

CABINET MEMBER SIGNING

Monday, 16th August, 2021, 10.30 am

Members: Councillors Seema Chandwani

1. APOLOGIES FOR ABSENCE

To receive any apologies for absence.

2. DECLARATIONS OF INTEREST

A member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:

(i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and

(ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Register of Members' Interests or the subject of a pending notification must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal interests and prejudicial interests are defined at Paragraphs 5-7 and Appendix A of the Members' Code of Conduct

3. MUSWELL HILL WEST CPZ - STATUTORY CONSULTATION, N10 (PAGES 1 - 46)

4. FORTIS GREEN EXTENSION - STATUTORY CONSULTATION, N10 (PAGES 47 - 106)

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Friday, 06 August 2021

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Report for: Cabinet Member Signing

Title: Muswell Hill West CPZ - Statutory Consultation, N10

Report authorised by: Mark Stevens, Assistant Director Direct Services
mark.stevens@haringey.gov.uk

Lead Officer: Simi Shah, Group Engineer Traffic and Parking; Ann Cunningham, Head of Highways and Parking

Simi.shah@haringey.gov.uk ; Ann.Cunningham@haringey.gov.uk

Ward(s) affected: Muswell Hill and Fortis Green

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

1 Describe the issue under consideration

- 1.1 To report on the feedback of statutory consultation commencing on 25th November 2020 and concluding on 16th December 2020, on the proposal to introduce a Controlled Parking Zone - Muswell Hill West (MHW) in the following roads: Athenaeum Place, Kings Avenue, Princes Avenue, Queens Avenue, Queens Lane, Princes Lane and Avenue Mews, eastern side of Fortis Green Road (between the junctions of Queens Avenue and Muswell Hill Broadway) and the north western side of Muswell Hill Broadway (from Fortis Green Road to Woodberry Crescent).
- 1.2 To request approval to proceed to implementation, having taken objections into consideration.

2 Cabinet Member Introduction

- 2.1 N/A

3 Recommendations

- 3.1 It is recommended that the Cabinet Member for Customer Service, Welfare and the Public Realm: -
- 3.2 Approves that a new Controlled Parking Zone (CPZ) called Muswell Hill West (MHW) is introduced into the following roads: Athenaeum Place, Kings Avenue, Princes Avenue, Queens Avenue, Queens Lane, Princes Lane and Avenue Mews, eastern side of Fortis Green Road (between the junctions of Queens Avenue and Muswell Hill Broadway) and the north western side of Muswell Hill Broadway (from Fortis Green Road to Woodberry Crescent). A plan showing the extent and parking arrangement for the proposed CPZ can be seen in **Appendix (I)**.
- 3.3 Approve the operational times for the (MHW) CPZ to be Monday to Friday 10am to 2pm.

4 Reasons for decisions

- 4.1 Following public consultation on the proposals, approval was granted by officers under Delegated Authority in November 2020 to proceed with delivery of parking controls on the following roads: Athenaeum Place, Kings Avenue, Princes Avenue, Queens Avenue, Queens Lane, Princes Lane and Avenue Mews, eastern side of Fortis Green Road

(between the junctions of Queens Avenue and Muswell Hill Broadway), the north western side of Muswell Hill Broadway (from Fortis Green Road to Woodberry Crescent), subject to the outcome of a statutory consultation.

- 4.2 The public consultation received a total of 83 (18%) responses, 47 (57%) in favour 33 (40%) in opposition and 3 (3%) not sure.
- 4.3 The outcome of the public consultation was endorsed by local Ward Councillors and is supported by Haringey's CPZ Parking Policy.
- 4.4 A total of 21 submissions were received to the statutory consultation, 14 objections and 7 in favour. Of the objections received, none could be considered as a 'substantial objection' i.e. relating to the consultation process not following required legal process or statutory documents containing fundamental errors. A summary of objections received are detailed in Table 2, section 6 of this report.

5 **Alternative options considered**

- 5.1 An alternative was to not introduce parking controls in the roads listed in section 4.1. This is not recommended as the public consultation had demonstrated the introduction of parking measures was supported by the majority of residents responding in the roads listed in section 4.1 and endorsed by local Ward Councillors. In addition, no substantial objections were received during the statutory consultation

6 **Background Information**

- 6.1 The current Muswell Hill CPZ is a one road zone (Woodberry Crescent) which was introduced in July 2016. The roads surrounding this zone have experienced an increase in displaced parking resulting in increased parking pressure for residents.
- 6.2 The Council conducted a parking occupancy survey in order to assess the current situation. The data gathered indicated that there were elevated levels of parking stress in the roads closest to Woodberry Crescent and areas close to the shopping parade on Muswell Hill Broadway. The roads with the highest parking occupancy were Kings Avenue, Queens Avenue and Princes Avenue.
- 6.3 A public consultation was carried out over a three-week period from 8th February until 2nd March 2020. This included delivery of consultation packs to all properties along a number of roads surrounding the Muswell Hill CPZ. The consultation information was also made available online allowing responses to be made online as well as by email and post.
- 6.4 Of the 462 properties that were consulted, the Council received 83 responses, a response rate of 18% which exceeds the Council's parking policy minimum requirement of 10%.
- 6.5 Overall, the majority (57%) of those responding support the introduction of parking controls in the Muswell Hill West area; this exceeds the minimum requirement of 51% required by Haringey's Cabinet-approved CPZ policy to reach a decision. Approval was sought through Delegated Authority to proceed to statutory consultation and this was granted in November 2020.
- 6.6 The approved Delegated Authority report for the public consultation is attached in **Appendix (II)**.

Statutory Consultation

- 6.7 Statutory notification commenced on 25th November 2020 for a period of 21 days. The process consisted of a Notice of Proposal published in the London Gazette, Enfield, and Haringey Independent and the notice was erected on site in the affected streets. The closing date for representations and comments was 16th December 2020.
- 6.8 Although not a legal requirement, statutory notification letters, informing of the proposals and process, were also posted to affected frontages located in within the proposed CPZ areas. **Appendix (III)** contains copies of statutory notification letters delivered to affected frontages.
- 6.9 As part of the statutory process, the following statutory bodies were also notified:
- AA
 - London Transport
 - Police (local)
 - Fire Brigade
 - London Ambulance Service
 - Freight Transport Association
 - Road Haulage Association
 - RAC
 - Metropolitan Police (traffic)
 - London Travel Watch
 - Haringey Cycling Campaign

Responses to Consultation

- 6.10 A total of 462 properties were written to notifying their occupants of the statutory consultation and how they could object should they wish to. A total of 21 representations from residents and businesses were received, 14 objections and 7 submissions in favour.

Table 1 summarises submissions received to the statutory consultation

Table 1

Road Name	Oppose Proposal	Support Proposal
Kings Avenue	3	2
Queens Avenue	1	1
Princes Avenue	4	3
Muswell Hill Broadway	0	1
Avenue Mews	1	0
No address given	5	0
Total	14	7

- 6.11 Table 2 summarises the objections received; these have been grouped by the reasons provided for the objections. The number of objections raised for each reason has been noted. This exceeds the total number of objections received which is 14 as some objections cited more than one reason for their objection. Finally, an officer response to each reason for the objection has been provided.

Table 2

Subject of objection.	Objections containing this subject	Officer response
I am an elderly resident who relies on carers for support; now they will not be able to visit which will make life difficult for them as well as for me.	2	<p>The introduction of a CPZ will help prevent people from outside of the area from parking, easing pressure for residents and visitors.</p> <p>Concessionary rates for visitor's permits are available for residents 65 years old or over, or registered disabled.</p>
Current parking is OK and we do not need a new CPZ in this area.	6	57% of those who responded to the area wide consultation undertaken in March 2020, identified that the area was experiencing parking problems and were in favour of parking controls being introduced.
These proposals are only going to complicate the parking situation for a lot of residents that are only sharing or live in small properties and they could not be eligible for a permit.	4	To qualify for a parking permit or get a resident parking permit you must own or be the keeper of a car or other eligible vehicle and be aged 18 or over. A property is defined as a residence being individually rated for the purpose of Council Tax. Houses in multiple occupation where the Council Tax is for the whole building will be entitled to the allocation for a single residence.
The implementation of the new parking zone will be detrimental for businesses, it will discourage shoppers from the area.	2	<p>The implementation of parking controls in the Muswell Hill Area was proposed due to concerns from residents finding difficult in parking near their homes. The area has been frequently used for extensive parking by shoppers and vehicles from adjacent CPZ areas.</p> <p>The proposed operational times for the Muswell Hill West CPZ is between 10 am and 2 pm; outside this 4-hour window, all parking is free. Currently, there is a large allocation of bays for those visiting businesses on Muswell Hill Broadway and this will be supported by additional bays on roads adjoining Muswell Hill Broadway.</p>

Subject of objection.	Objections containing this subject	Officer response
<p>The Council's consultation document blatantly admits it is likely that some, if not all of those pressures were created as a result of displaced parking from other areas following the introduction of controls in those areas. In other words, you are admitting you created a problem by your action and now you want to create another CPZ to alleviate an alleged problem.</p>	1	<p>The implementation of parking controls in the Muswell Hill Area was initially proposed due to concerns from residents finding it difficult to park near their homes; the area has been frequently used for extensive parking by shoppers and vehicles from adjacent areas.</p> <p>57% of those who responded to the area-wide consultation undertaken in March 2020, identified that the area was experiencing parking problems and were in favour of parking controls being introduced</p>
<p>The charging band you are using. It is incredibly biased against vehicles with higher emissions which means that this CPZ is not about trying to solve residents parking problems at all. It is another move towards forcing poorer people to sell or dispose of their vehicles. If the CPZ price band was based on vehicle length that would make sense and be fair and just</p>	1	<p>The Impact of vehicle emissions on the air quality of an area is a key factor set out on Haringey's parking policy. By raising awareness of the environmental impact of CO₂ emissions, people are encouraged to use lower, more sustainable forms of transport to help reduce the associated greenhouse effect. The reduction in high-emitting vehicles is also supported in the Council's Climate Change Action Plan and Transport Strategy</p>
<p>No, I am not in favour of CPZ here. In any form</p>	2	<p>83 (18%) responses were received in total to the public consultation, 47 (57%) in favour 33 (40%) in opposition and 3 (3%) not sure.</p> <p>The responses from this group of roads were considered together as a whole following consultation in accordance with the Parking Policy. The results from the consultation were discussed with local Ward Councillors and agreement reached with them on the recommendation to introduce CPZ controls for Muswell Hill West.</p>

Subject of objection.	Objections containing this subject	Officer response
<p>The council's document state that 462 properties were consulted (how many actual residents does this equal?) and only 47 answered This means only 11% want this to go ahead, so how can you now assume that the majority of residents are in favour based entirely on such a poor response? At least 50% need to be in favour of this proposal before proceeding. It seems that the initial consultation process was seriously flawed and needs to be reviewed with decisions not now being made on the basis of a paltry 18% response rate</p>	5	<p>Of the 462 properties that were consulted during February and March 2020, the Council received 83 responses, a response rate of 18%. This response rate exceeds the Council's Parking Policy minimum response rate of 10%. Haringey's Parking Policy that was introduced in 2020 states: "The Council should receive a response rate of between 10% and 20% to consultations. A response rate below 10% is deemed inconclusive and a scheme will not be progressed without further engagement with the community and achieving a response rate no less than 10%."</p>
<p>The survey was conducted under the wrong premise. Haringey consulted residents; it would have been preferable to obtain a list of residents who are registered car owners. They are the ones who have difficulty parking</p>	1	<p>It is a statutory requirement to consult all residents in the area affected by the proposals as a consultation gives local people a voice and an opportunity to influence the decision-making process</p>
<p>The scheme proposed by Haringey, while limiting the number of outsiders who can park in the area, reduces the number of parking places available to residents. This will only exacerbate the problem, as it simultaneously increases the number of spaces where residents will be reluctant to park.</p>	1	<p>It is important to note that, on some streets within the new CPZ, the amount of parking that would be permitted could be less than is currently available due to the need to ensure junction protection, access and passing places. This is necessary to offer safety for most vulnerable road users and manage kerbside space safely and effectively.</p>
<p>There are many crossovers in Princes Ave, and there would be no way enough space for parking bays for all the residents.</p>	2	<p>When implementing a CPZ, the Council seeks to utilise the majority of kerbside space for residents, therefore the number of available spaces varies according to the specific conditions of each road. In order to prevent dropped kerb obstruction, bays will not be placed across existing vehicle crossovers however a single yellow line waiting restriction (operating during the controlled hours) will be placed on the road to restrict parking during the controlled hours.</p>

Subject of objection.	Objections containing this subject	Officer response
This will only push the problem elsewhere, as indeed has happened in this case, where other nearby CPZ's have been implemented.	1	With any new parking restrictions in place, there is always the chance of displacement to nearby streets. Before implementing a new CPZ in an area, the Council follows all statutory guidelines including public consultations. A CPZ will therefore be introduced based on the overall response from the area consulted or sub-areas of the consulted area, achieving at least 51% vote in favour of controls unless there are exceptional circumstances, such as a major development planned for the area.
I park my car on-road with a protective car cover. How will your parking attendants identify that the car is licensed if the windscreen is covered, and the permit is covered.	1	The Council's enforcement guidance does not enable regular community enforcement officers (CEOs) the ability to remove the vehicle cover to inspect permits or registration plates. In these circumstances, a senior officer would be dispatched with a body mounted video camera to film the process of lifting the cover, inspecting permits / vehicle registration plate and then reaffixing the cover. The recorded evidence will be kept on file for the required duration.
Will Haringey issue more permits than spaces available in the zone? If so, by what percentage over.	1	The number of permits available in a control parking zone are based on the number of vehicles registered at an address.
There must be a more reliable way of eliciting opinion before jumping to conclusions about what the majority of car owning residents want. Why don't you write personally to residents who are car owners?	1	Engagement with the community seeks a response rate of no less than 10%. Parking is not just about residents being able to park close to their homes; it's about safety, fair access to a limited communal asset, and the right to clean air, the main reasons all residents of the proposed area are consulted.

Subject of objection.	Objections containing this subject	Officer response
CPZ will bring revenue to Haringey, is a money-making scheme.	1	The purpose of CPZs is not to raise revenue, but to improve road safety and parking facilities for residents and businesses. The process running any CPZ scheme incurs significant costs. Permit income generated by the scheme is used to maintain and enforce the CPZ. In accordance with the law, any surplus income from parking enforcement is used to supplement relevant transport services within the borough.

6.12 In review of the 14 objections received to the statutory consultation, one of those who responded to the statutory consultation also responded to the public consultation in opposition to the introduction of the controlled parking measures. However, 7 of those responding to the statutory consultation did not give a full address, providing only a road name.

6.13 After considering the statutory consultation results and noting that there were no substantial objections to the consultation as detailed in within table 2 above, it is concluded that no alterations should be made to the proposed extent of the parking scheme. The Controlled Parking Zone named Muswell Hill West with the operational times of Monday to Friday 10am to 2pm should therefore be introduced to help improve air quality and reduce parking pressures, whilst promoting the use of existing and new sustainable forms of transport

7 Contribution to strategic outcomes

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

7.2 The introduction of controlled parking is in accordance with Section 3.3.3 of Haringey's Local Implementation Plan part which states:

"The availability of parking is a key determinant of car usage and local traffic congestion which can affect the potential uptake of more sustainable modes of travel. Local parking policy is an important demand management tool in controlling local traffic congestion and influencing choice of transport. CPZs are one of several parking policies, along with low parking standards for new developments, charging, and use of workplace parking levies, which can be used to influence travel behaviour. CPZs specifically prioritise parking for residents and can ease local parking pressures, reduce traffic congestion, improve road safety and encourage the use of more sustainable forms of transport."

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

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

- 7.4 Delivery of the proposed Muswell Hill West CPZ will help the Council to manage valuable kerbside space and reduce the amount of commuter and 'short trip' car journeys more effectively. This will help enable the Council to prioritise kerb space more easily for electric vehicle charging points and cycle hangar storage, as well as to reduce parking where there is need for improvements to walking, cycling and other sustainable means of travel.

Statutory Officers' comments

8 Comments of the Chief Financial Officer

- 8.1 This report seeks Cabinet approval for the implementation of the Muswell Hill West CPZ.
- 8.2 The full cost of this scheme is estimated to be £19.6k, including community engagement; inventory of existing site conditions; design and implementation. This will be funded from the Council's approved Capital Programme as it was included within the Parking Implementation Plan.
- 8.3 Once implemented the future operation cost will be funded from the existing service revenue budgets.

9 Comments of the Head of Legal Services and Governance

- 9.1 Before reaching a decision 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 (as amended) ("RTRA") and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended) ("the Regulations"). All representations received must be properly considered in the light of administrative law principles, human rights law and the relevant statutory powers.
- 9.2 The Council's powers in relation to the making of traffic management orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 paragraphs 1-22 the RTRA
- 9.3 The power of a local authority to make an order regulating or controlling vehicular and other traffic is contained within the ambit of section 6 of the RTRA.
- 9.4 When determining what paying parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.
- 9.5 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 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: -

- the desirability of securing and maintaining reasonable access to premises.
- 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.
- the national air quality strategy.
- facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
- any other matters appearing to the Council to be relevant.

9.6 The legal position in relation to traffic management orders and the statutory requirements in respect of consultation are set out in section 9.1 through 9.5 of this report. Public consultation has been undertaken and due consideration given to representations by the public. As long as the statutory consultation is undertaken and due consideration similarly given to representations made, the Council should be acting in accordance with the law were it to proceed with the proposals set out in this report.

10 Equalities Comments

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

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

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

10.3 Two objections to the proposals have been raised by elderly residents. The proposal will have an impact on those who are reliant on carers as they will need to purchase visitors permits for the carer if they are arriving by motor vehicle. However, as the proposal is to bring in parking controls for four hours a day from Monday to Friday 10am to 2pm, the expected impact on these groups should be minimal. Currently, visitors permits for the over 65s are offered at a subsidised value at 41 pence per hour, whilst the normal pricing is 83 pence per hour; this should help those carers who require to visit the residents during the proposed controlled parking operation hours. The benefit of parking controls on the same group is that this may ease parking pressures allowing carers to find parking spaces more easily close to their client's homes.

10.4 Although there is a small impact on elderly residents as a result of the introduction of 2 hours managed parking 11am to 1pm, the benefits of being able to buy visitors permit at concessionary prices and utilising the permits on offer as well as expected easing in parking pressure will go a long way to address any negative impacts.

