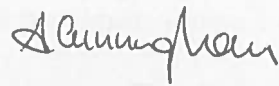


Item number:

Title: Report of statutory consultation into extending Alexandra Palace CPZ

Report authorised by: Head of Operations:



Cabinet Member for Environment:



Lead Officer: Vincent Adenowo, River Park House, 1<sup>st</sup> Floor, N22 7TR,  
[vincent.adenowo@haringey.gov.uk](mailto:vincent.adenowo@haringey.gov.uk), 020 8489 5143

Ward(s) affected: Alexandra

Report for Key/  
Non Key Decision: Non key decision

- 1.1 Purpose
- 1.2 To report the feedback received during statutory consultation undertaken for a possible extension of the Alexandra Palace Controlled Parking Zone (CPZ).
- 1.3 To seek approval to proceed with the recommendations as set out in section 9 of this report.
- 2.1 Background
- 2.2 The Alexandra Palace CPZ was introduced in July 2013 under an Experimental Traffic Management Order following consultation with the community. Following a review of the CPZ in March 2014 it was made permanent in January 2015.
- 2.3 It was recommended in the delegated report signed off in October 2014 that we consult residents again in the uncontrolled roads surrounding the Alexandra Palace CPZ on whether they wanted parking controls.
- 2.4 In June 2015 the Council consulted residents and businesses in the roads surrounding the existing Alexandra Palace CPZ to ascertain if they would like the Council to extend parking controls to their road.
- 2.5 Following an analysis of the consultation feedback it was agreed to extend parking controls to Dagmar Road, Crescent Road and sections of the following roads: Princes Avenue, Outram Road, Clyde Road, Victoria Road and Alexandra Park Road. The measures were due to be introduced in July 2016 but were subsequently withdrawn due to the lack of support by the local community.
- 2.6 Following the decision to abandon the proposed CPZ extension residents from some adjacent uncontrolled roads complained and arranged a petition demanding parking controls.
- 2.7 Following a meeting with residents and councillors in August 2016, it was agreed to undertake a pre-consultation exercise or 'perception survey' rather than full consultation because it was felt that although residents from some roads wanted parking controls, many others did not. The perception survey simply asked residents if they wanted to be consulted on the introduction of parking controls in the future. The survey also indicated that if a particular road responded against a consultation, that they may be excluded from a future CPZ.
- 2.8 In April 2017 the Council carried out a perception survey in the same area to determine if residents would like to be consulted again about parking in their area. The only roads close to the existing CPZ that showed any significant support for further consultation were Dagmar Road and Crescent Road. Both roads had on three previous occasions shown support for parking controls and it was recommended we carry out statutory consultation in those 2 roads.

## 2.9 Statutory consultation

2.10 On 1 December 2017 the Council commenced statutory consultation to extend the Alexandra Palace CPZ to Dagmar Road and Crescent Road. The closing date for comments was 22 December 2017. Feedback cards and consultation documents, consisting of background information, were delivered by hand, to all properties in Dagmar Road and Crescent Road (between its junctions with Dagmar Road and Albert Road) before the start of consultation.

2.11 The consultation focused on asking residents and businesses in Dagmar Road and Crescent Road whether they support the introduction of parking controls. See Appendix I for consultation document.

## 3.1 Feedback

3.2 A total of 41 responses were received from residents of Dagmar Road and Crescent Road by 22 December 2017.

## 3.3 Summary of feedback from Dagmar Road and Crescent Road

- A total of 11 respondents on Dagmar Road supported the introduction of parking controls on their road while only 2 respondents objected.
- 16 respondents on Crescent Road supported parking controls while 10 respondents objected. A further 2 respondents expressed other views.
- In total 27 of 41 responses from both Dagmar Road and Crescent Road support parking controls.

3.4 The 12 objections to the introduction of parking controls are summarised below together with the Council's response.

3.5 Objection: I don't want to pay for a CPZ until something is done about the traffic congestion problems in Crescent Road

Council's response: We believe the introduction of parking controls in Crescent Road will go some way to improving the perceived traffic congestion issues on Crescent Road by creating informal parking places.

3.6 Objection: I never have problems parking. It is just a money making scheme

Council's response: We accept that not all residents believe there is a parking problem in Crescent Road and Dagmar Road. However, it would appear that the majority view judging by the feedback from statutory consultation and previous consultations is that there is a significant issue which residents would like the Council to address.

- 3.7 Objection: Being disabled a CPZ represents a real threat to my practical and social life.

Council's response: We believe the introduction of parking controls will make it easier for disabled drivers to find a parking space. Disabled drivers can park for free in permit bays so long as they display their blue badge.

