failing to comply with legal requirements.

5.7. Feedback about our services and complaints

- 5.7.1. We will actively seek the views of those who receive our services about how we can improve. In particular we will establish arrangements for engagement with community and business groups.
- 5.7.2. We will provide easy access to the Council's public complaints procedure to anyone who is unhappy about our service. In cases where disputes cannot be resolved, we will explain any right of complaint or appeal, with details of the process and the likely time-scales involved.

5.8. Human Rights

- 5.8.1. We will always respect the rights and freedoms of individuals as set out in the Human Rights Act 1998 and we will comply with the protocols described in the Act.

5.9. Monitoring

- 5.9.1. We will monitor the outcomes of enforcement and compliance with this Policy.
- 5.9.2. We will monitor our compliance with the Council's equalities policies and best practice.
- 5.9.3. We will publish reports on our compliance with this enforcement policy and any variations will be addressed in our published business plans.

5.10. Consistency

- 5.10.1. When deciding on an enforcement decision, we will consult with enforcement authorities with special responsibility for the decision making base of a company or the source of an offending product or service.
- 5.10.2. We will promote consistency, and make effective arrangements for liaison with other authorities and enforcement bodies. The Council supports the 'Home Authority Principle' developed by the Local Authorities Coordinators of Regulatory Services ('LACORS').

5.10.3. We will monitor the outcomes of enforcement, audit the competence of our staff and run regular training to ensure that our authorised officers are qualified and competent.

5.10.4. The Council has established information sharing protocols to ensure that it and its partners have access to accurate and appropriate information when taking enforcement decisions.

6. Enforcement Processes

6.1. Our delivery of enforcement will be based on four methods of intervention:

- Education - we will promote good practice, support training initiatives and provide advice where it is practicable to do so.
- Planned Inspection – we will operate a number of risk based inspection programs for trading regulation
- Responding to complaints and information - we will prioritise our response to complaints and other notifications by an assessment of risk.
- Intelligence led – We will monitor trends in enforcement and non-compliance and carry out targeted and tactical enforcement projects

7. Enforcement Decisions

7.1. The Council will often have a number of enforcement options for most matters ranging from verbal advice on compliance through to prosecution. The following will be used to help us determine the correct level of action in any particular case:

7.2. How serious is the matter?

- Was there disregard for the law or a published policy of the Council.
- Was there significant gain, dishonesty or intention to deceive?
- Has there been reckless disregard for safety?
- Has there been serious injury, loss or public alarm?
- Are there multiple offences?

7.3. What is the previous history?

- Is it a repeat offence?
- Has previous advice or advice made available on how to comply with the law been ignored?

7.4. What steps have been taken to get information about compliance?

7.5. Is the action proposed likely to be effective in preventing recurrence of the offence?

7.6. Will serious or irreversible consequences result from a failure to comply with a legal requirement?

7.7. Is it a Priority Crime in Haringey - This will relate to issues of major area of local concern and will be subject to review by the relevant Executive Member.

8. Enforcement Options

- 8.1. In summary the options available fall under the following hierarchy. Each enforcement area will publish specific process information to show the detailed framework for enforcement action that it uses.
- 8.2. Informal action will be taken in the first instance where the matter is not serious, the past history shows no similar problems, there is no risk to health or fraud and we have confidence that compliance will be achieved. Voluntary organisations will normally be dealt with at this level.
- 8.3. Advice from Officers will be put clearly and simply. It will be confirmed in writing, explaining why any remedial work is necessary and over what time-scale. We will make sure that legal requirements are clearly distinguished from best practice advice.
- 8.4. Where advice has been given and repeat offences are found, formal action is likely to follow.
- 8.5. Agreements and Undertakings
- 8.6. Agreements and undertakings are informal procedures, aimed at stopping problem behaviour or continuing offending. Rather than punishing the offender these can be signed and agreed by an offender to record acceptable improvements that will prevent future offending. They will form a record that can be used as a record should further action be required.
- 8.7. Notices Requiring Improvement or Works will be used where there are recurring matters not resolved informally; or significant contraventions; or risks to health or the environment.
- 8.8. Once we have served a notice requiring improvement or works to be undertaken, we will continue to provide advice and support to ensure that the recipient understands it and is able to comply with it fully. We will regard failure to comply with a notice as a serious matter which will normally result in either a formal caution (for example in the case of a first offence) or prosecution.
- 8.9. Before formal enforcement action is taken, officers will provide an opportunity to discuss the circumstances of the case and, if possible, resolve points of difference and agree time scales for compliance. In the case of vulnerable groups we will consult with any appropriate representative bodies.
- 8.10. Fixed Penalty Notices are an alternative to a prosecution. They will be used where an offence committed does not warrant prosecution in the first instance and where the cost of prosecution and any likely fine arising makes prosecution not in the public interest.
- 8.11. Fixed penalty notices will be used as an effective warning that a matter is an offence and will result in prosecution if they are not paid and no appeal is upheld.
- 8.12. Notices Requiring Information - These will be used to help identify responsibility for matters we are investigating. Failure to comply with a notice will normally result in a