10.5 Carers in the community have access to two permit types that enable them to undertake visits to fulfil their required service. The first one is an essential services permit (ESP) which allows those people providing public personal services to residents to park in a residential or shared use bay within a controlled parking zone. The ESP scheme supports local authority services, NHS health professionals, charities and not-for-profit organisations who provide healthcare, counselling, or social care to Haringey residents. The second permit type is a carer's permit which is provided to cater for the needs of those caring for residents in their own home. Residents who live in a Controlled Parking Zone can apply for a carer's permit if their medical practitioner, nurse or social worker has completed and signed the declaration in the application form. Nannies and care providers for young children are also eligible for carers permits; the cost of this permit is dependent on the emission level of the vehicle being used in the application

11 Use of Appendices

11.1 Appendix I - Plan showing proposed Muswell Hill West (MHW) CPZ.

11.2 Appendix II – Approved Delegated Authority report of public consultation.

11.3 Appendix III - Statutory notification letters delivered to affected frontages.

11.4 Appendix IV – Haringey Parking Policy – Approved March 2020.

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NOTES:

LEGEND

- CPZ Boundaries
- Existing single Yellow Line
- Existing double Yellow Lines
- Existing Parking Bay
- Proposed Single Yellow Line
- Proposed Double Yellow Lines
- Proposed Parking Bay
- Homes for Haringey / Private Road
- Commercial Properties

Parking Bays

- Permit Parking (Resident / Visitor / Business Permit Holders)
- Permit Parking - Footway
- Resident Only Parking
- Resident Only Parking - Footway
- Permit Parking (Resident / Visitor / Business Permit Holders)
- Permit Parking - Footway
- Pay By Phone Parking
- Pay By Phone Bays - Footway
- Shared Use Parking
- Shared Use Parking - Footway
- Business Permit Only Parking
- Business Permit Only Parking - Footway
- Disabled Persons Parking Bay
- Disabled Persons Parking Bay - Footway
- Loading Bay
- Loading Bay - Footway
- Doctors Bay
- Doctors Bay - Footway
- Business Only Parking Bay
- Business Only Parking Bay - Footway
- Transport for London (TfL) Parking Bay
- Transport for London (TfL) Parking Bay - Footway
- Car Club Bay
- Bicycle Parking Bay
- Ambulance Bay
- Motorcycles only Bay

Proposed Parking Sign Plates

- Existing Sign Post
- Existing Sign Post - To be Removed
- Proposed Sign Post
- Existing Sign
- Existing Sign - To be Removed
- Existing Sign - To be Removed and Replace with Existing Sign
- Existing Sign
- Existing Sign - To be Removed
- Existing Sign - Relocated
- Proposed Sign

Proposed Sign Plates

- Existing Sign Post
- Existing Sign Post - To be Removed
- Proposed Sign Post
- Existing Sign
- Existing Sign - To be Removed
- Existing Sign - To be Removed and Replace with Existing Sign
- Existing Sign
- Existing Sign - To be Removed
- Existing Sign - Relocated
- Proposed Sign

Proposed Sign Plates

- Existing Sign Post
- Existing Sign Post - To be Removed
- Proposed Sign Post
- Existing Sign
- Existing Sign - To be Removed
- Existing Sign - To be Removed and Replace with Existing Sign
- Existing Sign
- Existing Sign - To be Removed
- Existing Sign - Relocated
- Proposed Sign

CONTROLLED PARKING ZONES

MUSWELL HILL EXTENSION

Scale

1:1000

Project

20-07-01-01

Environment and Neighbourhoods

Parking Projects

1st Floor, River Park House, 225 High Road, Wood Green, London N22 8HQ

Director of Environment and Neighbourhoods:

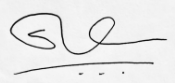
Stephen McDowell

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Haringey Council

Written Statement/Record of a decision made by an officer under delegated authority

Decision Maker (Post Title)	Cllr Chandwani (Cabinet Member for Transformation and Public Realm Investment) Ann Cunningham (Head of Service for Highways and Parking)
Subject of the decision	Outcome of the informal consultation review of parking in the Muswell Hill and Fortis Green Ward.
Date of decision	10 November 2020
Decision	To approve officers' recommendations as set out in section 8 of the attached report
Reasons for the decision	To prioritise parking for residents and businesses in the Muswell Hill and Fortis Green Ward.
Details of any alternative options considered and rejected by the officer when making the decision	
<u>Conflicts of interest – Executive decisions</u> Details of any conflict of interest declared by a Cabinet Member who is consulted by the officer which relates to the decision and details of dispensation granted by the Council's Head of Paid Service	
<u>Conflicts of interest – Non-executive decisions</u> Where the decision is taken under an express delegation e.g. by a Committee, the name of any Member who declared a conflict of interest in relation to this matter at the committee meeting,	
Title of any document(s), including reports, considered by the officer and	

<p>relevant to the above decision or where only part of the report is relevant to the above decision, that part)</p> <p>These documents need to be attached to the copy of this record/statement kept by the Authority but must not be published if they contain exempt information</p>	
<p>Reasons for exemption with reference to categories of exemption specified overleaf or</p> <p>Reason why decision is confidential (see overleaf)</p> <p>Decisions containing exempt or confidential information falling within the categories specified overleaf are not required to be published.</p>	
Signature of Decision Maker	
Name of Decision Maker	Cllr Seema Chandwani, Cabinet Member for Transformation and Public Realm Investment
<p>Does the decision need to be published?</p> <p>Yes <input checked="checked" type="checkbox"/></p> <p>No <input type="checkbox"/></p>	

Exempt Information

Local Government Act 1972 Schedule 12A

Part 1: Descriptions of Exempt Information

1. Information relating to any individual.
2. Information which is likely to reveal the identity of an individual.

3. Information relating to the financial or business affairs of any person (including the authority holding that information).
4. Information relating to any consultations or negotiations or contemplated consultations or negotiations in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority.
5. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.
6. Information which reveals that the authority proposes
 - (a) To give under any enactment a notice under or by virtue of which requirements are imposed on a person; or
 - (b) To make an order or direction under any enactment.
7. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.

Note: It is insufficient to simply identify a category of exemption, you must also conduct a public interest test on the basis specified in the Act as follows:

Information falling within categories 1-7 is exempt if and so long as in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

Confidential Decisions

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

Report for: Record of Decision Taken Under Delegated Authority

Item number:

Title: Outcome of the informal consultation review of parking in the Muswell Hill and Fortis Green Ward.

Report authorised by: Ann Cunningham Head of Service for Highways and Parking:



Councillor Chandwani Cabinet Member for Transformation and Public Realm Investment:

Lead Officer: Carlos Munoz, River Park House, 1st Floor, N22 7TR,
carlos.munoz@haringey.gov.uk, 020 8489 2362

Ward(s) affected: Muswell Hill & Fortis Green

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

1. Purpose

- 1.1** To summarise the feedback received during an informal public consultation to review parking in uncontrolled roads within the Muswell Hill and Fortis Green area.
- 1.2** The area consulted is shown on the plan contained in **Appendix 1**.
- 1.3** Approval to proceed with the recommendations set out in section 8 of this report.

2. Background

- 2.1** Muswell Hill CPZ is a one road zone (Woodberry Crescent) which was introduced in July 2016. The roads surrounding this zone have experienced an increase in displaced parking resulting in increased parking pressure for residents.
- 2.2** The Council investigated these reports by conducting a parking occupancy survey. The data gathered indicated that there were very high levels of parking stress in the roads closest to Woodberry Crescent. The roads with the highest parking occupancy were Kings Avenue, Queens Avenue and Princes Avenue. The south side of Tetherdown also showed a high level of parking pressure.
- 2.3** The Muswell Hill area was identified for a CPZ review as part of the 2019/20 sustainable works programme and an informal consultation was programmed to be undertaken in early 2020.
- 2.4** When developing the review area, consideration was given to additional neighbouring roads that may be affected by displacement of any forthcoming controls. The roads identified for a review were Athenaeum Place Avenue Mews, Kings Avenue, Princes Avenue, Princes Lane, Queens Avenue and Queens Lane.

3. Consultation response

- 3.1** An informal consultation was carried out over a three week period from the 8 February until the 2 March 2020. The council's standard process was followed, which included delivering information letters and questionnaires, along with an area plan to all properties within the consultation area. An online version was also made available on Haringey's website. The consultation pack can be found in **Appendix 2**.
- 3.2** Of the 462 properties that were consulted, the council received 83 responses, a response rate of 18%. This response rate exceeds the councils' parking policy minimum response rate of 10%.

- 33** The following information details the responses to the main questions asked during the informal consultation, and a full analysis of all responses can be found in **Appendix 3**.

1. Do you think your road should be in a Controlled Parking Zone (CPZ)?

- 57% (47) Yes
- 40% (33) No
- 3% (3) Not sure

Overall, 57% of those responding indicated support for parking controls. Maps detailing which roads supported or did not support the proposals are shown on **Appendix 4**.

2. If you answered yes to the previous question, what days should the CPZ operate?

- 45% (23) Monday to Friday
- 16% (8) Monday to Saturday
- 39% (20) All week

3. If you would reconsider a CPZ in your area, what hours should the CPZ operate?

- 18% (10) Two hours e.g. 10 am – 12 noon
- 30% (17) Four hours e.g. 10 am – 2 pm
- 30% (17) All day e.g. 8 am – 6.30 pm
- 23% (13) All day and evenings e.g. 8am to 9 pm

4. Is it difficult to park in your road?

- 63% (52) Yes
- 18% (15) No
- 19% (16) Sometimes

4. Chief Finance Officer Comments

- 41** Provision for the implementation of the proposed measures to the CPZ extension was made in the Parking Plan capital budget for 2020/21.

- 42** Associated costs which includes community engagement, inventory of existing site conditions, design and implementation will be met from existing agreed budgets.

- 43** Annual running costs will be managed within existing agreed staffing arrangements and budgets.

- 44** Parking controls will be enforced by existing agreed in-house civil

enforcement officers (CEOs). The income from permits and parking control notices has been taken into consideration in setting the annual revenue budget.

5. Traffic Management Order process

- 51** Before reaching a decision to make the necessary Traffic Management Order to implement or amend a CPZ scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act 1984 (as amended) ("RTRA") and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended) ("the Regulations"). All representations received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
- 52** The Council's powers to make Traffic Management Orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 paragraphs 1-22 the RTRA.
- 53** The power of a local authority to make an order regulating or controlling vehicular and other traffic is contained within the ambit of section 6(2) of the RTRA.
- 54** When determining what paying parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.
- 55** By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:
- (a) the desirability of securing and maintaining reasonable access to premises.
 - (b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
 - (c) the national air quality strategy.
 - (d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.

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

6. Equalities implications

- 6.1 Consultation documents were distributed to all households and businesses within the consultation area.
- 6.2 Any interested party could submit a representation regardless of where they live or work during the statutory notification period.
- 6.3 A translation service for the consultation document was available upon request; however, no such requests were received.
- 6.4 The introduction of parking controls will make it easier for those with Blue Badges to park and the introduction of yellow lines at junctions will improve visibility and accessibility improving road safety for all.

7. Summary

- 7.1 This uncontrolled area experiences parking pressure that is associated with displacement from the existing St Luke's and Fortis Green CPZs. There is also added parking pressure from Muswell Hill Broadway shopping parade where visitors and businesses take advantage of free parking, reducing parking opportunities for residents.
- 7.2 The council has also received requests from residents highlighting the parking pressures they are experiencing and as a solution residents' suggested controls be introduced into this area.
- 7.3 Feedback from the consultation established that the majority of those responding supported the introduction of parking controls. And in response to the question on which operational days should the controls operate, the majority of those that responded preferred a Monday to Friday CPZ.
- 7.4 Responses showed that there were no clear preferences in relation to the operational hours. However, the majority of people that responded supported a 10am to 2pm or an 8am to 6.30pm scheme.
- 7.5 Officers met with ward councillors to discuss the outcome of the consultation and to agree a way forward. One councillor present at the meeting expressed a preference to introducing a two hour scheme which would complement surrounding CPZs. They also felt that it would reduce the impact on local businesses.
- 7.6 A further request was received asking for properties on the eastern side of Fortis Green Road to have access to permits.
- 7.7 Officers advised that only one of the two options that received an equal share

of responses, could be implemented, these being the 10am to 2pm or 8am to 6.30pm operational hours. The policy sets out that where the consultation fails to deliver a clear preference, decisions on operational hours will be made in consultation with Ward Councillors. A decision to implement a 10am to 2pm, Monday to Friday CPZ, was therefore agreed.

- 7.8 The recommendations made in section 8 are in line with Section 3.3.3 of the Local Implementation Plan which states: The availability of parking is a key determinant of car usage and local traffic congestion which can affect the potential uptake of more sustainable modes of travel. Local parking policy is an important demand management tool in controlling local traffic congestion and influencing choice of transport.
- 7.9 CPZs are one of several parking strategies, along with low parking provisions for new developments, charging, and use of workplace parking levies, which can be used to influence travel behaviour. CPZs specifically prioritise parking for residents and can ease local parking pressures, reduce traffic congestion, improve road safety, and encourage the use of more sustainable forms of transport.
- 7.10 A wider strategy to deliver several of the Council's key aims and policies includes reducing the number of trips and reliance on cars and encourage more sustainable modes of transport, particularly as the area is well served by local railways and bus routes. Fewer car trips will help to reduce congestion and the risk of accidents. This will provide a safer environment that may help to encourage more people to walk and cycle, particularly short journeys. Reduced vehicle emissions will contribute to the Council's aim of improving air quality, with this together with more active and sustainable ways to travel will improve the health and quality of life for those living and working in the Borough.

8. Recommendations

81 It is recommended that the Cabinet Member for Transformation and Public Realm Investment, and the Head of Service for Highways and Parking agree the following;

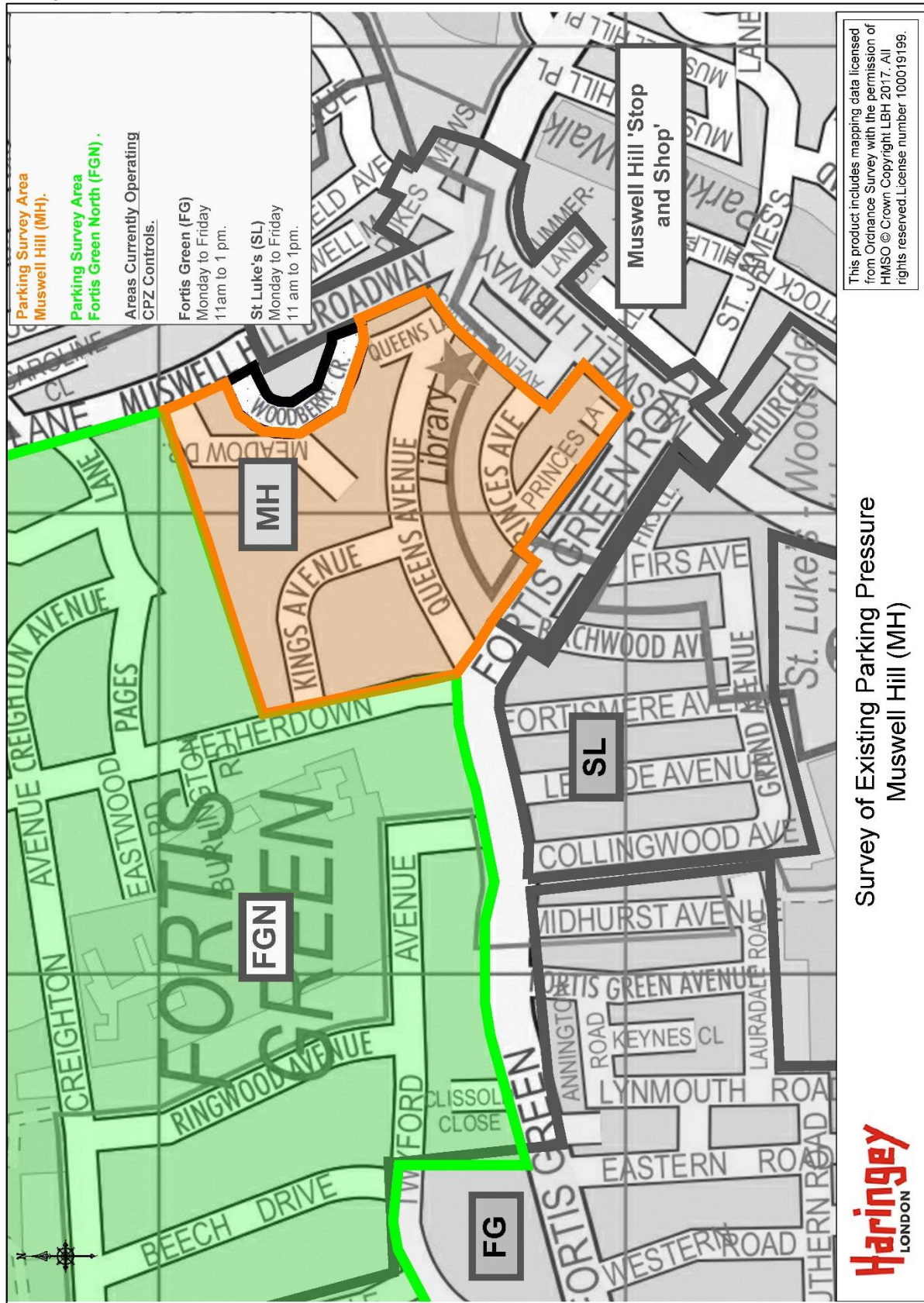
- i. Note the feedback from the informal consultation.
- ii. That a statutory consultation is undertaken to introduce parking controls in Athenaeum Place, Avenue Mews, Kings Avenue, Princes Avenue, Princes Lane, Queens Avenue and Queens Lane.
- iii. Approve that the new CPZ operate Monday to Friday, 10am – 2pm and that the new zone be called Muswell Hill West (MHW).
- iv. Approve that properties on the eastern side of Fortis Green Road, between the junctions of Queens Avenue and Muswell Hill Broadway are included within the statutory consultation.
- v. Approve that properties on the north western boundary of Muswell Hill Broadway, from Fortis Green Road to Woodberry Crescent are included within the statutory consultation.
- vi. Approve that residents and businesses in the area be informed of the decision.

List of Appendices

Appendix 1 – Map of consultation area
Appendix 2 – Public consultation documents
Appendix 3 – Data analysis report
Appendix 4 – Maps of consultation responses
Appendix 5 – Ward Councillor briefing note
Appendix 6 – Amended CPZ boundary

APPENDIX 1

Map of consultation area



APPENDIX 2 (3 Pages)

Public consultation document

Operations

Ann Cunningham: Head of Operations



08 February 2020



Public Consultation

Residents Views on Parking in the Muswell Hill Area

Dear Resident or Business

Haringey Council is undertaking a review of the current parking arrangements in your area. Our aim is to help identify if there are any parking pressures in your road and how this might be affecting your ability to park.

To help us understand the nature of these issues and the extent to which they are affecting the local community, we encourage you to take part in this consultation. The responses will help us decide how the council should proceed.

Have your say

This consultation is to hear your views on parking and safety issues that could be affecting your community. We would also like to know if you are in favour of having parking controls introduced and if so, what days and times you prefer.

Details of how Controlled Parking Zones operate, along with their advantages and disadvantages is set out overleaf. Full information is also available on the council's website with links to the current permit price information:

www.haringey.gov.uk/parking/cpz.

Residents in car free developments will be aware that they will not be eligible to apply for permits to parking within Controlled Parking Zones. This a London wide Mayoral planning policy to encourage the uptake of sustainable modes of travel such as walking, cycling and the use of local transport.

Homes for Haringey residents are eligible to apply for parking permits but will not have parking restrictions installed on estate areas or roads that are managed by Homes for Haringey.

Please tell us what you think by completing the attached questionnaire and returning it to us in the Freepost envelope provided. If you prefer, the questionnaire can be completed online at www.haringey.gov.uk/current-parking-consultations.

Please send us your completed questionnaire no later than **02 March 2020**.

What Happens Next?

Council Officers will analyse and discuss the outcome of the consultation with your ward councilors. We will update residents and businesses of the outcome and next steps with the results of the consultation published on the council's website.