- 3.8 Objection: We object if Victoria Road between Alexandra Avenue and Crescent Road is not included in the proposals

Council's response: We do not believe we have a mandate to implement parking controls in a road that has consistently opposed their introduction. If in future residents in uncontrolled roads change their mind then we shall revisit the matter.

#### 4.1 Chief Finance Officer Comments

- 4.2 Provision for the implementation of the proposed measures to the CPZ was made in the Parking Plan capital budget for 2017/18. Other costs around consultation can be contained within existing budgets.

#### 5.1 Environmental Implications

- 5.2 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.

- 5.3 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.

- 5.4 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. The power to make an experimental traffic order is contained in section 9 of the same Act. As the length of an experimental traffic order cannot exceed 18 months at any given time the recommendation in the first

instance is to consider making the order permanent after at least 6 months.

5.5 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.

5.6 By virtue of section 122, the Council must exercise its powers under the RTRA so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-

- (a) The desirability of securing and maintaining reasonable access to premises.
- (b) The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
- (c) The national air quality strategy.
- (d) Facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
- (e) Any other matters appearing to the Council to be relevant.

#### 6.1 Comments of the Assistant Director of Corporate Governance

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

#### 7.1 Equalities and Community Cohesion Comments

7.2 The Council has a public sector equality duty which will require that if agreed, the recommendations in the report are implemented in a way that will ensure that no group protected by section 4 of the Equality Act 2010 suffer disproportionate adverse impact as a result. Care would have to be taken for example to ensure that any new parking arrangements or schemes would include appropriate provision for disabled parking and the protection of other

vulnerable road users such as children and older people.

7.3 Consultation documents were distributed to all households / businesses within the consultation area.

8.1 Summary

8.2 Dagmar Road and Crescent Road have supported the introduction of parking controls to prioritise parking for residents in each of the last 3 public consultations/surveys about parking in their area and have done so again during statutory consultation.

8.3 The recommendations as set out in this report are in accordance with Section 3.3.3 of the Local Implementation Plan part of 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.

9.1 Recommendations

9.2 It is recommended that the Cabinet Member and Head of Operations:

9.3 Note the feedback from the consultation as set out in this report.

9.4 Approve that the Alexandra Palace CPZ be extended to Dagmar Road and Crescent Road.

9.5 Approve that residents and traders be informed of this decision.



# APPENDIX I

Consultation document





1 December 2017

## **STATUTORY CONSULTATION**

### **Proposed extension of Alexandra Palace CPZ to include Dagmar Road and Crescent Road**

Dear Resident or Business,

In June 2013 we introduced the Alexandra Palace Controlled Parking Zone (CPZ) in roads to the south of Dagmar Road and Crescent Road to help prioritise parking for residents. Since the introduction of the CPZ, we have carried out several public consultations/surveys to ascertain if residents would support parking controls in roads adjacent to the CPZ. The overall response from the consultation area as a whole on each occasion has been against parking controls. Conversely, on each occasion, Dagmar Road and Crescent Road have always supported the introduction of controls.

Following discussions with your ward councillors and in line with our commitment to listen to the local community's parking concerns, we are now proposing to formally consult residents in Dagmar Road and Crescent Road on the introduction of parking controls.

#### **Our proposals**

We are proposing an extension to the existing Alexandra Palace CPZ to include Dagmar Road and Crescent Road. The proposed operational hours will be the same as the existing CPZ i.e. Monday – Friday, Noon - 2pm.

Information on Controlled Parking Zones (CPZs) is available on our website:

<http://www.haringey.gov.uk/parking-roads-and-travel/parking/controlled-parking-zones-cpzs>

#### **Have your say**

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

The legal notice will be advertised on 1 December 2017 and provides a 21-day consultation period for interested parties to make representation regarding our proposal to implement parking controls. **The closing date for comments is 22 December 2017.** You should note that statutory consultation differs from informal public consultation in that any interested party can make representations, rather than restricting the consultation to a specified area. Responses are also analysed according to the comments made, rather than based on "Yes/No" responses.

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

PTO

020 8489 1000

If you would like to make comments or submissions, whether agreeing or objecting to the proposals, please email us at [frontline.consultation@haringey.gov.uk](mailto:frontline.consultation@haringey.gov.uk)

Alternatively, you can write to us at:

Haringey Council  
Traffic Management  
Alexandra House, 5th Floor  
10 Station Road  
Wood Green  
London N22 7TR

Comments must be received no later than **22 December 2017**.

### **What Happens Next?**

Your feedback will help inform us whether residents and traders in your road would like to be included in a CPZ. Any comments or objections from your area will be considered by the Cabinet Member for Environment before a decision is made. If there are no valid objections to the proposals or a decision is made to proceed with the parking controls, we will then send you a further notice informing you when works will commence on site, when the scheme will come into effect and how to apply for a parking permit.