prosecution because such a failure will often frustrate the progress of further and more serious enforcement action.

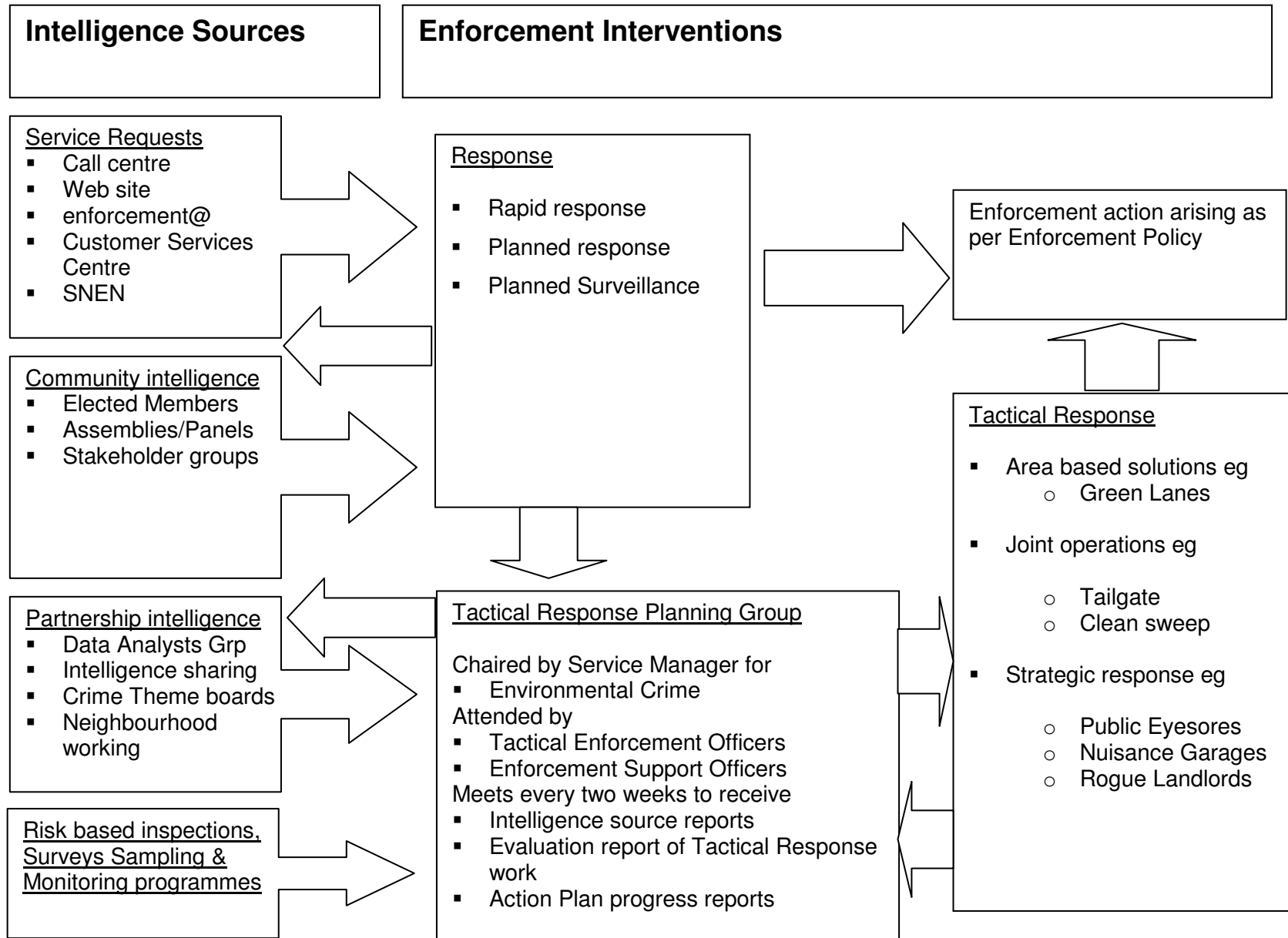
- 8.13. Notices Prohibiting or Stopping Activities will be used where an activity poses a significant risk to health, irreversible damage or the environment. Where the risk exists at the time of the action or is imminent we will immediately use powers available to close premises or parts of premises, seize or detain articles, equipment or food to remove the risk effectively.
- 8.14. Where Officers consider immediate notice action is necessary, they will give an explanation of why such action is needed at the time and confirm in writing in the notice served at that time. If requested, officers will provide further written explanation of their decision within 10 working days.
- 8.15. Work in Default - Where we have served a notice requiring works to be undertaken and there is not compliance, we will exercise powers available to us to arrange for the improvement work to be carried out at their expense. This is known as 'work in default' and we will always seek to recover our full economic costs from the person receiving the original notice.
- 8.16. Review of Licence and Registration Conditions - The Council has published a Licensing Policy and Gambling Policy that sets out its approach to the issue of licenses.
- 8.17. Formal Cautions will be issued where there is clear evidence and acceptance of an offence by the offender. Where cautions are offered as an alternative to prosecution, we will require that the costs of that investigation are met as part of the conditions for the issue of that caution. The purpose of a formal caution will be:
- to deal quickly and simply with less serious offences;
 - to avoid unnecessary appearances in criminal courts; and
 - to reduce chances of re-offending; and
 - to deal with cases where it is not in the public interest to prosecute.
- 8.18. Where a formal caution is issued the Council will expect its investigation costs to that point will be met by the offender. Failure to agree an offer of formal caution will lead to prosecution.
- 8.19. Prosecution - we will follow the Crown Prosecution Service code for prosecutions when considering enforcement action
- 8.20. Injunctions and Court Orders. – these will be used where an offender persistently offends and where a prosecution or threat of prosecution is unlikely to remedy the breach.
- 8.21. Proceeds of Crime Act 2002
- 8.22. Following conviction for an acquisitive crime, a court can be asked to issue a confiscation order: an order to the convicted defendant to pay a sum of money representing the defendant's benefit from crime. The sum will have been determined during the investigation, or at a later date.