If you have questions about the consultation, please email us at frontline.consultation@haringey.gov.uk

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

Yours faithfully



Operations: Traffic Management

Operations: Traffic Management
Level 1S River Park House
225 High Road, Wood Green
London N22 8HQ
020 8489 1000
www.haringey.gov.uk

Residents views on Parking in the Muswell Hill area

- Q1** Please write in the name of your road and house / property number
- Q2** Is it difficult for you (or your friends, family) to park in your road?
☐ Yes ☐ No ☐ Sometimes
- Q3** Which (if any) of these parking problems affect your road? (Tick those that apply)

<input type="checkbox"/> Commuter parking	<input type="checkbox"/> Shop customers / visitors
<input type="checkbox"/> Multicar households	<input type="checkbox"/> Shop / business staff
<input type="checkbox"/> Trade vans / trucks	<input type="checkbox"/> Other non-local vehicles
<input type="checkbox"/> 'Displacement' from nearby CPZs	<input type="checkbox"/> None of these problems
- Q4** Do you think your road should be in a Controlled Parking Zone (CPZ)?
☐ Yes ☐ No
- Q5** If yes, what days should the CPZ operate?
☐ Mon-Fri ☐ Mon-Sat ☐ All week
- Q6** If no, would you reconsider a CPZ if neighbouring roads wanted controls?
☐ Yes, I would then reconsider ☐ No, I would still not agree to a CPZ
- Q7** If yes, what hours should the CPZ operate?

<input type="checkbox"/> Four hours e.g. 10am - 2pm	<input type="checkbox"/> All day e.g 8am - 6:30pm
<input type="checkbox"/> Daytime and evenings e.g. to 9pm	<input type="checkbox"/> Two hours e.g. 10am - 12pm
- Q8** Would you like an electric vehicle charging point (EVCP) outside your house?
☐ Yes ☐ No
- Q9** Would you like a 'Bikehangar' cycle storage facility in your road?
☐ Yes ☐ No
- Q10** Any Comments on Controls

APPENDIX 3

Data Analysis Report

Public Consultation Report

March 2020

Muswell Hill CPZ extension

1. Summary

Consultation documents were delivered to all 462 properties in the consultation area before the consultation start date of 8 February 2020. Three weeks were allowed for the consultation with a closing date of 2 March 2020. 83 responses were received, giving a response rate of 18%.

The main parking problems reported by residents are:

- Visitors and shops customers
- Displacement from nearby CPZ
- Nonlocal cars and vans left parked or just dumped in residential streets
- Multicar households.

63% of respondents found it difficult or very difficult to find parking space because of the parking congestion and support the introduction of CPZ controls. 57% of respondents say there is a need for parking controls and 40% object to controls, although some of those objecting would accept a CPZ with short operating hours.

The main parking congestion occurs during the day but in some roads vans and other non-local vehicles are left parked overnight and often for longer periods. Some residents report having to drive for long periods of times trying to find a parking space.

Residents' comments listed by road in this report give a detailed picture of the nature of parking problems. The comments confirm that many roads are experiencing significant parking congestion. Residents also report obstructive parking at road junctions and driveways. There are further concerns about speeding in various roads.

Detailed analytical tables and comments from residents are set out in this report.

2. Detailed Analysis

Q2. Is it difficult for you or (your friends, family) to park in your road?

		Count	%
Is it difficult to park in your road?	Yes	52	63%
	No	15	18%
	Sometimes	16	19%
	Total	83	100%

Unavailable parking spaces is the most common response. The displacement effect from the recently implemented controlled parking zones was also commonly referred to.

Q3 Which (if any) of these parking problems affects your road?

		Count	%
Parking issues	Shop customers / visitors	47	57%
	Displacement from nearby CPZs	46	55%
	Shop / business staff	40	48%
	Multicar households	39	47%
	Trade vans / campers	33	40%
	Commuter parking	27	33%
	Other non-local vehicles	24	29%
	No problems	17	20%

The parking issues (Q3) are also analysed and summarised by Road in the table below.

	Road name							
	Kings Avenue		Princes Avenue		Queens Avenue		Tetherdown	
	Count	%	Count	%	Count	%	Count	%
Shop customers / visitors	8	47%	19	83%	20	49%	0	0%
Displacement from nearby CPZs	13	76%	13	57%	20	49%	0	0%
Shop / business staff	10	59%	13	57%	17	41%	0	0%
Multicar households	8	47%	12	52%	18	44%	1	50%
Trade vans / campers	8	47%	6	26%	19	46%	0	0%
Commuter parking	6	35%	9	39%	12	29%	0	0%
Other non-local vehicles	5	29%	6	26%	12	29%	1	50%
No problems	3	18%	1	4%	12	29%	1	50%
Total	17	100%	23	100%	41	100%	2	100%

Q4. Do you think your road should be in a controlled parking zone?

		Count	%
Want a CPZ?	Yes	47	57%
	No	33	40%
	D / K	3	4%
	Total	83	100%

(Q4) is also analysed and summarised by Road in the table below.

	Road name							
	Kings Avenue		Princes Avenue		Queens Avenue		Tetherdown	
	Count	%	Count	%	Count	%	Count	%
Yes	9	53%	18	78%	20	49%	0	0%
No	6	35%	5	22%	20	49%	2	100%
D / K	2	12%	0	0%	1	2%	0	0%
Total	17	100%	23	100%	41	100%	2	100%

Q5. If you think your road should be in a controlled parking zone, what days should the controls operate?

		Count	%
Preferred operating days	Mon-Fri	23	45%
	Mon- Sat	8	16%
	All week	20	39%
	Total	51	100%

Q6 If you don't think your road should be in a controlled parking zone, would you reconsider a CPZ if neighbouring roads wanted controls?

		Count	%
If no, would you reconsider if neighbouring roads wanted it?	Yes	8	23%
	No	27	77%
	Total	35	100%

(Q6) is also analysed and summarised by Road in the table below.

	Road name							
	Kings Avenue		Princes Avenue		Queens Avenue		Tetherdown	
	Count	%	Count	%	Count	%	Count	%
Yes	3	43%	2	40%	3	14%	0	0%
No	4	57%	3	60%	18	86%	2	100%
Total	7	100%	5	100%	21	100%	2	100%

Q7. If you would reconsider a CPZ in your road, what hours should the CPZ operates?

		Count	%
Preferred operating hours	Four hours e.g.10am-2pm	17	30%
	All day & evenings e.g. to 9pm	13	23%
	All day e.g. 8am- 6.30pm	17	30%
	Two hours e.g 10am-12noon	10	18%
	Total	57	100%

Q8. Would you like an electric vehicle charging point (EVCP). outside your house?

		Count	%
Like an EVCP outside your house?	Yes	16	19%
	No	67	81%
	Total	83	100%

Q9. Would you like a 'Bikehanger' cycle storage facility in your road?

		Count	%
like a Bikehanger in your road?	Yes	21	25%
	No	62	75%
	Total	83	100%

Q10. If you have any comments about parking, or on other issues such as crime and antisocial behaviour, please give them here.

Street name and house number	Want a CPZ?	Comments
Kings Ave	Yes	
Kings Ave	Yes	
Kings Ave	Yes	
Kings Ave	Yes	It is especially difficult to find a space when I get back from work. Although daytime restrictions would help, I would prefer evening restrictions too.
Kings Ave	Yes	It's almost impossible to park on Kings Ave. Sometimes have to drive round for 30 mins looking for a space
Kings Ave	Yes	It's always been difficult to park here but is much worse since CPZ introduced nearby
Kings Ave	Yes	Parking is a terrible problem. I sometimes have to park a mile away because of parents doing the school, shoppers and business parking
Kings Ave	Yes	We have space to install EVCP. We are desperate, Parking is a nightmare here. People dump their cars here and take bus to Highgate and E Finchley tube. It's not just the shoppers, teachers and local workers but also overspill from nearby CPZ who abuse the free parking. PLEASE DO SOMETHING!
Kings Ave	Yes	We want people to be able to visit our local shops and we want to be able to park in our road. A short period should stop the shop workers from blocking our road from 8-6 every day. Last week we had to park 10 mins walk from our home carrying lots of bags and with my elderly relative
Kings Ave	No	
Kings Ave	No	Creeping CPZs are a menace. They are everything to do with revenue generation and nothing to do with restricting parking
Kings Ave	No	I prefer not to have CPZs spreading. There will be fewer cars here after the intro of the ULEZ next year and so it may be worth waiting to see what happens then
Kings Ave	No	Kings Ave needs speed control
Kings Ave	No	Kings Ave needs to be free of CPZ
Kings Ave	No	Parking here is dynamic. Main issue is with properties undergoing building work. Recent intro of nearby CPZ has affected us. We are a dental practice and a CPZ will have major impact on patients accessing our services
Kings Ave	D / K	
Kings Ave	D / K	The Bikehangar on Queens Ave has never had more than one cycle in it and it takes up a whole parking space on a road which has few spaces.

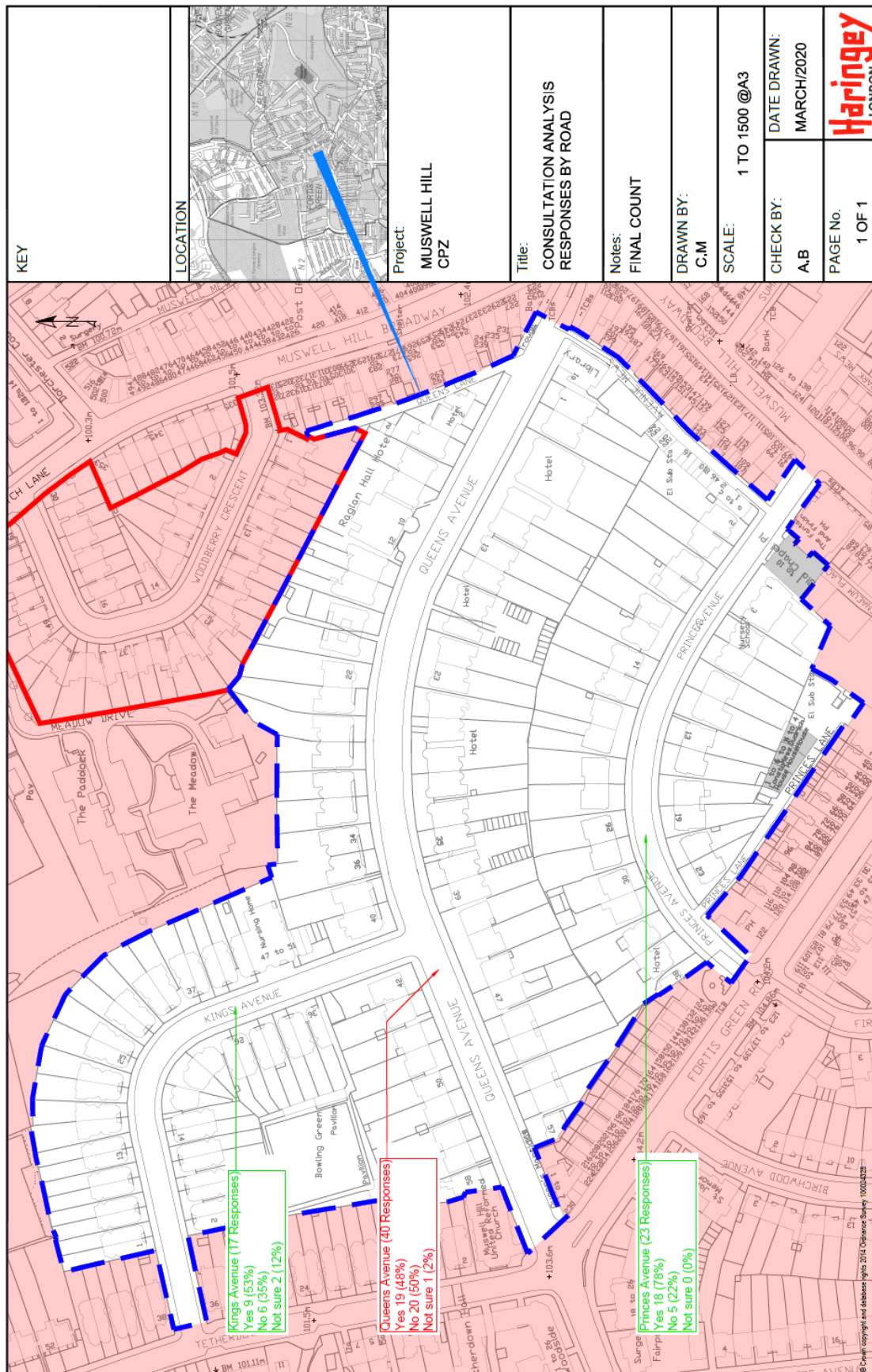
Princes Ave (Old Chapel Place)	Yes	
Princes Ave	Yes	
Princes Ave	Yes	
Princes Ave	Yes	
Princes Ave	Yes	
Princes Ave	Yes	
Princes Ave)	Yes	
Princes Ave	Yes	
Princes Ave	Yes	
Princes Ave	Yes	1 Stop individuals extending white lines. 2. Clearly define DBs. 3 Stop mini EVs cross parking and restricting road space. 4. Discourage school drop off and pick up parking. EVCPs already exist on end of Princes Ave. (these are not rants!)
Princes Ave	Yes	Ever since St Luke's started, we've had trouble parking - in part because of the quantity of flats in this road. Tenants in these flats come and go, and most do not bother filling in forms.
Princes Ave	Yes	Extremely hard to park in Princes Ave. There are several electric car places, 2 DBs, school zigzags, and PaytoPark bays. I'd love to be able to park in my road without feeling stressed.
Princes Ave	Yes	Given the number of CPZs nearby, this is one of the few uncontrolled roads. People park to visit shops despite the availability of paid car parks. I often wait 20-30 mins for a space. Not helped by people not using their driveways
Princes Ave	Yes	Need CPZ and ensure bay boundaries are away from drop kerbs. There's too much illegal parking which blocks driveways. Need 7am to 8pm hours of operation.
Princes Ave	Yes	Our driveway is frequently blocked so we can't exit or enter. It's a constant problem
Princes Ave	Yes	Please put CPZ in Princes Ave. I can never park when returning home and have to leave the car often out of sight, which I hate. Cars are always blocking driveways as well. School pick-up times and shoppers are the main problem. There is a car park behind M & S and PaytoPark bays on Muswell Hill Bdy, so please have CPZ. Dog walkers are also a problem who can't park close to Highgate Wood or Alexandra Palace.
Princes Ave	Yes	Secure anchors in motor cycle bays would be good
Princes Ave	Yes	The meter maid should ticket cars parked across driveways. Sometimes these areas are not marked with white lines. Currently they only ticket cars parked in front of Muswell Hill school
Princes Ave	No	
Princes Ave	No	

Princes Ave	No	Princes Ave has many drives and people can park. This is where EVCPs should be situated. I some roads became CPZ then this might change my opinion. How about a trial (experimental basis)?
Princes Ave	No	We don't have high incomes and this would mean paying for visitors and family. Better to charge extra for multicar households / residents - they don't need more than 1 car - this is London, where public transport is awesome
Princes Ave	No	We value our high street. Existing FG CPZ has reduced trade in the lunchtime eateries such as the fish & chip shop. Short hours e.g 10-12 would still protect roads form commuter and all day parking while allowing visitors at lunch time. HGVs (delivery lorries) using Princes Lane often clog Princes Ave and tear up kerb stones. The emissions form these vehicles must be considerable, and deliveries are often late at night - up to 10pm
Queens Ave	Yes	
Queens Ave	Yes	
Queens Ave	Yes	
Queens Ave	Yes	
Queens Ave	Yes	
Queens Ave	Yes	
Queens Ave	Yes	Already have Bikehangar installed here. People need to park less obstructively!
Queens Ave	Yes	Business vans and non-locals continue to take up parking space. One van with a blue badge has been parked and not moved for 6 months.
Queens Ave	Yes	I just want to be able to park near my house, so I want a CPZ
Queens Ave	Yes	I live on this road and it's very difficult to find a parking space
Queens Ave	Yes	Impossible to find a space sometimes- takes 20 mins to find one. Evenings are the worst times
Queens Ave	Yes	Multicar households and trade vans are the issue along with displacement. A van is left parked on a DB and never moved. It has a badge but unfair on locals who need to use
Queens Ave	Yes	Overspill makes parking nearly impossible. Also the 20mph restriction isn't working. Speed humps are urgently required esp with so many school children in the area
Queens Ave	Yes	Parking has become a real issue especially on Fridays and early evenings
Queens Ave e	Yes	Parking is very difficult on Queens Ave. Please set up CPZ at the earliest opportunity, Thanks
Queens Ave	Yes	Please bring in CPZ to help parking for residents
Queens Ave	Yes	There is never space. Evenings are very bad. Please bring in CPZ. Thanks

Queens Ave	Yes	We already have EVCP. Business staff working at Muswell Hill park here. They should be discouraged from driving and should use public transport like residents do.
Queens Ave	Yes	We have off road parking but entrance is constantly blocked. Penalties should be given!
Queens Ave)	No	
Queens Ave	No	
Queens Ave	No	
Queens Ave	No	
Queens Ave	No	
Queens Ave	No	
Queens Ave	No	A CPZ wouldn't work here because the volume of parked cars is greatest overnight. Residents' cars
Queens Ave	No	CPZs are an abomination - a cruel form of taxation. I doubt that charges truly reflect costs of admin and enforcement.
Queens Ave	No	Existing CPZs have made it much more difficult for residents living outside areas operating CPZ controls
Queens Ave	No	I have opposed CPZs for 20 years. I believe that anyone who comes into the area has as much right to park as I do. I am tired of these money making attempts by Haringey Council and by the sense of entitlement so many residents seem to have. Clear enough?
Queens Ave	No	I ride a motorcycle and want it close to home, so a m/cycle bay with security rings is needed. My bike has previously been stolen and vandalised.
Queens Ave	No	I think that parking problems have eased significantly over the last few years
Queens Ave	No	I would only agree if there was a subsequent severe impact on available parking spaces
Queens Ave	No	One of the few places people can park without paying a fortune. Please avoid a CPZ.
Queens Ave	No	Parking at weekends is particularly tricky before 6pm
Queens Ave	No	Please leave parking as it is
Queens Ave	No	You are driven by profit - no respect and care of the local shops
Queens A)	No	You are driven by profit and are driving customers away, No CPZ
Queens Ave)	No	You are driven by profit. I hope you don't ask for higher rates
Queens Ave	No	You are driven by profit. You are driving customers away from Muswell Hill
Queens Ave)	D / K	
Tetherdown	No	The only issue are non locals (who probably have CPZ in their area), who only drive occasionally
Tetherdown	No	We are opposite a school but can usually park OK. A CPZ would make parking worse! I'd like a DB for blue badge holders at Tetherdown end of Kings Ave.

APPENDIX 4

Consultation responses (one page).



APPENDIX 5 (2 pages)

Ward Councillor Update – July 2020

Consultation on a possible Controlled Parking Zone in the Muswell Hill area

Background

In May 2019, the council received a petition from residents of the Muswell Hill area requesting a review of the existing controlled parking zone and expressing concern about the knock-on effect that neighbouring CPZs are having on the roads adjacent to Woodberry Crescent.

In response to resident's requests, the Council conducted a parking occupancy survey. This detailed road-by-road parking occupancy survey revealed that there was a very high level of parking occupancy in the roads closest to Woodberry Crescent. The roads with the highest parking occupancy were Kings Avenue, Queens Avenue and Princes Avenue. In addition to these, the south side of Tetherdown appeared also to be affected by a high degree of parking pressure.

The Muswell Hill area was identified for inclusion in the 2019-2020 sustainable work programme and a planned informal consultation with residents was programmed to take place in early 2020.

Consultation update

In February 2019, the parking team undertook an informal consultation to understand parking pressures in the roads surrounding the existing Muswell Hill CPZ and whether residents supported controlled parking measures being introduced in their road.

462 properties were consulted, and the council received 83 responses. This represents a response rate of 18% which exceeds the council's parking policy minimum response rate of 10%.