Thank you in advance for taking time to read this letter.

Yours faithfully,



Operations: Traffic Management

# APPENDIX II

Consultation feedback

January 2018

## Statutory Notification Report

### Proposed Extension of Alexandra Palace CPZ to Crescent and Dagmar roads

#### Section 1. Introduction

A full public consultation (with hard copy feedback cards as well as online forms) was carried out in Dagmar and Crescent roads in October 2017 and the results are reported here. The consultation asked residents to say if CPZ parking controls are needed, and to give any additional comments as considered relevant. 45 responses were received on hard copy freepost cards and 9 responses online.

#### Section 2. Original public consultation results

There are 62 properties in Dagmar Road and 218 properties in Crescent Road. While both roads showed strong support for CPZ controls, demand is significantly stronger in Dagmar both in numerical terms and in the high rate of resident participation.

##### Overview

		Count	%
Your view on CPZ controls?	Support	44	81%
	Object	8	15%
	Other view	2	4%
	Total	54	100%

##### By Road

		Count	%
Crescent Road	Your view on CPZ controls?	Support	19 73%
		Object	5 19%
		Other view	2 8%
Dagmar Road	Your view on CPZ controls?	Support	25 93%
		Object	2 7%
		Other view	0 0%
Not stated	Your view on CPZ controls?	Support	0 0%
		Object	1 100%
		Other view	0 0%

Operations  
 Level 5 Alexandra House  
 10 Station Road, Wood Green  
 London N22 7TR

020 8489 1000

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



### Section 3. Statutory Notification Responses

		Support / object.					
		1. Support		2. Object		3. Other view	
		Count	Row %	Count	Row %	Count	Row %
Road name	Crescent Rd	16	57%	10	36%	2	7%
	Dagmar Rd	11	85%	2	15%	0	0%
	Total	27	66%	12	29%	2	5%

### Section 4. Comments

Road	Support / object.	Comments / reasons
Crescent	1. Support	Strongly support CPZ. It MUST happen. Our roads are too narrow for the volume of traffic and made worse by being used as a rat run by speeding drivers
Crescent	1. Support	In addition to CPZ, suggest also having one way on Crescent to avoid the daily congestion, confrontation and damage to parked cars. My car is repeatedly scraped and is currently in the garage after a van damaged it
Crescent	1. Support	
Crescent	1. Support	Have the road one way. It is too narrow for two way traffic and results in jams and congestion; as there are not enough passing places at busy times.
Crescent	1. Support	Traffic urgently needs to be filtered. Haringey have ignored residents for 20 years. A CPZ is a lazy token gesture from the council designed to keep traffic moving but still putting residents at risk of pollution, danger, and psychological stress.
Crescent	1. Support	
Crescent	1. Support	Constant problems caused by cars not being able to pass each other in Crescent Rd (between Victoria and Albert roads). Please consider a one way system (see card 42).
Crescent	1. Support	Need CPZ because of family disability. need to be able to park by our house. Yes, I approve of CPZ!
Crescent	1. Support	Need 2 crossing points which could also serve as passing spaces. See card 25. This would help reduce road rage that occurs frequently
Crescent	1. Support	
Crescent	1. Support	

Crescent	1. Support	To try and avoid jams, cars tend to speed up in the narrow parts - ignoring the 20 mph limit. A one way system with speed humps would help traffic calming
Crescent	1. Support	Please proceed - long overdue. Thanks for revisiting this. Crescent Rd is a hotbed of road rage when people cannot pass because of lack of passing places.
Crescent	1. Support	I am resident of Crescent road and wanted to send my support towards the extension of the parking control zone for Crescent Road and Dagmar road. As this is currently parked by commuters staying the whole day and commuting by train to work; it leaves us without any parking space near the house. This brings extra burden to family with young children and babies. Thanks for considering adding Crescent Road into the CPZ. This is a good idea
Crescent	1. Support	Hi there, I live on crescent road and am fully in support of the proposed CPZ. This should be the first step to make a big difference to the traffic problem which gravely needs solving
Crescent	1. Support	I am writing to support the above proposed CPZ extension. As a resident of crescent road any measure to reduce the non-residential traffic using our street and area is a positive move.
Crescent	2. Object	Road is unsafe for parking because of heavy traffic flow during peak hours. I don't want to pay for a CPZ until something is done to solve the traffic congestion problems
Crescent	2. Object	
Crescent	2. Object	Please consider diagonal parking rather than CPZ, and make Crescent Rd one way for safety. A CPZ is just a tax on residents
Crescent	2. Object	I never have problems parking. You find different ways to penalise people by requiring them and their visitors to pay to park on their own road. It's just a money making scheme
Crescent	2. Object	1. Being disabled, a CPZ presents a real threat to my practical and social life. 2. CPZs just shift parking problems to someone else's area. 3. Haringey is like a dog with a bone and will not leave the matter alone. 4. Resident car owners would be required to buy a permit otherwise they'll just park in adjacent streets.. 5. Create a one way system to combat road rage
Crescent	2. Object	Support extension if it includes Victoria Road between Alex Avenue and Crescent Rd. It is subject to commuter parking and needs to be included. We object if it's not included.
Crescent	2. Object	All neighbours can park perfectly fine. There is no need for a CPZ in Dagmar and Crescent roads
Crescent	2. Object	Recommend reviewing conditions of rented properties and landlords; given the extent of overcrowded properties. Also charge for multicar households, as they are the cause of overcrowded roads. I do NOT support CPZs
Crescent	2. Object	We OBJECT to the proposed measures. We have given you my suggestions in the past and they still stand. NO NO NO To CPZ Crescent/Dagmar Road N22