8.23. Enforcement Procedures

8.24. We will maintain written enforcement procedures designed to implement this policy. Officers will be trained in the use of these procedures and will have authority to take enforcement actions traceable to them. Where enforcement results in a formal caution or prosecution, Officers will provide on request a copy of this policy and a justification for their action.

8.25. Review

8.26. We will review this policy and update it to reflect changes in its source documents and controlling bodies. We will also review its effectiveness in supporting the Council's and the Community's priorities and consult with stakeholders before making any significant changes to this policy.



PRIORITY ONE	A Safer, Cleaner and Sustainable Environment
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Aim:			
a. To reverse and prevent unauthorised use and non permitted development			
Task	Responsibility	Time Scale	Report back and monitoring
To remove the remaining backlog of planning enforcement cases	Enforcement Response Manager	Completes July 2007	Planning Applications Advisory Committee (PASC)
Review of Planning Enforcement and agreement on enforcement priorities	Project Sponsor AD PEPP	Completes July 2007	tbc
Implementation of Enforcement Restructure	AD Enforcement	Starts March 2007	General Purposes Committee December 2007
Reduce level of fly posting and establish fly posting and graffiti partnership.	Team Leader for Street Enforcement	Ongoing	Corporate Balanced Score card - BV199
The development of a strategy to deliver Conservation Enforcement based on Tower Gardens pilot.	Team Leader for Street Wardens	Ongoing	PASC
The removal of unauthorised advertising hoardings	Team Leader for Street Enforcement	Starts April 2007	PASC
To reverse unauthorised HMOs through licensing	Team Leader for Private Sector Housing	Ongoing	PASC Private Sector Housing Group