The following summarises representations received to the informal consultation.

When asked 'Do you think your road should be in a Controlled Parking Zone (CPZ)?' of those who responded:

- 57% (47) responded Yes,
- 40% (33) responded No and
- 3% (3) were not sure.

From these results it is clear the majority of those responding, support the introduction of a controlled parking zone in the consulted area.

When asked 'if you answered yes to the previous question, what days should the CPZ operate?' of those who responded:

- 45% (23) wanted the operational days to be Monday to Friday,
- 39% (20) wanted all week restrictions and
- 16% (8) wanted Monday to Saturday.

Further analysis of the results shows that 55% of those responding to the consultation wanted restrictions Monday to Saturday or longer.

To the question 'If you would reconsider CPZ in your area, what hours should the CPZ operate?' respondents that supported a controlled parking zone answered as follows:

- 30% (17) Four hours e.g. 10 am – 2 pm,
- 23% (13) All day and evenings e.g. to 9 pm,
- 30% (17) All day e.g. 8 am – 6.30 pm and
- 18% (10) Two hours e.g. 10 am – 12 noon.

No clear preference was expressed in respect to the operational hours of a possible CPZ. Having analysed the responses further, 53% of those responding wanted operational times of the CPZ to be 8 am to 6.30 pm or longer.

From analysis of the comments section of returned questionnaires it is clear that residents are uncomfortable with the current parking issues, a high number of residents reported having to drive around for varying lengths of time in order to find a parking spot, some times up to 30 minutes.

It should be noted that no petitions were presented during the consultation period.

Next steps

Present consultation outcome to ward councillors, review and remedy any councillor concerns and agree on the recommendations to be put forward within the Delegated Authority report.

Draft recommendations are:

- Introduce a new Muswell Hill CPZ to include all consulted roads which are
 - Princes Avenue
 - Kings Avenue
 - Queens Avenue
 - Avenue Mews
 - Queens Lane
- Introduce parking controls on Monday to Friday and between 8am to 6.30pm
- Undertake a further review of the CPZ in 18 months to assess the impact of the new measures and understand if new parking pressures have arisen due to the new extension.

Prepare Delegated Authority report for signing by the Cabinet Member for Neighbourhoods and Head of Service.



APPENDIX III

Statutory Consultation Document

Parking Operations

Ann Cunningham: Head of Service for Highways & Parking



25 November 2020

Statutory Consultation

Proposed Muswell Hill Controlled Parking Zone

Dear Resident or Business,

As you may recall the Council consulted on the introduction of parking controls in your area during February and March of this year. This involved questionnaires being distributed to residents and businesses seeking feedback on issues in the area and to indicate whether there was support for the introduction of parking controls. This letter provides details of the outcome of that consultation and the next steps.

Consultation Feedback

The Council proceeded to consultation due to the many reports of parking pressures and that residents were finding it difficult to park near their homes. It is likely that some, if not all of those pressures were created as a result of displaced parking from other areas following the introduction of controls in those areas.

Of the 462 properties that were consulted, 83 responses were received, representing a 18% response rate. Overall, there was a positive response to the introduction of parking controls.

The Council asked do you think your road should be in a Controlled Parking Zone (CPZ)?

- 57% (47) Yes
- 40% (33) No
- 3% (3) Not sure

Responses showed that there was no clear support in relation to the operational hours. However, the majority of people that responded supported either a 10am to 2pm, or an 8am to 6.30pm scheme. As there was no clear preference to the operational hours the Council has agreed to implement a 10am to 2pm, Monday to Friday CPZ.

Next Steps

Given the level of support for introduction of parking controls, we are proposing to introduce a new CPZ in the Muswell Hill area. This new CPZ will be called Muswell Hill West (MHW) CPZ.

To support local businesses in the town centre, the council will introduce short stay Pay by Phone facilities to provide short stay parking facilities.

A statutory consultation on these changes will begin on **Wednesday 25 November 2020** and provides a 21 day period for people to comment on the proposals. You can contact us by emailing traffic.orders@haringey.gov.uk. Please ensure that Muswell Hill West is included within the subject title of your email. Alternatively, you can write to us at the postal address shown on this letter.

The closing date for comments sent via email or post is **Wednesday 16 December 2020**.

Information on how CPZs operate and our current permit price list is available via our current parking consultations webpage.

www.haringey.gov.uk/parking-roads-and-travel/parking/parking-consultations/current-parking-consultations

Full details of the consultation review is available on the council's website at www.haringey.gov.uk.

What Happens Next?

Any comments or objections will be considered by the Cabinet Member for Transformation and Public Realm and Head of Service for Highways and Parking before a decision is made on how to proceed. The council will contact you to let you know the outcome and any agreed next steps.

Yours faithfully,



Parking Schemes

Traffic Management
River Park House, 1st floor
225 High Road, Wood
Green
London N22 8HQ

020 8489 1000

www.haringey.gov.uk

Appendix 1 Controlled Parking Zone Policy

Background

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

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

Controlled Parking Zones (CPZs)

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

CPZ Area

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

Consultation

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

Consultation Stages

Stage 1 – Informal Consultation

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

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

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

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

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

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

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

The Council should receive a response rate of between 10% and 20% to consultations. A response rate below 10% is deemed inconclusive and a scheme will not be

progressed without further engagement with the community and achieving a response rate no less than 10%.

Stage 2 – Detailed Design

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

Review Stage

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

Design principles

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

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

- Managing the expeditious movement of traffic,
- Improving the local environment,
- Improving road safety,
- Improving the quality & accessibility of public transport,
- Meeting the needs of disabled people,

- Managing & reconciling the competing demands for kerb space.

In order to support local business loading restrictions will only be introduced where they are required to maintain road safety and protect against congestion on key routes. The size of a controlled parking zone should consequently be such that allows residents easy and safe access to parking near their homes but deters short trips and interzone communicating that creates pressures at places of interest such as transport hubs and near retail facilities. It is therefore recommended that where possible a CPZ will not comprise of more than 30 roads as recommended in national guidance.

Report for: Cabinet Member Signing

Title: Fortis Green Extension - Statutory Consultation, N10

Report authorised by: Mark Stevens, Assistant Director Direct Services
mark.stevens@haringey.gov.uk

Lead Officers: **Simi Shah, Group Engineer Traffic and Parking;** Ann Cunningham,
Head of Highways and Parking

Simi.shah@haringey.gov.uk; Ann.Cunningham@haringey.gov.uk

Ward(s) affected: Fortis Green

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

1 Describe the issue under consideration

- 1.1 To report on the feedback of statutory consultation carried out from 4 November to 24 November 2020, on the proposal to extend the current Fortis Green CPZ to include the following roads: Ringwood Avenue, Beech Drive and Twyford Avenue.
- 1.2 To request approval to proceed to implementation, having taken objections into consideration.

2 Cabinet Member Introduction

- 2.1 N/A

3 Recommendations

- 3.1 It is recommended that the Cabinet Member for Customer Service, Welfare and the Public Realm: -
- 3.2 Notes the delegated decision report following the public consultation and considers the objections raised during the statutory consultation on the proposals, as well as officer responses to the objections.
- 3.3 Approves the extension of Fortis Green (FG) CPZ into the following roads: Ringwood Avenue, Beech Drive and Twyford Avenue, as detailed in Appendix (I).
- 3.4 Approves the operational times for the above listed roads to match those of the existing Fortis Green CPZ i.e. Monday to Friday 11am to 1pm.

4 Reasons for decisions

- 4.1 Following public consultation on the proposals, approval was granted by officers under Delegated Authority in October 2020 to proceed to delivery of parking controls on the following roads: Ringwood Avenue, Beech Drive and Twyford Avenue as part of the existing Fortis Green (FG) CPZ, subject to the outcome of a statutory consultation.
- 4.2 For Ringwood Avenue, Beech Drive and Twyford Avenue, the public consultation received a total of 86 responses: 45 (52%) in favour and 41 (48%) in opposition.

- 4.3 The outcome of the public consultation was endorsed by local Ward Councillors and is supported by Haringey's CPZ Parking Policy.
- 4.4 A total of 51 submissions were received to the statutory consultation: 32 objections and 19 in favour. Of the objections received, none could be considered as a 'substantial objection' i.e. relating to the consultation process not following required legal process, or statutory documents containing fundamental errors. A summary of objections received are detailed in Table 2, section 6 of this report.

5 Alternative options considered

- 5.1 An alternative is to not introduce parking controls in roads listed in section 4.1. This is not recommended as the public consultation demonstrated the introduction of parking measures were supported by the majority of residents responding in the roads listed in section 4.1 and endorsed by local Ward Councillors. In addition, no substantial objections were received during the statutory consultation.

6 Background Information

- 6.1 In May 2019, a petition was submitted to the Council requesting roads surrounding the existing Fortis Green CPZ - Creighton Avenue, Beech Drive, Ringwood Avenue and Twyford Avenue - be considered for a future CPZ. It was also reported that surrounding CPZs were displacing parking into nearby uncontrolled roads.
- 6.2 A public consultation was carried out over a three-week period from 8 February to 2 March 2020. This included delivery of consultation packs to all properties along a number of roads surrounding the Fortis Green CPZ. The consultation information was also made available online allowing responses to be made online as well as by email and post.
- 6.3 Of the 1600 properties that were consulted, the Council received 437 responses, a response rate of 27%. This response rate exceeds the Council's Parking Policy minimum response rate of 10%.
- 6.4 Overall, the majority of those responding did not support the introduction of parking controls, except for a small number of roads adjacent to the existing Fortis Green CPZ area. Following discussions with Ward Councillors, Ringwood Avenue, Beech Drive and Twyford Avenue were endorsed for inclusion within the existing Fortis Green CPZ. Approval was sought through Delegated Authority to proceed to statutory consultation and this was granted in October 2020.
- 6.5 The approved Delegated Authority report for the public consultation is attached in **Appendix (II)**.

Statutory Consultation

- 6.6 Statutory notification commenced on 4th November 2020 for a period of 21 days. The process consisted of a Notice of Proposal published in the London Gazette, Enfield, and Haringey Independent and the notice was erected on site in the affected streets. The closing date for representations and comments was 25 November 2020.
- 6.7 Although not a legal requirement, statutory notification letters, informing of the proposals and process, were also posted to affected frontages located within the proposed Fortis Green CPZ extension area. **Appendix (III)** contains copies of the statutory notification letter delivered to affected frontages.
- 6.8 As part of the statutory process, the following statutory bodies were also notified:

- AA
- London Transport
- Police (local)
- Fire Brigade
- London Ambulance Service
- Freight Transport Association
- Road Haulage Association
- RAC
- Metropolitan Police (traffic)
- London Travel Watch
- Haringey Cycling Campaign

Responses to Consultation

6.9 A total of 350 properties were written to notifying their occupants of the statutory consultation and how they could object should they wish to. A total of 51 representations from residents and businesses were received, comprising 32 objections and 19 submissions in favour.

6.10 Table 1 below summarises representations received to the statutory consultation.

Table 1

Road Name	Oppose Proposal	Support Proposal
Beech Drive	4	3
Ringwood Avenue	12	12
Twyford Avenue	13	4
No address given	3	0
Total	32	19

6.11 Table 2 summarises the objections received; these have been grouped by the reasons provided for the objections. The number of objections raised for each reason has been noted. This exceeds the total number of objections received which is 32 as some objections cited more than one reason for their objection. Finally, an officer response to each reason for the objection is provided.

Table 2

Reason for objection.	No. of objectors cited this reason	Officer response
Parking is OK and CPZ controls are a 'money-making exercise'	2	52% of those who responded to the public consultation undertaken in March 2020, identified that the area was experiencing parking problems and were in favour of parking controls being introduced.
All properties should receive a letter notifying them of the statutory consultation and not just have street posters installed on affected streets.	1	The Council wrote to all affected properties within the proposed area with letters being delivered by a specialist delivery company. This was in addition to the installation of street notices as required by legislation.

Reason for objection.	No. of objectors cited this reason	Officer response
Operational times of the proposed extension will not address traffic congestion and obstruction of driveways	2	The results of the public consultation showed those who responded were in favour of the introduction of parking controls Monday to Friday 11am to 1pm. Haringey's CPZ Parking Policy states that the operational hours of controlled parking zones will be determined by the outcome of consultation.
I am an elderly resident who relies on carers for support; now they will not be able to come in the mornings which will make life difficult for them as well as for me.	1	<p>The introduction of a CPZ will help prevent people from outside of the area from parking easing pressure for residents and visitors.</p> <p>Concessionary rates for visitor's permit are available for residents 65 years old or over, or registered disabled.</p>
Taking a sub-set of answers as the basis of a decision is incorrect as the original answers were in the context of a different question. Your continuation with this process is flawed; your process is erroneous. The only numbers that matter from the consultation is that 78% were against.	2	<p>Haringey's Cabinet approved Parking Policy that was introduced in March 2020 states "While an area may share the same parking problems, its residents may not share the same opinion of controlled parking.</p> <p>A CPZ will therefore be introduced based on the overall response from the area consulted or sub-areas of the consulted area, achieving at least 51% vote in favour of controls unless there are exceptional circumstances, such as a major development planned for the area."</p>

Reason for objection.	No. of objectors cited this reason	Officer response
<p>You held a consultation and an absolutely whopping 78% of residents said we don't want this imposed on us. You have artificially tried to find a way of introducing a cpz by lumping three roads together where the vote was narrowly in favour of a CPZ.</p>	8	<p>Haringey's Cabinet approved Parking Policy that was introduced in March 2020 is described above and provided in Appendix IV.</p> <p>Officers have considered responses from individual roads as well as the overall response, the latter informing the Council of the collective views from the area but the responses for individual roads are equally important for understanding the views from those in roads closest to the current CPZ as they may be more directly impacted by the current restrictions.</p>
<p>The main reason for my objection is the cost of implementation. It will come at an additional unnecessary cost to residents if implemented.</p>	1	<p>Funding for the introduction of CPZs has been approved by Cabinet to be sourced through the Parking Transformation Budget.</p>
<p>I object to the proposals. I live on Twyford Avenue. There is never a problem with parking. Quite often the roads are pretty empty. This is purely an anti democratic fund raising exercise.</p>	1	<p>86 responses were received in total from Ringwood Avenue, Beech Drive and Twyford Avenue, 45 (52%) in favour and 41 (48%) in opposition.</p> <p>The responses from this group of roads were considered together as a sub-area of the total area consulted in accordance with the Parking Policy. The results from the consultation were discussed with local Ward Councillors and agreement reached with them on the recommendation to extend Fortis Green CPZ controls.</p>
<p>I object to this extension. There is absolutely no problem with parking on my road, in most cases all residents have generous driveways.</p>	10	<p>While an area may share the same parking problems, its residents may not share the same opinion of controlled parking.</p> <p>From the public consultation undertaken in March 2020, 21 of the 36 residents responding from Ringwood Avenue supported the proposals expressing the need for parking controls to be introduced due to parking pressures.</p>

Reason for objection.	No. of objectors cited this reason	Officer response
<p>I strongly oppose the proposed extension of the Fortis Green CPZ. We cannot just go on adding to people's living expenses with unnecessary costs and this is certainly an unnecessary cost. There are no major parking issues on any of these roads, especially not Ringwood Avenue,</p>	3	<p>86 responses were received in total from Ringwood Avenue, Beech Drive and Twyford Avenue, 45 (52%) in favour and 41 (48%) in opposition.</p> <p>The responses from these group of roads were considered together as a sub area of the total area consulted in accordance with the Parking Policy. The results from the consultation were discussed with local Ward Councillors and agreement reached with them on the recommendation to extend Fortis Green CPZ controls.</p>
<p>I do not want to have to pay to let my friends and family come to visit me.</p>	1	<p>It is recognised that that lower income groups will be more adversely affected by charges associated with CPZs, but this is seen as being outweighed by health benefits such as lower pollution and making it easier for people to park close to their homes. These proposals will help protect against parking by commuters and other nuisance parking.</p> <p>A concessionary rate discount of 50% is applied to all visitor permits for those aged 65 or over, or if registered disabled.</p>
<p>I believe nearly every resident on these streets has access to off street parking, therefore the new measures are just punishing those who are less able to afford a property with off street parking.</p>	1	<p>86 responses were received in total from Ringwood Avenue, Beech Drive and Twyford Avenue, 45 (52%) in favour and 41 (48%) in opposition.</p> <p>The responses from this group of roads were considered together as a sub-area of the total area consulted in accordance with the Parking Policy. The results from the consultation were discussed with local Ward Councillors and agreement reached with them on the recommendation to extend Fortis Green CPZ controls.</p>

Reason for objection.	No. of objectors cited this reason	Officer response
I am very concerned that the proposed CPZ will also encourage people to extend their off street parking in their large front gardens and have an environmental impact in terms of lost wildlife habitats, visual amenity of the street environment being degraded and contributing to flooding if gardens are effectively turned into car parks.	1	All off-street parking applications must be approved by Haringey Council for a legal off-street access across public highway. This process involves meeting the Council's approved criteria before it can be approved.
I object to this proposal as most of the residents are against it. The results of consultation are non-conclusive, especially as only 27% residents took part. The council is cherry picking our area.	1	<p>Haringey's Cabinet approved Parking Policy that was introduced in March 2020 states: "The Council should receive a response rate of between 10% and 20% to consultations. A response rate below 10% is deemed inconclusive and a scheme will not be progressed without further engagement with the community and achieving a response rate no less than 10%."</p> <p>A CPZ will therefore be introduced based on the overall response from the area consulted or sub-areas of the consulted area, achieving at least 51% vote in favour of controls unless there are exceptional circumstances, such as a major development planned for the area. 86 responses were received in total from Ringwood Avenue, Beech Drive and Twyford Avenue, 45 (52%) in favour and 41 (48%) in opposition.</p>

6.12 In review of the 32 objections received to the statutory consultation, 16 of those who responded to the statutory consultation also responded to the public consultation in opposition to the introduction of the controlled parking measures. However, 12 of those responding to the statutory consultation did not give a full address, providing only a road name.

6.13 After considering the statutory consultation results and noting that there were no substantial objections to the consultation as detailed within Table 2 above, it is concluded that no alterations should be made to the proposed extent of the parking scheme. The extension of the Fortis Green Controlled Parking Zone with the operational times of Monday to Friday 11am to 1pm should therefore be introduced to help improve air quality, reduce parking pressures, whilst promoting the use of sustainable forms of transport.

7 Contribution to strategic outcomes

- 7.1 It is important that we have safe, green travel to prevent our roads from being overrun by cars and to support active travel, which is the ambition of the Council as laid out in its [Borough Plan](#) and [Transport Strategy](#). Controlled parking zone installation will support the objectives set out in these documents as well as the wider initiatives to improve air quality and support the health of residents as per the Council's [Climate Change Action Plan](#).
- 7.2 The Introduction of controlled parking is in accordance with Section 3.3.3 of Haringey's Local Implementation Plan part which states:
- "The availability of parking is a key determinant of car usage and local traffic congestion which can affect the potential uptake of more sustainable modes of travel. Local parking policy is an important demand management tool in controlling local traffic congestion and influencing choice of transport. CPZs are one of several parking policies, along with low parking standards for new developments, charging, and use of workplace parking levies, which can be used to influence travel behaviour. CPZs specifically prioritise parking for residents and can ease local parking pressures, reduce traffic congestion, improve road safety and encourage the use of more sustainable forms of transport."
- 7.3 The introduction of CPZs also aligns with the Council's agreed Transport Strategy and supports its 'aims' which include:
- An improved air quality and a reduction in carbon emissions from transport and
 - A well-maintained road network that is less congested and safer
- 7.4 Delivery of the proposed extension to the Fortis Green CPZ will help the Council to more effectively manage valuable kerb-side space and reduce the amount of commuter and 'short trip' car journeys. This will help enable the Council to more easily prioritise kerb-space for electric vehicle charging points, cycle hangar storage and reduce parking where there is need for improvements to walking, cycling and other sustainable means of travel.