Crescent	2. Object	I am emailing as a resident of Crescent Road in Alexandra Palace. I personally do not have a problem with there currently not being any parking restrictions as i never find an issue with being able to find a parking space outside of my house. If you are going to bring in parking controls, i strongly believe that each household along Crescent Road should be provided with at least one FREE parking permit as we already pay ridiculous amount of rent and travel already and i personally worry about how i will now afford my travel in London as well as now having to pay for a permit. I do not have a problem if i cannot park directly outside of my house but i do think that i should not have to pay for parking on the street that i live. Please get back to me with any more information about how you are going forward with my objection/ parking controls.
Crescent	3. Other view	Need a CPZ because of too many cars rat running during peak hours which cause damage to our vehicles. We've seen commuters fighting because they won't pull over to let others pass and then get aggressive. However, I think £250 is too expensive for a car permit. Consider one way in both roads and have speed cameras.
Crescent	3. Other view	Agree something needs doing, but not sure that CPZ is the answer. The real problem is through traffic in these narrow roads, rather than parking. Parking is tight but I'm more concerned with the traffic.
Dagmar	1. Support	
Dagmar	1. Support	Thanks for conducting a fair and thorough process. The result reflects the majority view.
Dagmar	1. Support	1. "We're Looking" street signs as a traffic calming measure. 2. One way system on Dagmar i.e. entry one end only. 3. Loading bays for deliveries. 4. Effective DYL enforcement please on the corners
Dagmar	1. Support	Agree with CPZ
Dagmar	1. Support	Needed ASAP. I'm sick of having to walk a long way from my house to park. Our family includes 2 blue badge holders.
Dagmar	1. Support	Yes Please. Commuters make it difficult to park anywhere near home and we have small children; which makes it more difficult. I long to be able to park outside my own home!
Dagmar	1. Support	CPZ much needed because of parking saturation caused by commuters for the station and Wood Green.
Dagmar	1. Support	
Dagmar	1. Support	
Dagmar	1. Support	I am a resident on Dagmar Road and have one problem. 12-2pm is not long enough; to be honest I think the time should be from 8am - 6 pm to prevent commuters from staying resident parking spaces.
Dagmar	1. Support	
Dagmar	2. Object	



Not stated	2. Object	<p>I have said before that the imposition of a CPZ....particularly in this area.....is not solving the problem. It is merely a means of cash generation. Impose the scheme &amp; issue residents with permits free would be some way to absolving your actions. The imposition of a CPZ with residents having to purchase permits is penalising the residents not the commuting parkers.....if there are any in this area. When the first CPZ was imposed on Alexandra Park Road in the streets around the Alexandra Palace Station, more efforts should have been put into finding areas of land.....on railway land, or utilising some of the space in the Palace...that could be used for commuter car parking &amp; charge the commuter accordingly. As it is, the residents now have an additional financial burden to face solely down to the actions of....or rather lack of action...of the council. Your efforts &amp; financial resources could be better employed in resolving the issue of traffic flow &amp; density on Crescent Road, especially in the rush hour periods. It is continually used as a rat run to cross the railway track and it seems that there is a reluctance to impose any sort of measures there to resolve that issue....which would certainly help the local residents, unlike a CPZ. I do not hold out much hope that my comments will be listened to or have any effect, as I have been saying this to every consultation recently raised &amp; still they come through. But please regard this as my strongest objection AGAINST the imposition of the proposed extension of Alexandra Palace Controlled Parking Zone to include Dagmar Road &amp; Crescent Road.</p>
41	41	41