PRIORITY ONE	A Safer, Cleaner and Sustainable Environment
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inspection programme			
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Aim: b. To implement an enforcement tool for targeting unscrupulous, failing landlords			
Task	Responsibility	Time Scale	Report back and monitoring
Evaluate rogue landlord project and establish template for future action and criteria to target landlords.	Environmental Crime Manager/ Housing and Health Manager	Completes June 2007	TRPG Private Sector Housing Group
Establish programme for tackling rogue landlord using new tactical enforcement officer.	Housing and Health Manager	Starts July 2007	TRPG Private Sector Housing Group

Aim: c. To promote good citizenship and reduce the fear of crime			
Task	Responsibility	Time Scale	Report back and monitoring
To increase the visibility of our uniformed wardens.	Team Leader for Street Wardens	Ongoing	Antisocial Partnership Board (ASBPB)
Extend Junior wardens programme	Team Leader for Street Wardens	Ongoing	ASBPB /Acquisitive Crime partnership Board (ACPB)

PRIORITY ONE		A Safer, Cleaner and Sustainable Environment	
Target harden homes against crime, in particular HMOs	Housing and Health Manager	Ongoing	ACPB
Delivery of a Criminal Damage action plan	AD Enforcement	Starts April 2007	AQCB
Aim:			
d. To stop environmental crimes and the abuse of public spaces			
Task	Responsibility	Time Scale	Report back and monitoring
Targeted litter enforcement to reduce BV199 indicator for cleanliness	Team Leader for Street Enforcement		Better Haringey Stream Board Balanced Core Card BV199 and LAA
Increase patrolling of dog fouling and introduce increased signage and reporting	Team Leader for Street Enforcement		Better Haringey Stream Board BV199
Graffiti and Fly posting – partnership to be launched and targeted enforcement of street furniture and hotspots. Targeted enforcement to reduce BV199 indicator.	Team Leader for Street Enforcement	Ongoing with Partnership to be signed by August 2007	Better Haringey Stream Board
Fly tipping action plan to reduce BV199 indicator and LPSA indicator for reported dumps.	Team Leader for Environmental Crime	Ongoing	Better Haringey Stream Board BV199
To reduce the number of problem garages operating in	Environmental Crime Manager	Ongoing	Tactical Response Planning Group (TRPG)

PRIORITY ONE	A Safer, Cleaner and Sustainable Environment		
the borough.			
Extend family of officer able to identify and report fixed penalty notice offences.	Environmental Crime Manager	Ongoing	Better Haringey Stream Board

PRIORITY ONE	A Safer, Cleaner and Sustainable Environment
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Aim:			
e. To act against landowners that neglect properties and create public eyesores			
Task	Responsibility	Time Scale	Report back and monitoring
Public Eyesores Programme	Environmental Crime Manager and Enforcement Response Manager	Ongoing – to complete in march 2009	Better Haringey Stream Board
To develop and deliver an Enforcement Strategy for empty properties. This will include roll out of enforced sale, section 215, CPO/EDMO powers as applicable and in accordance with scrutiny recommendations.	Housing and Health Manager	Starts April 2007	Sub Regional Housing Group Overview and Scrutiny
To establish reporting of empty properties as part of the duties of our patrolling officers including wardens.			Empty Properties group

PRIORITY TWO	Healthier Communities
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Aim: a. To enforce the standards set for Houses in Multiple Occupation through the use of available licensing powers			
Task	Responsibility	Time Scale	Report back and monitoring
Complete Mandatory Licensing		Completes March 2009	
Pilot Discretionary Licensing and evaluate.		Scheduled for Adoption by April 2008	Myddleton Road Strategy Group Private Sector Housing Group
Extend discretionary licensing to target HMO groups/locations.		2009 onwards	Private Sector Housing Group