8 Comments of the Chief Financial Officer

- 8.1 This report seeks Cabinet approval for the implementation of the Fortis Green CPZ.
- 8.2 The full cost of this scheme is estimated to be £19.6k, including community engagement; inventory of existing site conditions; design and implementation. This will be funded from the Council's approved Capital Programme as it was included within the Parking Implementation Plan.
- 8.3 Once implemented the future operation cost will be funded from the existing service revenue budgets.

9 Comments of the Head of Legal Services and Governance

- 9.1 Before reaching a decision 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 (as amended) ("RTRA") and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended) ("the Regulations"). All representations received must be properly considered in the light of administrative law principles, human rights law and the relevant statutory powers.
- 9.2 The Council's powers in relation to the making of traffic management orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 paragraphs 1-22 the RTRA
- 9.3 The power of a local authority to make an order regulating or controlling vehicular and other traffic is contained within the ambit of section 6 of the RTRA.

- 9.4 When determining what paying parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.
- 9.5 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 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: -
- the desirability of securing and maintaining reasonable access to premises.
 - 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.
 - the national air quality strategy.
 - facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
 - any other matters appearing to the Council to be relevant.
- 9.6 The legal position in relation to traffic management orders and the statutory requirements in respect of consultation are set out in section 9.1 through 9.5 of this report. Public consultation has been undertaken and due consideration given to representations by the public. As long as the statutory consultation is undertaken and due consideration similarly given to representations made, the Council would be acting in accordance with the law were it to proceed with the proposals set out in this report.

10 Equalities Comments

- 10.1 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
 - Advance equality of opportunity between people who share those protected characteristics and people who do not
 - Foster good relations between people who share those characteristics and people who do not.
- 10.2 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status apply to the first part of the duty.
- 10.3** Two objections to the proposals have been raised by elderly residents. The proposal will have an impact on those who are reliant on carers as they will need to purchase visitors permit for the carer if they are arriving by motor vehicle, however as the proposal is to bring in parking controls for two hours a day from Monday to Friday 11am -1pm, the expected impact on these groups should be minimal. Currently, visitor permits for the over 65s are offered at a subsidised value at 41pence per hour, whilst the normal pricing is 83 pence per hour; this should help for those carers who require to visit the residents during the proposed

controlled parking operation hours. The benefit of parking controls on the same group is that this may ease parking pressures allowing carers to find parking spaces more easily close to their clients homes.

- 10.4 Although there is a small impact on elderly residents as a result of the introduction of 2 hours managed parking 11am to 1pm, the benefits of being able to buy visitors permit at concessionary prices and utilising the permits on offer as well as expected easing in parking pressure will go a long way to address any negative impacts.
- 10.5 Carers in the community have access to two permit types that enable them to undertake visits to fulfil their required service. The first one is an essential service permit (ESP) which allows those people providing public personal services to residents to park in a residential or shared use bay within a controlled parking zone. The ESP scheme supports local authority services, NHS health professionals, charities and not-for-profit organisations who provide healthcare, counselling or social care to Haringey residents. The second permit type is a carer's permit which is provided to cater for the needs of those caring for residents in their own home. Residents who live in a controlled parking zone can apply for a carer's permit if their medical practitioner, nurse or social worker has completed and signed the declaration in the application form. Nannies and care providers for young children are also eligible for carers permits; the cost of this permit is dependent on the emission level of the vehicle being used in the application.

11 Use of Appendices

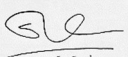
- 11.1 Appendix I – Plan showing proposed extension of the Fortis Green CPZ.
- 11.2 Appendix II – Approved Delegated Authority report following public consultation.
- 11.3 Appendix III - Statutory notification letters delivered to affected frontages.
- 11.4 Appendix IV – Haringey Parking Policy – Approved March 2020.

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Haringey Council

Written Statement/Record of a decision made by an officer under delegated authority

Decision Maker (Post Title)	Cllr Chandwani (Cabinet Member for Neighbourhoods) Ann Cunningham (Head of Highways and Parking)
Subject of the decision	Proposed extension to the Fortis Green Controlled Parking Zone
Date of decision	October 2020
Decision	To approve officers' recommendations as set out in section 8 of the attached report
Reasons for the decision	To prioritise parking for residents and businesses in uncontrolled roads for the extension to the existing Fortis Green CPZ area
Details of any alternative options considered and rejected by the officer when making the decision.	None
<u>Conflicts of interest – Executive decisions</u> Details of any conflict of interest declared by a Cabinet Member who is consulted by the officer which relates to the decision and details of dispensation granted by the Council's Head of Paid Service	
<u>Conflicts of interest – Non executive decisions</u> Where the decision is taken under an express delegation e.g. by a Committee, the name of any Member who declared a conflict of interest in relation to this matter at the committee meeting,	
Title of any document(s), including reports, considered by the officer and relevant to the above decision or where only part of the report is relevant to the above decision, that part) These documents need to be attached to the copy of this record/statement kept by the Authority but must not be published if they contain exempt information	No additional documents presented

Reasons for exemption with reference to categories of exemption specified overleaf or	
Reason why decision is confidential (see overleaf)	
Decisions containing exempt or confidential information falling within the categories specified overleaf are not required to be published.	
Signature of Decision Maker	
Name of Decision Maker	Councillor Chandwani
Does the decision need to be published? Yes <input checked="checked" type="checkbox"/> X No <input type="checkbox"/>	

Exempt Information

Local Government Act 1972 Schedule 12A

Part 1: Descriptions of Exempt Information

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

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

Note: It is insufficient to simply identify a category of exemption, you must also conduct a public interest test on the basis specified in the Act as follows:

Information falling within categories 1-7 is exempt if and so long as in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

Confidential Decisions

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

Report for: Record of Decision Taken Under Delegated Authority

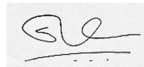
Item number:

Title: Outcome of an informal parking consultation review in the Fortis Green North area

Report authorised by: Ann Cunningham Head of Highways and Parking:



Councillor Chandwani Cabinet Member for Neighbourhoods:



Lead Officer: Carlos Munoz, River Park House, 1st Floor, N22 7TR,
carlos.munoz@haringey.gov.uk, 020 8489 2362

Ward(s) affected: Fortis Green

Report for Key/
Non Key Decision: Non key decision

1. Purpose

- 1.1. To summarise the feedback received during the informal public consultation to a proposed extension of the Fortis Green Controlled Parking Zone (CPZ) area. The area consulted is shown on the plan in Appendix 1.
- 1.2. The report seeks approval to proceed with the recommendations as set out in section 8 of this report.

2. Background

- 2.1 In May 2019 a petition was submitted to the Council requesting roads surrounding the existing Fortis Green CPZ be considered for a future CPZ. The roads that supported this review were Creighton Avenue, Beech Drive, Ringwood Avenue and Twyford Avenue. It was also reported that surrounding CPZs were displacing parking into nearby uncontrolled roads.
- 2.2 The area was identified for a review as part of the 2019/20 sustainable works programme and an informal consultation was programmed to be undertaken in early 2020.
- 2.3 The Council investigated these reports by conducting a parking occupancy survey. The data gathered indicated that there was a very high level of parking occupancy in the roads closest to Church Vale and Creighton Avenue, particularly during school drop off and pick up times.
- 2.4 When developing the review area, consideration was given to additional neighbouring roads that may be affected by any displacement of any forthcoming controls.
- 2.5 The review area included the following roads: Barrenger Road, Beech Drive, Church Vale, Coldfall Avenue, Coppetts Road, Creighton Avenue, Eastwood Road, Everington Road, Greenham Road, Hill Road, Marriott Road, Nelson Mandela Close, Osier Crescent, Pages Hill, Pages Lane, Ringwood Avenue, Steeds Road, Tetherdown and Twyford Avenue (East of Beech Drive).

3. Consultation response

- 3.1 An informal consultation was carried out over a three-week period from the 8 February until the 2 March 2020. The council's standard process was followed, this included delivering information letters and questionnaires, along with an area plan to all properties within the consultation area. An online version was also made available on Haringey's website. The consultation pack can be found in Appendix 2.
- 3.2 Of the 1600 properties that were consulted, the council received 437 responses, a response rate of 27%. This response rate exceeds the council's parking policy

minimum response rate of 10%.

3.3 The following is a summary of the responses received to the consultation questionnaire and a full analysis of all responses can be found in Appendix 3.

3.4 The council asked the following questions:

1. "Is it difficult to park in your road?"

- 15% (65) Yes
- 56% (247) No
- 29% (125) Sometimes

2. "Which of the following parking problems affects your road?"

- 17% (74) Commuter Parking
- 22% (94) Multicar households
- 26% (110) Trade vans / campers
- 18% (75) Displacement from nearby CPZs
- 9% (37) Shop customers / visitors
- 8% (33) Shop / business staff
- 27% (116) Other non-local vehicles
- 49% (207) No problems

3. "Do you think your road should be in a controlled parking zone?":

- 22% (94) Yes
- 78% (343) No

A detailed map showing which roads supported or did not support the proposals is provided in Appendix 4.

4. "If you answered yes to the previous question, what days should the CPZ operate?"

- 63% (65) Monday to Friday
- 22% (23) Monday to Saturday
- 15% (15) All week

5. "If you don't want a CPZ, would you reconsider a CPZ if neighbouring roads wanted controls?"

- 19% (66) Yes
- 81% (273) No

6. "If you would reconsider a CPZ in your area, what hours should the CPZ operate?"

- 48% (73) Two hours e.g. 10 am – 12 noon
- 16% (24) Four hours e.g. 10 am – 2 pm

- 30% (45) All day e.g. 8 am – 6.30 pm
- 7% (10) All day and evenings e.g. 8am - 9 pm

7. “Would you like an electric vehicle charging point (EVCP) outside your house?”

- 23% (102) Yes
- 77% (335) No

8. “Would you like a ‘Bikehangar’ cycle storage facility in your road?”

- 22% (96) Yes
- 78% (341) No

9. In responding to the consultation, residents also raised commented on:

- Potholes in Barrenger Road and Coppetts Road
- Parking issues during school runs
- Street litter
- Charging points for electric cars
- Traffic calming in Greenham Road

4. Chief Finance Officer Comments

4.1 Provision for the implementation of the proposed measures to the CPZ was made in the Parking Plan capital budget for 2019/20.

4.2 Associated costs which includes community engagement, inventory of existing site conditions, design, implementation and new traffic orders process will be met from existing agreed budgets.

4.3 Annual running costs will be managed within existing agreed staffing arrangements and budgets.

4.4 Parking controls will be enforced by existing agreed in-house civil enforcement officers (CEOs). The income from permits and parking control notices has been taken into consideration in setting the annual revenue budget.

5. Traffic Management Order process

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

- 5.2 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 paragraphs 1-22 the RTRA.
- 5.3 The power of a local authority to make an order regulating or controlling vehicular and other traffic is contained within the ambit of section 6(2) of the RTRA.
- 5.4 When determining what paying parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.
- 5.5 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:
- (a) the desirability of securing and maintaining reasonable access to premises.
 - (b) the effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
 - (c) the national air quality strategy.
 - (d) facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
 - (e) any other matters appearing to the Council to be relevant.
6. Comments of the Assistant Director of Corporate Governance
- 6.1 Consultation documents were distributed to all households/businesses within the area of the proposed scheme.
- 6.2 Any interested party can submit a representation regardless of where they live or work during the statutory notification period.
- 6.3 A translation service for the consultation document was available upon request; however, no such requests were received.
- 6.4 The introduction of parking controls will make it easier for those with Blue Badges to park and the introduction of yellow lines at junctions will improve accessibility.

7. Summary

- 7.1 This area of the Fortis Green ward is currently uncontrolled and experiences parking pressures in some areas, which is generally associated with parking displacement from the St Luke's and Fortis Green CPZs. It should also be noted that, Beech Drive and Ringwood Avenue suffer from a high volume of inconsiderate parking during school drop off and pickup times.
- 7.2 Prior to the consultation the council received a request to consider adding some roads into the existing Muswell Hill and Fortis Green CPZs.
- 7.3 To understand the difficulties linked to displacement and non-essential commuter parking, an informal consultation was approved for the whole Fortis Green North Area. This was supported by ward members so that they could fully understand the level of parking pressure and residents' views.
- 7.4 The majority (78%) of respondents do not support the introduction of parking controls. However, when responses were analysed on a road by road basis, it was identified that Beech Drive and Ringwood Avenue and Burlington Road were in favour of the introduction of parking controls in their roads.
- 7.5 When analysing the consultation responses in more detail, the roads closest to the existing Fortis Green CPZ (Beech Drive and Ringwood Avenue) responded in support of new parking controls. However, Twyford Avenue (which is equally close to the existing Fortis Green CPZ) responded with a narrow margin opposing a CPZ. When viewing these three roads as a whole; 52.3% of respondents were in favour of parking controls, whilst 47.7% were opposed.
- 7.6 At the conclusion of the consultation, a briefing paper was prepared and distributed to the councillors of the Fortis Green ward. This brief detailed responses and comments received and possible recommendations to take forward, see Appendix 5. A meeting was held with available councillors on Tuesday 18 August 2020 to discuss the outcome of the consultation, and councillors' views on the proposed recommendations.
- 7.7 The following summarises the attending councillors' opinions:
- Councillors supported the introduction of parking controls into Beech Drive and Ringwood Avenue
 - Councillors were in favour of extending the current Fortis Green CPZ with its operational times of Monday to Friday 11am to 1pm
 - Although respondents voted against controls, councillors support the extension of Fortis Green CPZ to include Twyford Avenue. This will minimise direct parking displacement pressure
 - It was agreed that residents of Vale Close off Church Vale would be informed of any agreed changes in parking via the appropriate communications
 - It was decided that despite Tetherdown responding 50/50 to the consultation, controls would not be proposed. However, it should be noted there is a high probability it will be impacted by parking displacement if the Muswell Hill CPZ is introduced

- Councillors requested neighbouring ward councillors be informed of the decisions and be copied into any further communications.

- 7.8 The recommendations as set out in section 8 of this report, are in accordance with Section 3.3.3 of the Local Implementation Plan which states: The availability of parking is a key determinant of car usage and local traffic congestion which can affect the potential uptake of more sustainable modes of travel. Local parking policy is an important demand management tool in controlling local traffic congestion and influencing choice of transport.
- 7.9 CPZs are one of several parking strategies, along with low parking provisions for new developments, charging, and use of workplace parking levies, which can be used to influence travel behaviour. CPZs specifically prioritise parking for residents and can ease local parking pressures, reduce traffic congestion, improve road safety, and encourage the use of more sustainable forms of transport.
- 7.10 A wider strategy to deliver a number of the Council's key aims and policies includes reducing the number of trips and reliance on cars and encourage more sustainable modes of transport, particularly as the area is well served by local railways and bus routes. Fewer car trips will help to reduce congestion and the risk of accidents. This will provide a safer environment that may help to encourage more people to walk and cycle, particularly short journeys. Reduced vehicle emissions will contribute to the Council's aim of improving air quality, with this together with more active and sustainable ways to travel will improve the health and quality of life for those living and working in the Borough.

8. Recommendations

- 8.1 It is recommended that the Cabinet Member for Neighbourhoods and Head of Highways and Parking:
- 8.2 Note the feedback from the informal consultation as set out in this report.
- 8.3 Approve that Beech Drive, Ringwood Avenue and Twyford Avenue be consulted being extended into the Fortis Green (FG) CPZ with the following operational days and times:
- Monday to Friday
 - 11am – 1pm
- 8.4 Approve that the scheme moves to statutory consultation.
- 8.5 See Appendix 6 for the amended CPZ boundary.
- 8.6 Note that the results of the statutory consultation will be reported back to the Cabinet Member for Neighbourhoods and Head of Highways and Parking for their consideration.

- 8.7 Approve that residents and businesses in the area be informed of the decision by letter, distributed throughout the consultation area and highlighting the next stage which includes a statutory consultation.
- 8.8 Approve that residents of Vale Close which bounds the extension area, but is within Barnet, is informed of the council's decision.

Appendix 1 – Map of consultation area

Appendix 2 – Public consultation documents

Appendix 3 – Consultation data analysis report

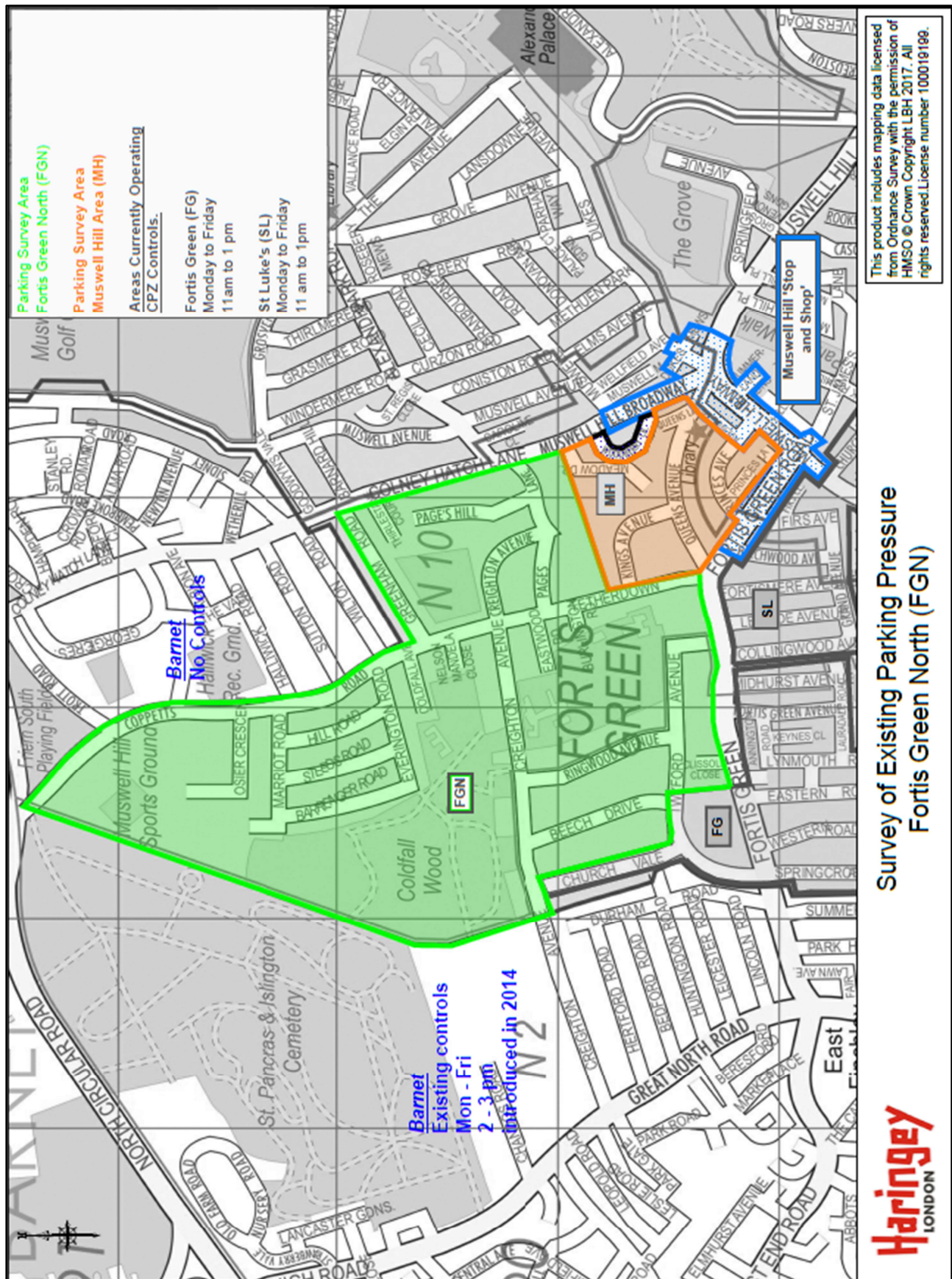
Appendix 4 – Maps of consultation responses

Appendix 5 - Briefing paper to councillors on consultation results

Appendix 6 – Map of proposed CPZ area

APPENDIX 1

Map of consultation area



APPENDIX 2 (3 Pages)

Consultation document

Operations

Ann Cunningham: Head of Operations



07 February 2020



Public Consultation

Residents Views on Parking in the Fortis Green North Area

Dear Resident or Business

Haringey Council is undertaking a review of the current parking arrangements in your area. Our aim is to help identify if there are any parking pressures in your road and how this might be affecting your ability to park.

To help us understand the nature of these issues and the extent to which they are affecting the local community, we encourage you to take part in this consultation. The responses will help us decide how the council should proceed.

Have your say

This consultation is to hear your views on parking and safety issues that could be affecting your community. We would also like to know if you are in favour of having parking controls introduced and if so, what days and times you prefer.

Details of how Controlled Parking Zones operate, along with their advantages and disadvantages is set out overleaf. Full information is also available on the council's website with links to the current permit price information:

www.haringey.gov.uk/parking/cpz

Residents in car free developments will be aware that they will not be eligible to apply for permits to parking within Controlled Parking Zones. This is a London wide Mayoral planning policy to encourage the uptake of sustainable modes of travel such as walking, cycling and the use of local transport.

Homes for Haringey residents are eligible to apply for parking permits but will not have parking restrictions installed on estate areas or roads that are managed by Homes for Haringey.

Please tell us what you think by completing the attached questionnaire and returning it to us in the Freepost envelope provided. If you prefer, the questionnaire can be completed online at www.haringey.gov.uk/current-parking-consultations.

Please send us your completed questionnaire no later than **Friday 28 February 2020**.

What Happens Next?

Council Officers will analyse and discuss the outcome of the consultation with your ward councillors. We will update residents and businesses of the outcome and next steps with the results of the consultation published on the council's website.

If you have questions about the consultation, please email us at frontline.consultation@haringey.gov.uk

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

Yours faithfully



Operations: Traffic Management

Traffic Management
Level 13, River Park House
225 High Road, Wood Green
London N22 8HQ
020 8489 1000
www.haringey.gov.uk

APPENDIX 3 (24 Pages)

Consultation Results

1. Summary

Consultation documents were delivered to all 1600 properties in the consultation area before the consultation start date of 8 February 2020. Three weeks were allowed for the consultation with a closing date of 2 March 2020. 437 responses were received, giving a response rate of 27%.

The main parking problems reported by residents are:

- Parking issues during schools runs
- Abandoned vehicles.
- Poor visibility at all junctions on Beech Drive and Ringwood Avenue

57% of respondents (247) say it is not difficult to find parking space, additionally 49% of the respondents commented that they encounter no problems with parking. 78% of respondents respond that there is no need for parking controls and 22% are in favour of implementing a CPZ in their road.

During site monitoring visits it was evident that most parking congestion took place during schools runs but in some roads vans and other non-local vehicles are left parked overnight and often for longer periods. Some residents who report late evening parking congestion do not think that a CPZ would be effective because they assume Haringey does not offer CPZs which operate in the evenings.

Residents' comments listed by road in this report give a detailed picture of the nature of parking problems. The comments confirm that many roads are experiencing significant parking congestion. Residents also report obstructive parking at road junctions – thereby reducing visibility for all road users. There are further concerns about littering and antisocial behaviour.

Detailed analytical tables and comments from residents are set out in this report.

Detailed Analysis

Q2. Is it difficult for you or (your friends, family) to park on your road?

		Count	%
Is it difficult to park in your road?	Yes	65	15%
	No	247	57%
	Sometimes	125	29%
	Total	437	100%

Q3 Which (if any) of these parking problems affects your road?

		Count	%
Parking issues	Commuter parking	74	17%
	Multicar households	94	22%
	Trade vans / campers	110	26%
	Displacement from nearby CPZs	75	18%
	Shop customers / visitors	37	9%
	Shop / business staff	33	8%
	Other non-local vehicles	116	27%
	No problems	207	49%

Q4. Do you think your road should be in a controlled parking zone?

		Count	%
Should your road be in a CPZ?	Yes	94	22%
	No	343	78%
	Total	437	100%

Analysis of question 4 by roads.

		Should your road be in a CPZ?			
		Yes		No	
		Count	Row %	Count	Row %
Road name	Barrenger Rd 111	1	4%	23	96%
	Beech Drive 44	14	58%	10	42%
	Coldfall Ave 38	1	8%	12	92%
	Colney Hatch La 0	0	0%	7	100%
	Coppetts Rd 103	1	6%	16	94%
	Creighton Ave 141	16	36%	29	64%
	Eastwood Rd 22	0	0%	9	100%
	Everington Rd 43	0	0%	5	100%
	Greenham Rd 108	3	7%	43	93%
	Hill Rd 90	1	8%	11	92%
	Marriott Rd 52	2	18%	9	82%
	Osier Crescent 257	4	9%	41	91%
	Pages Hill 107	1	3%	29	97%
	Pages Lane 54	2	10%	19	90%
	Ringwood Ave 51	21	58%	15	42%
	Steeds Rd 97	1	3%	30	97%
	Tetherdown 141	13	50%	13	50%
	Twyford Ave 93	10	38%	16	62%
	Burlington Rd 16	3	75%	1	25%
	Nelson Mandela Cl 26	0	0%	5	100%
	Total	94	22%	343	78%

Roads that show some significant support for CPZ controls are: Beech Drive, Ringwood Avenue, and Tetherdown (southern sector).

Q5. If you think your road should be in a controlled parking zone, what days should the controls operate?

		Count	%
If yes, what days should apply?	Mon-Fri	65	63%
	Mon- Sat	23	22%
	All week	15	15%
	Total	103	100%

Q6 If you don't think your road should be in a controlled parking zone, would you reconsider a CPZ if neighbouring roads wanted controls?

		Count	%
If no to a CPZ, would you reconsider if neighbouring road...	Yes	66	19%
	No	273	81%
	Total	339	100%

Analysis of question 6 by roads.

		If no to a CPZ, would you reconsider if neighbouring road...			
		Yes		No	
		Count	Row %	Count	Row %
Road name	Barrenger Rd 111	2	9%	20	91%
	Beech Drive 44	3	30%	7	70%
	Coldfall Ave 38	4	33%	8	67%
	Colney Hatch La 0	1	14%	6	86%
	Coppetts Rd 103	5	31%	11	69%
	Creighton Ave 141	6	21%	23	79%
	Eastwood Rd 22	0	0%	8	100%
	Everington Rd 43	1	20%	4	80%
	Greenham Rd 108	3	7%	38	93%
	Hill Rd 90	1	9%	10	91%
	Marriott Rd 52	1	11%	8	89%
	Osier Crescent 257	8	20%	33	80%
	Pages Hill 107	2	7%	26	93%
	Pages Lane 54	5	26%	14	74%
	Ringwood Ave 51	5	31%	11	69%
	Steeds Rd 97	5	17%	25	83%
	Tetherdown 141	5	38%	8	62%
	Twyford Ave 93	6	38%	10	63%
	Burlington Rd 16	1	100%	0	0%
	Nelson Mandela Cl 26	2	40%	3	60%
	Total	66	19%	273	81%

		Would you like an EVCP outside your house?			
		Yes		No	
		Count	Row %	Count	Row %
Road name	Barrenger Rd 111	8	33%	16	67%
	Beech Drive 44	3	13%	21	88%
	Coldfall Ave 38	5	38%	8	62%
	Colney Hatch La 0	5	71%	2	29%
	Coppetts Rd 103	6	35%	11	65%
	Creighton Ave 141	8	18%	37	82%
	Eastwood Rd 22	3	33%	6	67%
	Everington Rd 43	2	40%	3	60%
	Greenham Rd 108	11	24%	35	76%
	Hill Rd 90	1	8%	11	92%
	Marriott Rd 52	3	27%	8	73%
	Osier Crescent 257	12	27%	33	73%
	Pages Hill 107	6	20%	24	80%
	Pages Lane 54	6	29%	15	71%
	Ringwood Ave 51	3	8%	33	92%
	Steeds Rd 97	2	6%	29	94%
	Tetherdown 141	7	27%	19	73%
	Twyford Ave 93	8	31%	18	69%
	Burlington Rd 16	2	50%	2	50%
	Nelson Mandela CI 26	1	20%	4	80%
	Total	102	23%	335	77%

Q9. Would you like a 'Bikehanger' cycle storage facility in your road?

		Would you like a Bikehanger in your road?			
		Yes		No	
		Count	Row %	Count	Row %
Road name	Barrenger Rd 111	6	25%	18	75%
	Beech Drive 44	1	4%	23	96%
	Coldfall Ave 38	2	15%	11	85%
	Colney Hatch La 0	4	57%	3	43%
	Coppetts Rd 103	4	24%	13	76%
	Creighton Ave 141	10	22%	35	78%
	Eastwood Rd 22	1	11%	8	89%
	Everington Rd 43	1	20%	4	80%
	Greenham Rd 108	13	28%	33	72%
	Hill Rd 90	2	17%	10	83%
	Marriott Rd 52	3	27%	8	73%
	Osier Crescent 257	8	18%	37	82%
	Pages Hill 107	5	17%	25	83%
	Pages Lane 54	8	38%	13	62%
	Ringwood Ave 51	3	8%	33	92%
	Steeds Rd 97	6	19%	25	81%
	Tetherdown 141	8	31%	18	69%
	Twyford Ave 93	8	31%	18	69%
	Burlington Rd 16	1	25%	3	75%
	Nelson Mandela Cl 26	2	40%	3	60%
	Total	96	22%	341	78%

Q10. If you have any comments about parking, or on other issues such as crime and antisocial behaviour, please give them here.

Street name and house no. 1600 properties	CPZ?	Comments
Barrenger Rd	No	
Barrenger Rd	No	Parking would be improved with better public transport. You should charge cars by their size - they are getting bigger and bigger.
Barrenger Rd	No	
Barrenger Rd	No	There is pressure for spaces in the evening, but it works OK. No need for CPZ here
Barrenger Rd	No	Daytime CPZ is fine but not sure it would help in evenings and weekends as there are two businesses in our road with several vans taking up parking spaces. They also put out bins to keep space.
Barrenger Rd	No	Stop trying to make money out of us. Can you please mend the potholes in Barrenger and Coppets Wood roads
Barrenger Rd	No	Only issue is school runs
Barrenger Rd	No	
Barrenger Rd	No	NO CPZs
Barrenger Rd	Yes	Parents etc from local schools drive in to park here
Barrenger Rd	No	
Barrenger Rd	No	This is a quiet residential street no tnear shops etc. Paying for a permit for no reason would be very unfair and completely unnecessary.
Barrenger Rd	No	Any DBs which are no longer used should be removed. Also overhanging trees and hedges
Barrenger Rd	No	No parking problems whatsoever in local roads, so we definitely don't need a CPZ
Barrenger Rd	No	
Barrenger Rd	No	Rather than concentrating on charging for parking, why do not you sort out the pavements and clean the streets
Barrenger Rd	No	Absolutely no need for CPZ. It's just a mone-making scheme for the council
Barrenger Rd	No	Obstructive parking is more of a problem
Barrenger Rd	No	CPZ should be free and if put in, residents should be able to have it removed
Barrenger Rd	No	There is enough parking space outside homes in Barrenger Rd. Don't need CPZ
Barrenger Rd	No	I think we manage well as things are. People park reasonably and I don't think a CPZ is needed
Barrenger Rd	No	Absolutely against any CPZ in our estate (Coldall)

Barrenger Rd	No	I have an electric car but no driveway so it would be great to have a charger. Parking is not a problem
Barrenger Rd	No	CPZ would cost money
Beech Drive	Yes	Very difficult to get in/out of my driveway because of parking congestion and because my driveway and the kerb are no aligned. Road is much easier at the weekend without all the commuters
Beech Drive	Yes	
Beech Drive	Yes	
Beech Drive	No	We don't need a CPZ. If one is forced on us, then just have 1 hour on weekdays
Beech Drive	Yes	This would stop the tendency of people leaving abandoned cars in front of my house. I have reported 2 of these and now there is a third one.
Beech Drive	Yes	Since other CPZs came in, people park in this road to go to the local station and others leave cars here for days
Beech Drive	Yes	Beech Drive is busy with parked cars during the week. Some of this is displacement form East Finchley because our road is the closest uncontrolled road to East Finchley tube station.
Beech Drive	Yes	
Beech Drive	Yes	
Beech Drive	No	Not needed as everyone has large driveways for multicar
Beech Drive	Yes	
Beech Drive	No	
Beech Drive	No	
Beech Drive	No	
Beech Drive	Yes	There was no issue until other roads were put in CPZs. Reduce the cost of parking at East Finchley station, and abolish all CPZs
Beech Drive	Yes	Non local cars park here for schools in Creighton Ave and for Coldfall Woods
Beech Drive	Yes	
Beech Drive	No	Penalties are too high for single offences. Should be a sliding scale for multiple offenders
Beech Drive	Yes	Situation is terrible since CPZ in Church Vale. The road is now dangerous
Beech Drive	No	Totally unnecessary
Beech Drive	Yes	Displacement from Church Vale is main issue
Beech Drive	No	
Beech Drive	No	
Beech Drive	No	
Coldfall Ave	No	Main problem is the school run and teachers parking here
Coldfall Ave	No	We have no issues with parking and don't want to pay for a CPZ
Coldfall Ave	No	
Coldfall Ave	No	Stop all the school run parking

Coldfall Ave	No	
Coldfall Ave	Yes	
Coldfall Ave	No	No need for CPZ in Coldfall. It would be a great inconvenience.
Coldfall Ave	No	
Coldfall Ave	No	Main problem is school run plus regular evening and weekend events at Coldfall School
Coldfall Ave	No	
Coldfall Ave	No	
Coldfall Ave	No	We're very concerned that our wishes won't be respected
Coldfall Ave	No	
Colney Hatch Lane (Thirlestane Ct)	No	
Colney Hatch Lane (Thirlestane Ct)	No	All this would do is ruin local businesses. There are always spaces to park so the only reason for a CPZ is council greed
Colney Hatch Lane (St Ivian Ct)	No	
Colney Hatch Lane (St Ivian Ct)	No	
Colney Hatch Lane (Barrington Ct)	No	CPZ not needed as there is plenty of off-street parking. CPZ would only create problems
Colney Hatch Lane (Barrington Ct)	No	We should not have to pay for parking permits on our own street
Colney Hatch Lane	No	The proposed FGN CPZ is unnecessary as the area is away from stations and shops. It would be a problem for parents who have to travel to work after dropping off their children at school
Coppetts Rd	No	You would only do this in order to make money
Coppetts Rd	No	
Coppetts Rd	No	I'm disabled and taxis can't see my gate because builders and teachers park outside
Coppetts Rd	No	
Coppetts Rd	No	
Coppetts Rd	No	Please leave as is
Coppetts Rd	No	Please reinstate the pavement parking taken away when the pavement was repaired. There is no need for CPZ which would cost us more than council tax
Coppetts Rd	Yes	There's space for a Bikehangar at corner with Pages Lane - or at corner of Eastwood / Coppetts
Coppetts Rd	No	No room outside for EVCP but there is space opposite
Coppetts Rd	No	
Coppetts Rd (BARNET)	No	Not near tube, so no need for CPZ. Currently, new homes are being built on Osier Crescent and building workers are driving there and parking on side roads nearby

Coppetts Rd	No	No parking problems here. Just a money-making scheme like Ally Pally. It has been a joy to live and park here freely and I don't want this changed.
Coppetts Rd	No	
Coppetts Rd2	No	
Coppetts Rd	No	
Coppetts Rd	No	CPZ is another way of making money for the council!
Coppetts Rd	No	Not needed. Too much stress for us and visitors
Creighton Ave	Yes	Severe congestion because of the school (incl Persian school) at Fortismere. Need CPZ to reduce pollution as well as congestion as cars sit with engine idling outside our house
Creighton Ave	No	
Creighton Ave	Yes	Problems confined to school run
Creighton Ave	No	
Creighton Ave	Yes	
Creighton Ave	No	We don't need a CPZ here
Creighton Ave	No	
Creighton Ave	No	Trade vans park overnight. I would only support a CPZ which operated from 5pm to 8pm.
Creighton Ave	No	The only problem is parents parking in front of driveways for the school runs. This does not justify a CPZ, as the parents move when asked.
Creighton Ave	No	Would only reconsider with a consultation. Generally, we don't have any parking problems which would justify a CPZ on our road.
Creighton Ave	Yes	Cars often are left parked for weeks outside our house. Also, large commercial vehicles park outside and obstruct the entrance to Church Vale. Lots of children walk to school (Fortismere and Eden) and this is potentially dangerous.
Creighton Ave	Yes	Commuters displaced from Church Vale have become a problem. Also, constant problem from swimming pool given public access for lessons. 202 Creighton Ave vehicles park across driveway during CPZ times in Church Vale
Creighton Ave	No	I'd really like Bikehangar cycle storage
Creighton Ave	No	Your map is inaccurate there are no controls on the Barnet section of Creighton Ave. The CPZ would likely cause displacement to that area
Creighton Ave	No	Only problems are at school run times, but situation soon improves as cars leave quickly. There is no reason for CPZ
Creighton Ave	Yes	If it is put in then it will need proper enforcement
Creighton Ave	Yes	Problems ever since the house opposite opened a swimming pool business (initially without permission). People now come and park to use it all day. Sometimes they block our driveway
Creighton Ave	Yes	

Creighton Ave	No	Do not want a CPZ here. As you say, they are mainly around shops and transport hubs, so not needed in our road
Creighton Ave	No	CPZ is totally unnecessary
Creighton Ave	No	Bikenahgars look too industrial - would spoil the simplicity of the avenue. EVCPs look like petrol pumps. and would attract non-local cars to park for hours
Creighton Ave	No	
Creighton Ave	No	
Creighton Ave	Yes	
Creighton Ave	No	Main issue is school term time with inconsiderate parents blocking driveways morning and evening drop off and pick-up times.
Creighton Ave	Yes	
Creighton Ave	No	CPZ is not needed, but an EVCP would be a useful addition on this street
Creighton Ave	Yes	Parking is very difficult at times and we don't have off-street parking so we would welcome a CPZ
Creighton Ave	No	Only issue is the school run when parents park in front of driveways
Creighton Ave	No	School times mean no parking available from 3-4pm
Creighton Ave	Yes	10am to 2pm would stop commuter parking
Creighton Ave	No	This is a road of houses but now Haringey has given permission for 9 new flats on a plot for one house. The council needs more joined up thinking instead of allowing developers to do anything to make more money through inappropriate building
Creighton Ave	No	The road is quite good for parking and there's no need for any change
Creighton Ave	No	
Creighton Ave	No	
Creighton Ave	Yes	School drop off and pick up is main problem
Creighton Ave	No	
Creighton Ave	Yes	Impossible to park between 2 to 4pm because of the schools. I hope a CPZ will be put in soon!
Creighton Ave	No	
Creighton Ave	No	Difficult when schools are open because of parents and staff parking obstructively. But I don't want CPZ, only for the 3 schools to manage their staff and parents!
Creighton Ave	No	School traffic is only problem
Creighton Ave	No	Only issue is the school runs
Creighton Ave	Yes	School traffic am to 9am and 2pm to 4pm causes massive problems
Creighton Ave	No	Main problem is Saturday afternoon when parents and children attending Persian school obstruct driveways and also DYL. Generally no problem with parents of Fortismere and Eden schools

Creighton Ave	Yes	With 2 adjacent schools and a Saturday Persian school, parking is never available for residents and their visitors. People coming to the schools ignore all parking restrictions, so enforcement of the CPZ would be a priority.
Eastwood Rd	No	
Eastwood Rd	No	I am unsure of the benefits of a CPZ and I would need to pay for all the permits. I am not convinced
Eastwood Rd	No	There is no problem with parking, but a CPZ would create problems
Eastwood Rd	No	
Eastwood Rd	No	CPZ would be an additional tax with minimal benefit
Eastwood Rd	No	Some parking stress from residents and from Our Lady of Muswell Hill primary school, and events at the synagogue
Eastwood Rd	No	
Eastwood Rd	No	Not wanted. Just a means of extracting money from residents and causing administrative hassle.
Eastwood Rd	No	We're not near shops or a station. Only busy times are school drop-off and pick up
Everington Rd	No	
Everington Rd	No	
Everington Rd	No	Ample parking space here. Biggest issue is dog waste
Everington Rd	No	
Everington Rd	No	Controls make life complicated and stressful from residents and visitors. There is currently no need for CPZ around Coldfall estate. Dropped kerbs on Wilton, Creighton, and Coppetts severely reduce parking space.
Greenham Rd	No	Speed controls needed on Colney Hatch Lane and Greenham Road also zebra crossing in CHL
Greenham Rd	No	
Greenham Rd / Colney Hatch Lane (Portland Hse)	No	
Greenham Rd (Portland Hse)	No	NO CPZ!!
Greenham Rd (Portland Hse)	No	No CPZ thanks!
Greenham Rd	No	No need for this money-making scheme. Traffic calming is the priority for Greenham Rd
Greenham Rd	No	Need more speed control signs or make this road one-way! Thank you.
Greenham Rd	No	
Greenham Rd	No	The road is narrow so vehicles can't pass unless there is free space. Main problem time is 5pm - 7pm. A one way east to west would help this.