Aim: b. To remove hazards identified within private rented dwelling which pose the greatest risk to the vulnerable occupants and increase the percentage of vulnerable people living in decent homes in the private sector			
Task	Responsibility	Time Scale	Report back and monitoring
Respond to complaints from private sector housing tenants	Team Leader for private Sector Housing	Ongoing	
To deliver energy efficiency improvement to private sector housing through British Gas partnership using sub regional funding and NRF	Housing and Health Manager	Ongoing	Better Places Board

PRIORITY TWO	Healthier Communities
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Aim: c. To control the supply of illegal and dangerous goods and products. This will include the supply of age restricted products to children – e.g. alcohol, knives, tobacco			
Task	Responsibility	Time Scale	Report back and monitoring
To deliver a rolling programme of underage sales.	Team Leader for Trading Standards	Ongoing	
To promote proof of age scheme to traders and young people	Team Leader for Trading Standards	tbc	
To develop a report a trader scheme	Team Leader for Trading Standards	Tbc	

Aim: d. To intervene to protect health at work; and to ensure the supply of safe food, products and services			
Task	Responsibility	Time Scale	Report back and monitoring
Risk Based inspection programmes for commercial services	Commercial Services Manager	Ongoing	Feedback questionnaires
Implement Hampton improvements and reduce inspection programme	Commercial Services Manager	2007	Value for Money Review

PRIORITY TWO	Healthier Communities
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Aim: e. To reduce the health impact of pollution, including noise, contaminated land, tobacco and other air pollutants			
Task	Responsibility	Time Scale	Report back and monitoring
Deliver Contaminated land strategy	Commercial Services Manager	Ongoing	BV 217
Deliver Air Quality Action Plan and Review	Commercial Services Manager	Ongoing	BV216
Out of Hours response to noise complaints. Re-launch service using investment funding and to deliver Homes for Haringey Value for Money.	Enforcement Response Manager	Starts June 2007	HfH client monitoring
To develop risk based licensing inspections and investigations	Commercial Services Manager/Enforcement Response Manager	April 2007	Licensing Ctte
To deliver smoking control in public enclosed spaces.	Commercial Services Manager	April 2007	Wellbeing Stream Board

PRIORITY THREE	Supporting Business Improvement
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Aim: a. To promote Haringey as a good borough to do business and to protect our vibrant and diverse business community			
Task	Responsibility	Time Scale	Report back and monitoring
Review and propose extension of street trading	Group Manager for Environmental Crime	tbc	ASBPB

Aim: b. To encourage and support good landlords			
Task	Responsibility	Time Scale	Report back and monitoring
Delivery of Landlord Forums	Housing and Health Manager	Ongoing	
Landlord Accreditation and training	Housing and Health Manager	Ongoing	

Aim: c. To support businesses and traders to achieve compliance with the regulations affecting them			
Task	Responsibility	Time Scale	Report back and monitoring
To develop compliance strategy based on consultation and outcomes from the new Local Better Regulation Office	Commercial Services Manager	2007	

PRIORITY THREE	Supporting Business Improvement
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Aim:			
d. To target organised criminal activity such as counterfeiting and illegal street trading			
Task	Responsibility	Time Scale	Report back and monitoring
To reverse the development of problem social clubs and reduce the number of operating in the borough.	Environmental Crime Manager	Ongoing	Tactical Response Planning Group (TRPG) Antisocial Behaviour partnership Board (ASBPB)
To deliver four 4-5 day Tailgate partnership operations targeting rogue traders and organise crime including counterfeit crime.	Environmental Crime Manager	4 Tailgates per year	TRPG
To reduce the sale of illegally imported and unfit food through targeted enforcement.	Commercial Services manager		TRPG
To develop markets and Boots sales strategy	Commercial Services Manager		TRPG
To target measures aimed at identifying and reducing the use of dogs for fighting and criminal activity	Environmental Crime Manager		TRPG

PRIORITY FOUR	Effective and Valued Enforcement
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Aim: a. To support area improvement and local action planning with communities			
Task	Responsibility	Time Scale	Report back and monitoring
To develop or contribute to local area actions planning. To follow example Green Lanes Strategy and Myddleton Road Strategy.	Enforcement Response Manager	Ongoing	
Restructure to develop Tactical Enforcement Officers acting as local champions for area assemblies and as resource for Neighbourhood working.			
Group Repair projects subject to capital funding		Tbc	