Greenham Rd	No	CPZ completely unnecessary
Greenham Rd)	Yes	
Greenham Rd	No	There's very little parking by non-residents so I see no reason for a CPZ - which would only cause inconvenience
Greenham Rd	No	CPZ not required. There is ample parking available. Parking by non-residents is not a problem here
Greenham Rd	No	Road occasionally gets busy, but it is rare not to find a space
Greenham Rd	No	No need for controlled parking
Greenham Rd	No	
Greenham Rd	No	Parking is not a problem. A one-way system would be good to stop issues with passing cars
Greenham Rd	No	
Greenham Rd	No	The only people who park here are residents and their visitors, and tradespeople working on their houses
Greenham Rd	No	I hope this is a genuine consultation and that our views will be listened to
Greenham Rd	No	Not needed or necessary
Greenham Rd	No	There are no problems here which a CPZ could deal with
Greenham Rd	No	Maybe a one-way would work?
Greenham Rd	No	CPZs are a bad idea
Greenham Rd	No	Parking is generally easy. No need for CPZ
Greenham Rd	No	Speeding cars are a problem
Greenham R	No	
Greenham Rd	No	I hope the results of this will be published. Thanks
Greenham Rd	Yes	
Greenham Rd	No	Don't want or need CPZ. What we DO need are speed control measures. Cars race down Greenham Rd at dangerous speeds day and night
Greenham Rd	No	Very much against CPZ
Greenham Rd	No	Greenham Rd absolutely doesn't need a CPZ. I've lived here for 20 years and never have parking issues
Greenham Rd	No	Greenham Rd is nowhere near stations or shops etc. No benefit from having a CPZ - just hassle. Just a money-making exercise for the council.
Greenham Rd	No	No parking problems here. This is just a money making exercise
Greenham Rd	No	CPZ not needed. The only problem is speeding cars. Best way to stop this would be to only have access from Coppetts Wood and exit only into Colney Hatch Lane
Greenham Rd	No	
Greenham Rd	Yes	
Greenham Rd	No	Don't impose a CPZ here
Greenham Rd	No	Greenham should be one-way - lack of passing space when cars are parked.

Greenham Rd	No	You need to introduce EVCPs on an organised borough-wide basis - not on a house by house haphazard process
Greenham Rd	No	
Greenham Rd	No	
Greenham Rd	No	Don't think a CPZ would help.
Greenham Rd	No	
Greenham Rd	No	
Greenham Rd	No	A lot of people park at this end to use Muswell Hill consulting rooms and The Backbone. This needs to be addressed as residents should have priority
Hill Rd	Yes	I'd like residents to have free parking
Hill Rd	No	
Hill Rd	No	Not needed on our estate
Hill Rd	No	
Hill Rd	No	Only problem is school runs so none of the hours offered are useful
Hill Rd	No	
Hill Rd	No	
Hill Rd	No	Only residents park here as we are not near any hubs. CPZ would just cost us money
Hill Rd	No	
Hill Rd	No	No need for CPZ here
Hill Rd	No	
Hill Rd	No	This is a very quiet area that does not have any of the above problems, currently.
Marriott d	No	
Marriott Rd	No	This is a joke. No need for CPZ. No one would be able to visit me. It's all about making money.
Marriott Rd	No	
Marriott Rd	No	
Marriott Rd	No	We don't have problems on weekdays but do have some problems with football traffic at weekends.
Marriott Rd	No	It is a waste of money
Marriott Rd	Yes	As well as multicarhouseholds, we have school drop off / pick up. There are also many cars from Coppetts Rd parked on Marriott Rd
Marriott Rd	No	The only trouble is on Sundays when football players' families park here often blocking the road. But it's only a few hours
Marriott Rd	No	No need as there is always parking available
Marriott Rd	Yes	
Marriott Rd	No	Always space to park in Marriott, so it doesn't need a CPZ
Osier Cres	No	I wouldn't have got my property if it was in a CPZ. We are far from tube

Osier Cres	No	Residents would need to pay for permits which is not fair. Yes, it will benefit the council but not residents
Osier Cres	No	
Osier Cres	No	We would be grateful for CCTV in our street
Osier Cres	No	I'm elderly and can't use meters which don't take coins. Don't need any more controls in Muswell Hill. Main problem is shop and business employees making it impossible for visitors to park. Need more EVCPs. Parking in Muswell Hill is horrendous. We need a multi storey car park!!
Osier Cres	No	
Osier Cres	No	
Osier Cres	No	Not interested in CPZ or EVCP, cycling. You should concentrate on repairing the roads
Osier Cres	No	
Osier Cres	No	
Osier Cres	No	
Osier Cres	No	Much depends on the number of parking spaces allocated to the new flats being built next to us
Osier Cres	Yes	Parking on Osier Cres will only get worse when the new development on Coppetts Rd hospital site is complete
Osier Cres	No	Sometimes lorries and large vans park here, making it difficult to leave
Osier Cres	No	CPZ would be too expensive and is neither necessary nor appropriate for a suburban area which already has limited parking
Osier Cres	Yes	Lot of problems at weekend because of football in the fields at back Also many households with large vans left parked and never driven. Also non-local cars left parked
Osier Cres	No	It would be a pain to live here and park my car with another charge. I neither want it nor can afford it
Osier Cres	No	
Osier Cres	No	No need for CPZ at the moment
Osier Cres	No	No need for CPZ - seems more like a money-making scheme
Osier Cres	No	
Osier Cres	No	More flats are being built and there will be no parking so maybe a CPZ will be a good idea so long as it doesn't add to traffic congestion and affect the passage of buses to get to the local tube etc. I have my own parking space and don't want to pay for permits etc. If we will benefit from a CPZ then OK
Osier Cres	No	
Osier Cres	No	
Osier Cres	No	No need for this money-making scheme
Osier Cres	No	We are happy with current arrangements. If we need an EVCP we will install one on our driveway

Osier Cres	No	May need CPZ when the 77 new flats are completed on the old hospital site as there will be insufficient parking space.
Osier Cres	No	
Osier Cres	No	Parking in Osier Cres is fine. No need for CPZ at all.
Osier Cres	No	
Osier Cres	No	Please ensure you allow plenty of parking in the new development being built on Coppetts Rd (between Osier and Strawberry Terrace)
Osier Cres	No	There will be a need for EVCP and Bikehangars in the future not sure it's required just yet
Osier Cres	No	Not needed here
Osier Cres	No	Osier Cres is not near shops or tube. Any CPZ would be a money-making exercise
Osier Cres	No	
Osier Cres	Yes	Need CPZ all through the area
Osier Cres	No	This is a residential street not even a through road and not near shops or the tube. No problems with parking and no need for a CPZ
Osier Cres	No	
Osier Cres	No	
Osier Cres	No	
Osier Cres	No	I'm disabled and need people to get to my flat easily. I would not have bought my flat if there was a CPZ. We live far from the station and I'm very much against controlled parking
Osier Cres	No	
Osier Cres	Yes	No residents park here. Speed bumps are needed. Also, this road should be gritted in freezing weather.
Osier Cresc	No	
Osier Crescent	No	Only problem is kids' football on Muswell Hill playing fields. There should be more parking for this and parents should park in the designated area and not in residential streets
Pages Hill	No	I object to charges and think council tax should cover it. I especially object to having to pay for visitors when they may often want to stay all day.
Pages Hill	No	
Pages Hill	No	Only pressure is at school run times, so 11am to 1pm would just be a money-making scheme
Pages Hill	No	
Pages Hill	No	No need for CPZ currently.
Pages Hill (Barrington Ct)	No	
Pages Hill (Barrington Ct)	Yes	
Pages Hill (Barrington Ct)	No	

Pages Hill (Pages Ct)	No	We will fight any proposed CPZ
Pages Hill (Cedar Ct)	No	No need at all for CPZ just a money-making scheme for the council
Pages Hill (Cedar Ct)	No	
Pages Hill (Barrington Ct)	No	Never a problem. No shops or tube nearby so no need for CPZ
Pages Hill (Barrington Ct)	No	No problems at any time in Pages Hill or Colney Hatch Lane because properties are mainly flats with off street parking. A CPZ would only be to the advantage of the council because of the revenue it would generate
Pages Hill (Cedar Ct)	No	Happy with current situation. No need for changes
Pages Hill (Cedar Ct)	No	This is a dead-end road no through traffic. There's no need for a CPZ if the council would kindly bother to remove the occasionally dumped vehicle from our road
Pages Hill / Colney Hatch Lane (Barrington Ct)	No	
Pages Hill	No	Congestion late afternoon early evening could be avoided by stopping parking on one side of the road. Currently the single lane is not enough for buses to pass. This is all that we need
Pages Hill	No	We pay a small fortune in council taxes. A CPZ would mean paying for family and friends to visit. Is this another way to raise revenue?
Pages Hill	No	It's working fine now but if any area gets CPZ it will enhance what works fine now
Pages Hill	No	No need for CPZ. We are not near shops or transport hubs
Pages Hill	No	
Pages Hill	No	CPZ would serve no useful purpose. Many houses have driveways and many flats have allocated parking. There are no commuters using this street.
Pages Hill	No	Vehemently opposed to CPZ. The listed advantages do not in any way outweigh the disadvantages nor do they apply to Pages Hill
Pages Hill	No	Fine when it becomes necessary
Pages Hill	No	CPZs are not a solution especially near schools and churches and local shops which need the attendance / customers. Prefer positive schemes to discourage car use and increase the use of car clubs and public transport.
Pages Hill	No	
Pages Hill	No	Don't want CPZ here. Residents would no longer be able to park across driveways

Pages Hill (Chiltern Ct)	No	Chiltern Ct will suffer unlawful trespass (by those wanting to avoid charges) if a CPZ comes in. Have you considered this detriment to us?
Pages Hill	No	
Pages Hill Pages Ct)	No	I don't want CPZ on my street
Pages Lane	No	
Pages Lane Whitehall Lodge)	No	School run parking is very challenging
Pages Lane (Victoria Cottages)	No	There are so many crossovers in Pages Lane that a CPZ would make it impossible for Victoria Cottages residents to park. Currently everyone manages rather well
Pages Lane (Whitehall Lodge)	No	
Pages Lane (Whitehall Lodge)	No	School run parents is only issue
Pages Lane (Whitehall Lodge)	Yes	Main problems in Pages Lane are the school runs
Pages Lane (Our Lady of M.H. primary school)	No	School drop off and pick-up can cause problems for our neighbours. Otherwise it is good in this road
Pages Lane (Whitehall Lodge)	No	
Pages Lane (Whitehall Lodge)	No	
Pages Lane (Whitehall Lodge)	No	All for sustainability but parking generally works OK here. A CPZ would restrict our visitors
Pages Lane	No	No issues here apart from school drop off and pick up. The noise pollution from car horns and exhausts is terrible especially as this is a bus route
Pages Lane	No	CPZ not needed. Always possible to find parking places. There are no shops or stations nearby. What about parking provision for people in the Victoria cottages, or those adjacent to the mini roundabout nos 4 - 10?
Pages Lane	No	
Pages Lane	No	Unnecessary and expensive
Pages Lane	No	No need for a CPZ this road is not near shops or tube
Pages Lane	No	
Pages Lane	Yes	
Pages Lane	No	No need for CPZ parking is always available
Pages Lane	No	
Pages Lane	No	
Pages Lane	No	

Ringwood Ave	Yes	Cars parked at top and bottom of the street makes the junction blind and dangerous
Ringwood Ave	No	
Ringwood Ave	Yes	
Ringwood Ave	Yes	
Ringwood Ave	No	Not needed at all
Ringwood Ave	Yes	
Ringwood Ave	Yes	
Ringwood Ave	Yes	Only 1 hour please. 11am-12noon
Ringwood Ave	Yes	
Ringwood Ave	No	Only real problem is Eden school runs
Ringwood Ave	Yes	We only have limited problems with schools and displacement, cars left for long periods. A 2-hour weekday CPZ would be suitable
Ringwood Ave	Yes	Need controls which are enforced rigorously
Ringwood Ave	No	EVCPs unnecessary as all houses have driveways. We have our own EVCP. CPZ is completely unnecessary
Ringwood Ave	Yes	Our road is badly affected by the new primary school
Ringwood Ave	No	We have a driveway and garage so can put in our own EVCP and keep our bikes in the garage
Ringwood Ave	Yes	
Ringwood Ave	No	Visitors to Coldfall Woods park here sometimes. A CPZ would stop people visiting the woods. There are brief problems during school runs. CPZ is NOT needed
Ringwood Ave	Yes	Trade vans are a problem on our road. Some are left for weeks at a time
Ringwood Ave	Yes	Problem is most acute at top of Ringwood (nos 1 to 6)
Ringwood Ave	Yes	The 20mph limit is completely ignored. We urgently need traffic calming measures before more people are injured
Ringwood Ave	No	
Ringwood Ave	No	Most houses on Ringwood have off-street parking for 2 or more cars. There is parking demand at sometimes for Eden school users. This problem would not be resolved by a CPZ but would probably become more confused.
Ringwood Ave	Yes	Problems mainly caused by parents driving their children to and from school. They should walk more
Ringwood Ave	Yes	Teachers from the 2 schools nearby park in our road during the day
Ringwood Ave	Yes	Problem with vans left for weeks. Very dangerous when they block driveways and obstruct visibility with children crossing the road
Ringwood Ave	Yes	If the wider area is against a CPZ, could Ringwood Ave, Beech Drive and Twyford Ave be included in FG CPZ? These roads are the ones most used by commuters going to East Finchley tube.
Ringwood Ave	No	You should do something about noise from Eden School instead of CPZ

Ringwood Ave	Yes	Ringwood ave is a commuter car park at the top and a park for school staff and parents at the bottom. Please, Please, please help!
Ringwood Ave	No	Happy as we are. Definitely don't want CPZ
Ringwood Ave	No	Only problem is Eden primary school inconsiderate parking and blocking of driveways
Ringwood Ave	No	
Ringwood Ave	Yes	We live at end of road and do not want a no-loading zone outside our house, as this would stop us parking there
Ringwood Ave	No	
Ringwood Ave	No	
Ringwood Ave	Yes	We have 3 schools nearby and speeding is a major problem as the humps don't help. Cameras are needed so fines can be issued
Ringwood Ave	No	
Steeds Rd	No	
Steeds Rd	No	
Steeds Rd	No	
Steeds Rd	No	No CPZ!!!
Steeds Rd	No	We have a school at top of the road and a CPZ would make it impossible for parents to collect their children from the play group and school
Steeds Rd	No	
Steeds Rd	No	
Steeds Rd	No	
Steeds Rd	No	
Steeds Rd	No	School runs are a big problem. Restrictions not good for local businesses
Steeds Rd	No	No parking issues. Another attempt by the council to rake in revenue
Steeds Rd	No	CPZ not needed in this road. Terrible idea
Steeds Rd	No	Too many dropped kerbs take up space.
Steeds Rd	No	School is a challenge and occasional events eg Summer Fair.
Steeds Rd	No	There are several DBs at houses with no disabled maybe old bays? School pick up and drop off parking takes up to 1/3 of the road, so it could be a problem if there was a CPZ.
Steeds Rd	Yes	When you've been shopping and have to walk half way up the road, it's no fun
Steeds Rd	No	Only congestion is school runs. A CPZ would aggravate parking in surrounding roads
Steeds Rd	No	
Steeds Rd	No	Everington, Hill, Steeds, Barrenger and Marriott are an ex council estate nowhere near any shopping areas or tube stations. Absolutely no need for CPZ
Steeds Rd	No	Never any problems. Why would we want a CPZ which only generates money for the council?

Steeds Rd	No	No charges and No CPZ. 1 car free for residents / OAP
Steeds Rd	No	Cars often park at the Marriott Rd / Coppetts Rd junction which makes it hard to turn
Steeds Rd	No	Diesels have been banned, ULEZ is spreading to all areas. Priority should be given to EVCPs outside homes to encourage purchase of EVs. Thanks
Steeds Rd	No	
Steeds Rd	No	
Steeds Rd	No	No problems parking here. This is a purely residential area
Steeds Rd	No	Promoting motorcycles and scooters would help reduce pollution and parking congestion
Tertherdown	Yes	I am over 65 and find the lack of parking very upsetting and difficult
Tetherdown (Tetherdown Hall)	No	Please don't put in CPZ
Tetherdown	No	
Tetherdown	Yes	Our part of Tetherdown would be better suited to being in Muswell Hill CPZ rather than FGN. Thanks
Tetherdown	Yes	Fortismere workers also park here. Tetherdown, Burlington, Eastwood, and Pages Lane all have difficult parking all day.
Tetherdown	Yes	Another DB is required. Problems will increase when Tetherdown new and large nursery opens
Tetherdown	Yes	Parking worse 10-12 and 2-4pm We are close to MH Broadway and shop workers and customers park in our road. Please consider multiple EVCPs in general areas. We don't all have driveways or whole houses. Thanks
Tetherdown	Yes	Driveways take up a lot of space and should be chargeable if CPZ is implemented. Parking problems near Fortis Green are different from those in Creighton Ave. The area south of Creighton Ave should be in Muswell Hill CPZ
Tetherdown	Yes	Parking is a massive problem in Tetherdown esp school run and sports. I often drive around for 30 mins to find a space
Tetherdown	No	Would only want a CPZ if one was on Kings Avenue
Tetherdown	No	
Tetherdown	Yes	Disproportionate number of schools in the area. Also the number of driveways reduces on-street parking. No need for EVCPs or hangars as there are front gardens with plenty of space.
Tetherdown	No	
Tetherdown	No	Money making for the council
Tetherdown	Yes	
Tetherdown	No	
Tetherdown	Yes	There's a secondary school on our road and we sometimes take 20 mins to find a space. CPZ will improve quality of life
Tetherdown	No	

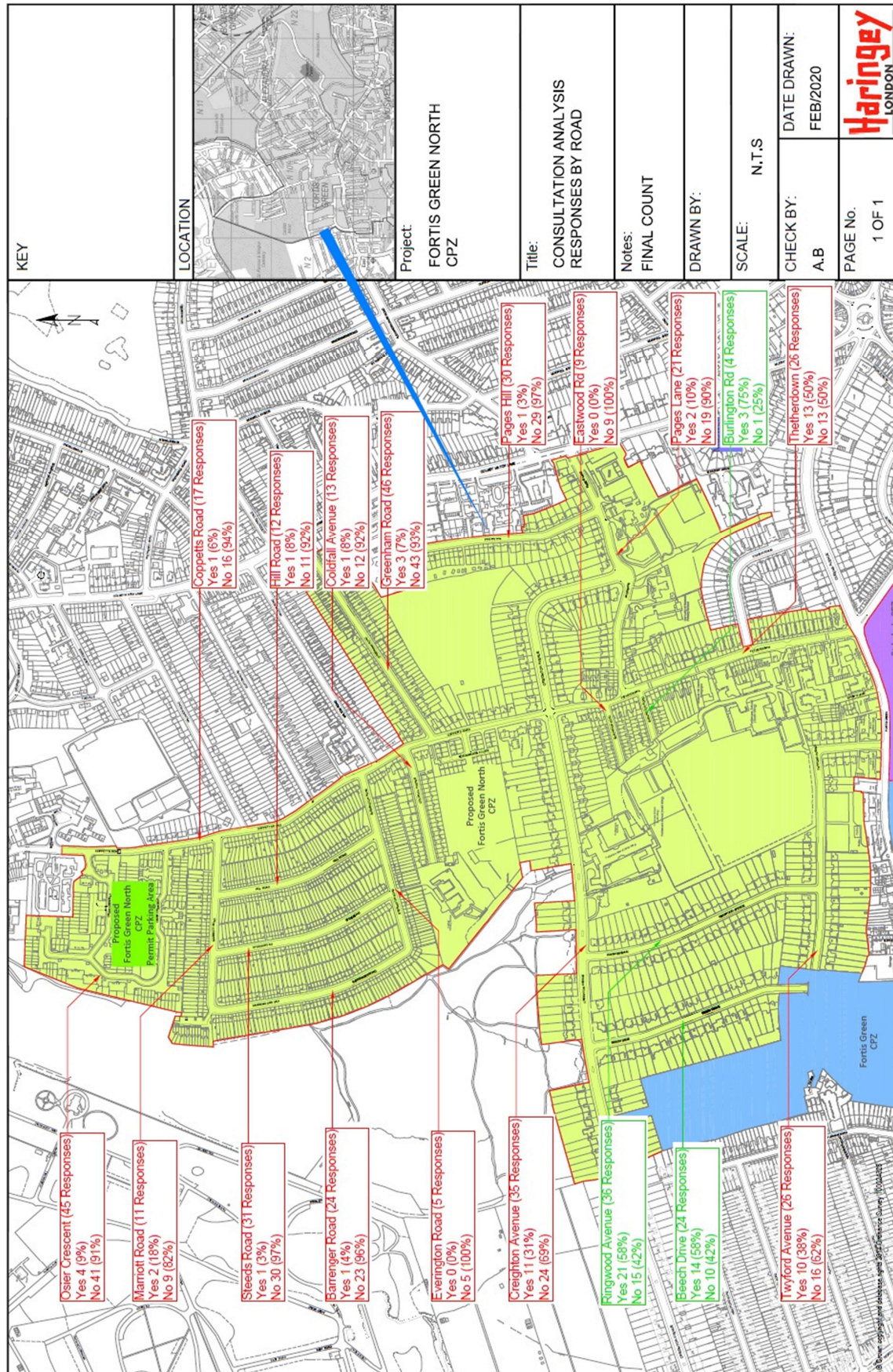
Tetherdown	No	Skips!
Tetherdown	No	
Tetherdown	No	This feels like a money-maker for the council
Tetherdown	Yes	Parking has become very difficult since CPZ was introduced in Muswell Hill
Tetherdown	Yes	
Tetherdown	No	Not good for our business, or for customers and deliveries
Tetherdown	Yes	
Tetherdown	No	The council has allowed massive building developments and encouraged HGVs to use the roads. Proposed zone is huge and disproportionate and unnecessary
Twyford Ave (Woodland Terr)	No	CPZ is terrible idea. It would kill the high street as shop staff would have nowhere to park not to mention the teachers at Fortismere. Please don't do this.
Twyford Ave (Twyford Ct)	Yes	
Twyford Ave (3Woodland Terr)	Yes	
Twyford Ave (Twyford Ct)	No	
Twyford Ave (Twyford Ct)	Yes	Area certainly needs controls as I find it difficult to parl
Twyford Ave (Woodland Terr)	Yes	Our road is a dumping ground for vans and trucks. We also have people living in vehicles
Twyford Ave / Fortis Green. (-36 Twyford Ct)	Yes	Parking almost impossible since St Luke's was implemented.
Twyford Ave	No	
Twyford Ave	No	
Twyford Ave	No	
Twyford Ave	No	No need for CPZ here
Twyford Ave	No	You consulted a few years ago and about half of Twyford Ave said no. More CPZs cause displacement. Need to have affordable public transport
Twyford Ave	No	
Twyford Ave	No	Not giving free parking may reduce revenue for local businesses
Twyford Ave	Yes	Road has always had problems made worse since the intro of St Lukes and Fortis Green CPZs
Twyford Ave	No	

Twyford Ave	No	There are neighbouring CPZ but no problems at my end of Twyford Rd. We are well away from shops and transport hubs, so do not attract commuters. Most residents have driveways but a CPZ would mean I would need to park on the street to stop others parking across my driveway during uncontrolled hours. So, more cars would be forced out of driveways and into the street.
Twyford Ave	No	
Twyford Ave	No	Most houses in the area have off-street parking, and there are usually spaces along the school boundary
Twyford Ave	No	CPZs can work well when they are needed, but our roads simply don't need them and it would affect local shops, deliveries etc. Also our roads mostly have driveways and it is convenient to be able to park in front of them on occasions
Twyford Ave	Yes	My drive is constantly blocked by builders' vans and cars. Also, it's dangerous because it reduces visibility when entering / leaving
Twyford Ave	Yes	
Twyford Ave	No	Flats on Fortis Green Rd don't have off street parking, so CPZ would not help if those residents are all given permits. Cars also often block our driveway for days on end. Our driveway should be dropped kerb to prevent this
Twyford Ave	No	Difficult to visit friends in existing CPZs. My partner has mobility issues and we need services. Tradespeople won't visit if our road is in a CPZ. CPZ would restrict visits and quality of life.
Twyford Ave	Yes	
Twyford Ave	Yes	Any CPZ needs to stop parkingspaces being used by staff at Fortismere School, and by trade vans left parked
Burlington rd	No	
Burlington Rd (off Tetherdown and to Blanche Neville School)	Yes	There's a lot of school parking and the Church Hall devt into a nursery school will doubtless add to this. I also here that Fortismere school has plans to sell redundant building for housing, so more problems if that happens
Burlington Rd	Yes	School runs on weekdays, synagogue on Saturday am and at night. Many people in Tetherdown flats come to park on our road. It is impossible to park at night
Burlington Rd	Yes	You need to enforce current controls before introducing new ones DYL on our cul de sac are never enforced and are regularly parked on. How do you propose to enforce a CPZ?
Nelson Mandela Cl (Coppetts Rd)	No	DB needed
Nelson Mandela Cl	No	
Nelson Mandela Cl	No	Problem with people using bins to reserve 'their' spaces
Nelson Mandela Cl	No	

Nelson Mandela Close (off Coppetts Rd)	No	No problems in local roads and I'm not happy with your money-making proposal. Try using your government and tax funding to repair the roads and potholes
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APPENDIX 4

Consultation Responses by roads.



APPENDIX 5 (2 Pages)

Briefing Paper to Councillors on Consultation Results

Ward Councillor Update – May 2020

Consultation on a possible Controlled Parking Zone in the Fortis Green area

Summary

To update ward councillors on the Controlled Parking Zone (CPZ) consultation undertaken in the Fortis Green area.

Background

In May 2019, a petition was received by Haringey's parking team requesting the council consider adding some roads surrounding the existing Fortis Green (FG) CPZ into a Controlled Parking Zone (Creighton Avenue, Beech Drive, Ringwood Avenue and Twyford Avenue). The petition identifies that the existing Fortis Green (FG) and St. Luke's (SL) CPZs have displaced parking into nearby uncontrolled roads.

In response to the requests, the Council investigated the issues by conducting a parking occupancy survey. The surveys undertaken identified that there was a very high level of occupancy in the roads closest to Church Vale and Creighton Avenue, particularly during school drop-off and pick-up times.

The Fortis Green North CPZ was identified for inclusion in the 2019-2020 sustainable work programme and a planned informal consultation with residents was programmed to take place in early 2020.

Consultation update

In February 2020, the parking team undertook an informal consultation to understand parking pressures in all roads surrounding the existing FG CPZ and whether residents supported controlled parking measures being introduced in their road.

1600 properties were consulted, and the council received 437 responses. This represents a response rate of 27% which exceeds the council's parking policy minimum response rate of 10%.

The following summarises representations received to the informal consultation.

When asked 'Do you think your road should be in a Controlled Parking Zone (CPZ)?'

- 22% (94) responded Yes,
- 78% (343) responded No.

From these results it is clear the majority of those responding reject the introduction of a parking zone in the consulted area. However, when analysing responses on a road-by-road basis it can be seen that there is support for a CPZ controls in

- Beech Drive (58%) and
- Ringwood Avenue (58%), whilst
- Tetherdown has a 50/50 had a split response.

When asked 'if you answered yes to the previous question, what days should the CPZ operate?' respondents that supported a controlled parking zone answered as followed:

- 63% (65) wanted the operational days to be Monday to Friday,
- 15% (15) wanted all week restrictions and
- 22% (23) wanted Monday to Saturday

To the question 'If you would reconsider controlled parking zone in your area, what hours should the CPZ operates?' respondents that supported a controlled parking zone answered as follows:

- 16% (24) Four hours e.g. 10 am – 2 pm,
- 7% (10) All day and evenings e.g. to 9 pm,
- 30% (45) All day e.g. 8 am – 6.30 pm and
- 48% (73) Two hours e.g. 10 am – 12 noon.

The comments section in the questionnaire show that residents are concerned about parking issues such as car blocked driveways, unrestricted parking at junctions and lack of parking restrictions during school runs.

It should be noted that no petitions were presented during the consultation period.

Next steps

Present consultation outcome to ward councillors, review and remedy any councillor concerns and agree on recommendations to be put forward in the Delegated Authority Report.

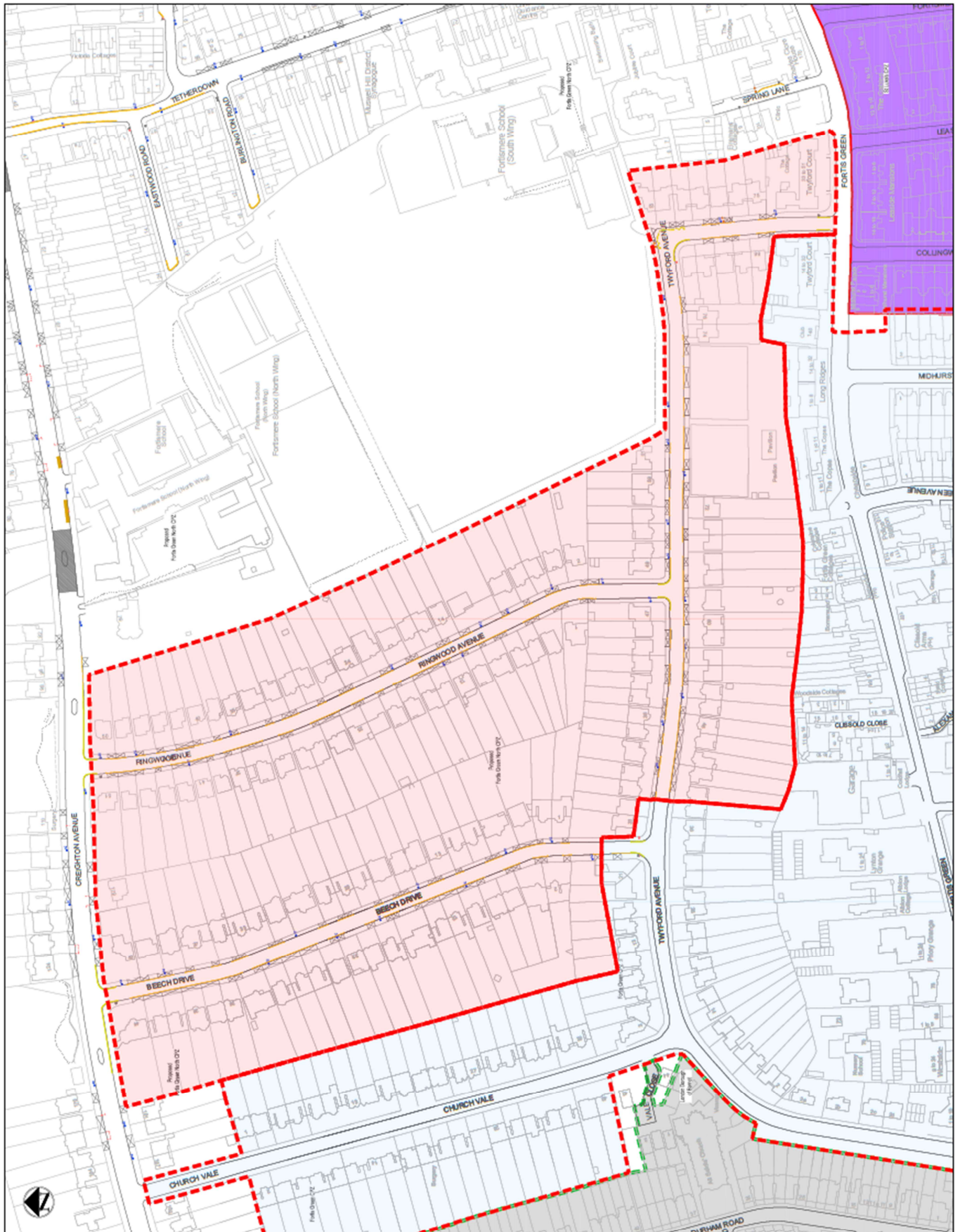
Draft recommendations are:

- Extend the existing Fortis Green CPZ to include Beech Drive and Ringwood Avenue.
- Possible inclusion of Twyford Avenue as there will be further displacement into the nearest available parking. When looking at the responses for Beech Drive, Ringwood Avenue and Twyford Avenue as a whole, there is a majority of 51% from those who responded in favour for the introduction of parking measures from this group of roads.
- Introduce the same operation days and times as the existing Fortis Green CPZ i.e. Monday to Friday with parking controls between 11 am to 1 pm.
- Undertake a further review of the CPZ in 18 months to assess the impact of the new measures and understand if new parking pressures have arisen due to the new extension.

Prepare Delegated Authority report for signing by the Cabinet Member for Neighbourhoods and Head of Operations.

APPENDIX 6

Map of proposed CPZ area (shown in red)



APPENDIX II

Statutory Consultation Document

Parking Operations

Ann Cunningham: Head of Service Highways & Parking



04 November 2020

Statutory Consultation

Proposed extension to the Fortis Green Controlled Parking Zone

Dear Resident or Business,

In May 2019 the Council received a petition from residents of the area asking for parking controls to be introduced in roads surrounding the existing Fortis Green CPZ. Those measures were needed to address general congestion as well increased parking pressures during school drop off and pick up times. We subsequently completed a review in February and March of this year. This letter provides details of the outcome of that review and proposed actions.

Consultation

The consultation distributed 1600 questionnaires to all households in the review area, seeking views on support for the introduction of parking controls in their roads. This consultation was also available on the Council's website.

From the distributed 1600 consultation documents we received 437 responses, representing a 27% response rate.

Of the 437 valid responses, 22% supported the introduction of parking controls, whilst 78% were against parking measures being introduced. However, further analysis of the responses on a road by road basis identified Beech Drive, Twyford Avenue and Ringwood Avenue as a group of roads in support of parking measures. This group of roads are adjoining the existing Fortis Green CPZ. When viewing these three roads as a whole, 52% of respondents were in favour of parking controls, whereas 48% were opposed.

Next Steps

We are therefore proposing to extend the existing Fortis Green CPZ to include Beech Drive, Twyford Avenue and Ringwood Avenue. This means the operational days and times will match that of the existing Fortis Green CPZ area - Mon to Fri, 11am to 1pm.

A statutory consultation on these changes will begin on **Wednesday 04 November 2020** and provides a 21 day period for people to comment or object on the proposals. You can contact us by emailing traffic.orders@haringey.gov.uk. Please ensure that Fortis Green Extension is included within the email subject title of your email. Alternatively, you can write to us at the postal address shown on this letter.

The closing date for comments and objections sent via email or post is **Wednesday 25 November 2020**.

Information on how CPZs operate and our current permit prices is available via our current parking consultations webpage.

www.haringey.gov.uk/parking-roads-and-travel/parking/parking-consultations/current-parking-consultations

Full details of the consultation review is available on the council's website at www.haringey.gov.uk.

What Happens Next?

Any comments or objections will be considered by the Cabinet Member for Transformation and Public Realm and Head of Service for Highways and Parking before a decision is made on how to proceed. The council will contact you to let you know the outcome and any agreed next steps.

Yours faithfully,



Parking Schemes

Traffic Management
River Park House, 1st floor
225 High Road, Wood Green
London N22 8HQ

020 8489 1000

www.haringey.gov.uk

Appendix 1 Controlled Parking Zone Policy

Background

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

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

Controlled Parking Zones (CPZs)

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

CPZ Area

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

Consultation

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

Consultation Stages

Stage 1 – Informal Consultation

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

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

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

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

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

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

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

The Council should receive a response rate of between 10% and 20% to consultations. A response rate below 10% is deemed inconclusive and a scheme will not be

progressed without further engagement with the community and achieving a response rate no less than 10%.

Stage 2 – Detailed Design

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

Review Stage

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

Design principles

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

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

- Managing the expeditious movement of traffic,
- Improving the local environment,
- Improving road safety,
- Improving the quality & accessibility of public transport,
- Meeting the needs of disabled people,

- Managing & reconciling the competing demands for kerb space.

In order to support local business loading restrictions will only be introduced where they are required to maintain road safety and protect against congestion on key routes. The size of a controlled parking zone should consequently be such that allows residents easy and safe access to parking near their homes but deters short trips and interzone communicating that creates pressures at places of interest such as transport hubs and near retail facilities. It is therefore recommended that where possible a CPZ will not comprise of more than 30 roads as recommended in national guidance.