Aim: b. To develop services through feedback and consultation			
Task	Responsibility	Time Scale	Report back and monitoring
Consult on Enforcement Strategy Action Plan with strategic partners and stakeholders.	AD Enforcement	April 2007	

PRIORITY FOUR	Effective and Valued Enforcement
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Aim: b. To develop services through feedback and consultation			
To develop the opportunity of local byelaw options to target offending behaviour of concern to communities.	Enforcement Support Manager	2008	
Develop consultation and feedback strategy	Enforcement Support Manager		
Learning outcomes from complaints and appeals to be used for service improvement	Enforcement Support Manager		

Aim: c. To provide value for money, ensuring that our priorities for enforcement are matched by our use of available resources			
Task	Responsibility	Time Scale	Report back and monitoring
Enforcement Policy and Strategy	AD Enforcement	Ongoing	
To establish and extend value for money indicators through pan London agreement	AD Enforcement	Ongoing	DMT

PRIORITY FOUR	Effective and Valued Enforcement
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Aim: d. To produce highly trained and motivated staff who can provide a flexible approach to enforcement activity			
Task	Responsibility	Time Scale	Report back and monitoring
Delivery of People plan for flexible working,		2007/8	
Restructure of enforcement and full recruitment.		Starts March 2007	

Aim: e. To improve our communication of enforcement outcomes and performance			
Task	Responsibility	Time Scale	Report back and monitoring
Develop area based information available on web site.			
Contribute to partnership newsletter on enforcement action.			
Evaluate Environmental Crime DVD and develop proposals for promotional films on service teams.			

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Rogers Review
March 2007

Executive summary

This Review recommends six national enforcement priorities for local authority Trading Standards and Environmental Health services (shown in Table E1). The Review's recommendations will help to ensure that local authorities can benefit from devolution without compromising regulatory outcomes or exposing business to inconsistent enforcement. Local authority representatives have called for central government to be clear about enforcement priorities, and a lack of effective central and local co-ordination was identified in the Hampton Review of regulatory enforcement and inspection as hindering these vitally important services.

The Review used an evidence-based approach to prioritise over 60 policy areas enforced by local regulatory services, evaluating the risk that the policy area aimed to control, the effectiveness of actions taken by local authorities, the views of citizens, businesses and local authorities and the views of central government regulators, departments and Ministers. A tiered approach was taken to prioritisation. 61 policy areas were sifted down to 24 by using a simple scoring system based on published data. A second more detailed analysis working closely with government departments, non departmental public bodies, local authorities, citizens and businesses led to the selection of six priorities as shown in Figure E1.

As well as recommending national enforcement priorities, this Review highlights policy areas that are likely to be strong contenders for local priorities, enabling these services to make their case in Local Area Agreements. It also recommends that national enforcement priorities will need to be updated at least every three years by the Local Better Regulation Office.

Figure E1: Map of national priorities

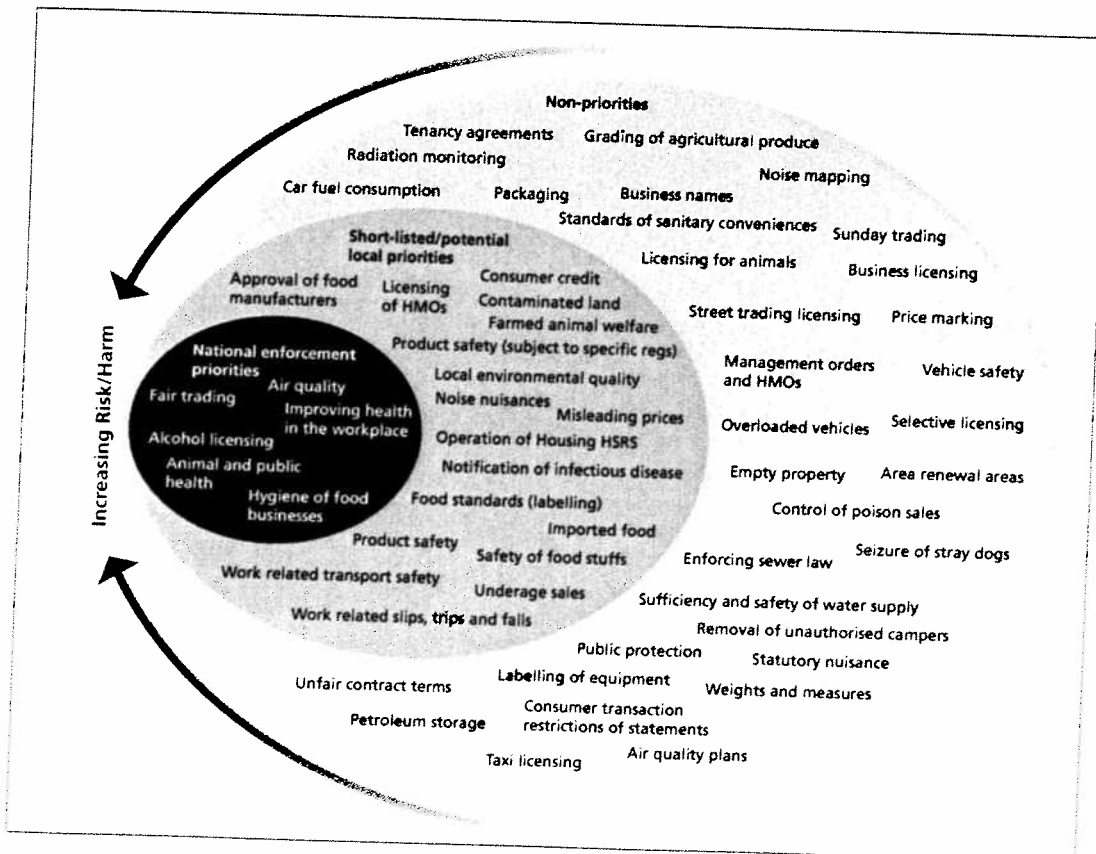


Table E1: The national enforcement priorities

Enforcement body	Abbreviation to be used	Policy title	Policy description	Indicative legislation
District and single-tier	Air quality	Air quality, including regulation of pollution from factories and homes	Local authorities are responsible for measuring the quality of air people breathe, for taking action with others where the quality is below approved standards, and for regulating pollution from some industry and from domestic premises.	Pollution Prevention and Control Act 1999, Air Quality Regulations 2000, Clean Air Act 1993
District and single-tier	Alcohol licensing	Alcohol, entertainment and late night refreshment licensing and its enforcement	Grant licences and certificates to premises, members' clubs and individuals selling and supplying alcohol and/or providing regulated entertainment and /or late night refreshment; and enforce related licensing offences and conditions attached to such licence.	Licensing Act 2003
District and single-tier	Hygiene of food business	Hygiene of businesses selling, distributing and manufacturing food and the safety and fitness of food in the premises	Ensure premises selling or making food follow hygiene regulations and that food within the premises is safe.	Food Safety Act 1990
District and single-tier	Improving health at work	Improving health in the workplace	To reduce the incidence of ill-health and days lost arising from work activities in relation to musculo-skeletal disorders, stress and chemicals, promote compliance with the law, and reduce the cost and suffering to individuals and companies.	Health and Safety at Work Act 1974, Management of Health and Safety of Work Regulation 1999
County and single-tier	Fair trading	Fair Trading (Trade description/ trade marking/ mis-description/ doorstep selling)	Ensure traders describe goods/services accurately. includes counterfeiting and rogue trading.	Trade Descriptions Act 1968, Medicines Act 1968, Hallmarking Act 1973, Trade Marks Act 1994, Property Misdescriptions Act 1991, The Timeshare Act 1992, Enterprise Act 2002, Fair Trading Act 1973, Mock Auctions Act 1961, Estate Agency Act 1979
County and single-tier, Border Inspection Points	Animal and public health	Animal and public health, animal movements and identification	Ensures animal feed does not include prohibited or harmful ingredients and is made hygienically. Provides for the control of animal disease (including those that can be transmitted to humans) and for the traceability of animals from farm to fork.	Food Safety Act 1990, The Feeding Stuffs (England) Regulations 2005, The Feed (Hygiene and Enforcement) (England) Regulations 2005, Imported Food Regulations Animal Health Act 1981