

Item number:

Title: Report of statutory consultation into extending Belmont CPZ

Report authorised by: Head of Operations:

*Alumglaw*

Cabinet Member for Environment:

*Mitchell*

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: West Green

Report for Key/  
Non Key Decision: Non key decision

## 1.1 Purpose

- 1.2 To report the feedback from the statutory consultation carried out in November / December 2017 for the extension of Belmont CPZ to the southern section of Walpole Road. The report will set out officers' responses to the representations received during statutory consultation and provide clear recommendations on whether parking controls in Walpole Road (South) should be introduced.
- 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 southern section of Walpole Road is currently uncontrolled but is surrounded on all sides by streets that benefit from controlled parking. Consequently, Walpole Road (South) suffers from displacement parking.
- 2.3 Following the submission of a petition by residents requesting the introduction of parking controls, the Council commenced statutory consultation to extend the Belmont CPZ to the southern section of Walpole Road, N17 in November 2017.

## 3.1 Statutory consultation

- 3.2 In order to introduce parking controls and legally enforce their use, the Council, as the Highway Authority, are required to enter into a period of consultation known as statutory consultation. This is the legal part of the process required before modifying / implementing parking controls. In summary, before making an order to modify / implement parking controls, the council must notify its intentions in the London Gazette and local press providing a period of 21 days for any interested party to make representation. In addition, although not a requirement, it is also good practice to advertise on the site where the measures are proposed.
- 3.3 As part of the statutory process, the views of the following bodies are also sought: Transport for London, London Travel Watch, One Search Direct, Police (local), Fire Brigade, London Ambulance Service, Freight Transport Association, Road Haulage Association, Metropolitan Police (traffic), Haringey Cycling Campaign and Arriva Buses.
- 3.4 Before making the relevant Traffic Management Orders the council must consider all representations submitted in response to the statutory consultation
- 3.5 If the Council is satisfied that it has addressed all representations received, a Notice of Making can then be published in the London Gazette and local press notifying the date when the Traffic Management Order will come into operation. At this time, notification letters will also be distributed to all

properties within the area where parking controls are to be implemented. The notification letters will provide information of when the works will take place, the operational date of the new parking controls and how to apply for a permit

- 3.6 The Council conducted statutory consultation from 24 November to 15 December 2017. Notification documents were circulated to ward councillors in advance of statutory consultation. The documents were also delivered to all properties in Walpole Road (South). The statutory consultation document outlined the proposal to extend Belmont CPZ to the southern section of Walpole Road and invited comments. A copy of the document can be found in Appendix I.

#### 4.1 Representations received during Statutory Consultation

- 4.2 A total of 15 representations were received during the statutory consultation period with 10 in favour of parking controls and 5 opposed. One of the objections listed a further 9 addresses on the road and claimed they also objected to the controls. On closer inspection, it transpires that 5 of the 9 signatories were also on the petition submitted by residents in May 2017 requesting the Council introduce parking controls. The following objections are addressed below.

- 4.3 Objection: We would like to say that we're unhappy with this CPZ that will happen in our road. We don't have any problem with the parking around here, and we will have a problem if you take this action. We're very unhappy with the zone you're planning to make

Council response: We accept that not all residents believe there is a parking problem on Walpole Road. However, it would appear that the majority view judging by the petition signed by 63 residents requesting the introduction of parking controls and feedback from statutory consultation (see paragraph 4.2 above) is that there is a significant issue which residents would like the Council to address

- 4.4 Objection: I would like to point out clearly that the petition does not reflect the view of Walpole road residents it reflects 2 residents who recently moved into the road and are frustrated that they are unable due to Haringey changed policy

Council response: The petition requesting the introduction of parking controls was signed by 63 residents. A further 10 wrote in support of parking controls during the statutory consultation stage. In contrast, only 5 residents objected to the proposal during statutory consultation

- 4.5 Objection: I like to object against the cpz parking for Walpole Road London N17. Many residents like to park across their own drives, but that will no longer be possible. Having marked parking bays will mean less parking

available, with more yellow lines. More fines from traffic warden. We residents object to the council parking control we are happy with the road the way it is, Haringey council just wants to get control so it can make money from parking taxes and from parking fines. We residents can just about afford to keep a roof over our heads. We do not want parking control in this area

Council response: During the operational hours of the CPZ residents will be unable to park across their drives. However, there will be no restrictions outside the operational hours of the zone and residents will continue to be able to park across their drives if they choose to. We do not agree that parking controls are being introduced to raise additional funding for the Council. During previous consultations there was no support for parking controls amongst residents. However, with all surrounding roads benefitting from parking controls and Walpole Road (South) being the only uncontrolled road in the area, it would appear that residents' views have since shifted

- 4.6 Objection: I totally object to the extension of the Belmont controlled parking zone on to Walpole road. I have been a resident of Walpole road for the last 25 years and feel this is a total waste of money. I pay enough as it is to insure my car as Haringey comes under a high-risk area. I don't think there will be sufficient parking bays as many residents have paid for lowered curbs and white lines. This is one of many consultations that have been done for this road and feel it is a waste of council taxpayers money

Council response: Anecdotal evidence, supported by parking beat surveys carried out in September 2017, suggests there is a commuter parking issue in Walpole Road. We would expect the introduction of parking controls to create additional spaces on Walpole Road and therefore do not envisage there will be insufficient bays

#### 5.1 Chief Finance Officer Comments

- 5.2 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.

#### 6.1 Traffic Management Order process

- 6.2 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.

- 6.3 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

- 6.4 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
- 6.5 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
- 6.6 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.
- 7.1 Comments of the Assistant Director of Corporate Governance
- 7.2 The legal position and statutory requirements for consultation are set out in section 6 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.
- 8.1 Summary

8.2 The southern section of Walpole Road has been the only uncontrolled road in the area since the introduction of the Bruce Grove West CPZ in June 2017. Walpole Road (south) is surrounded to the north and west by Belmont CPZ and to the south and east by Bruce Grove West CPZ.

8.3 It would appear that there has been an increase in non-resident parking since the implementation of the Bruce Grove West CPZ and consequently residents of Walpole Road submitted a petition requesting parking controls.

8.4 The feedback from statutory consultation confirmed that there is support for the introduction of parking controls in Walpole Road (see section 4 above)

8.5 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.

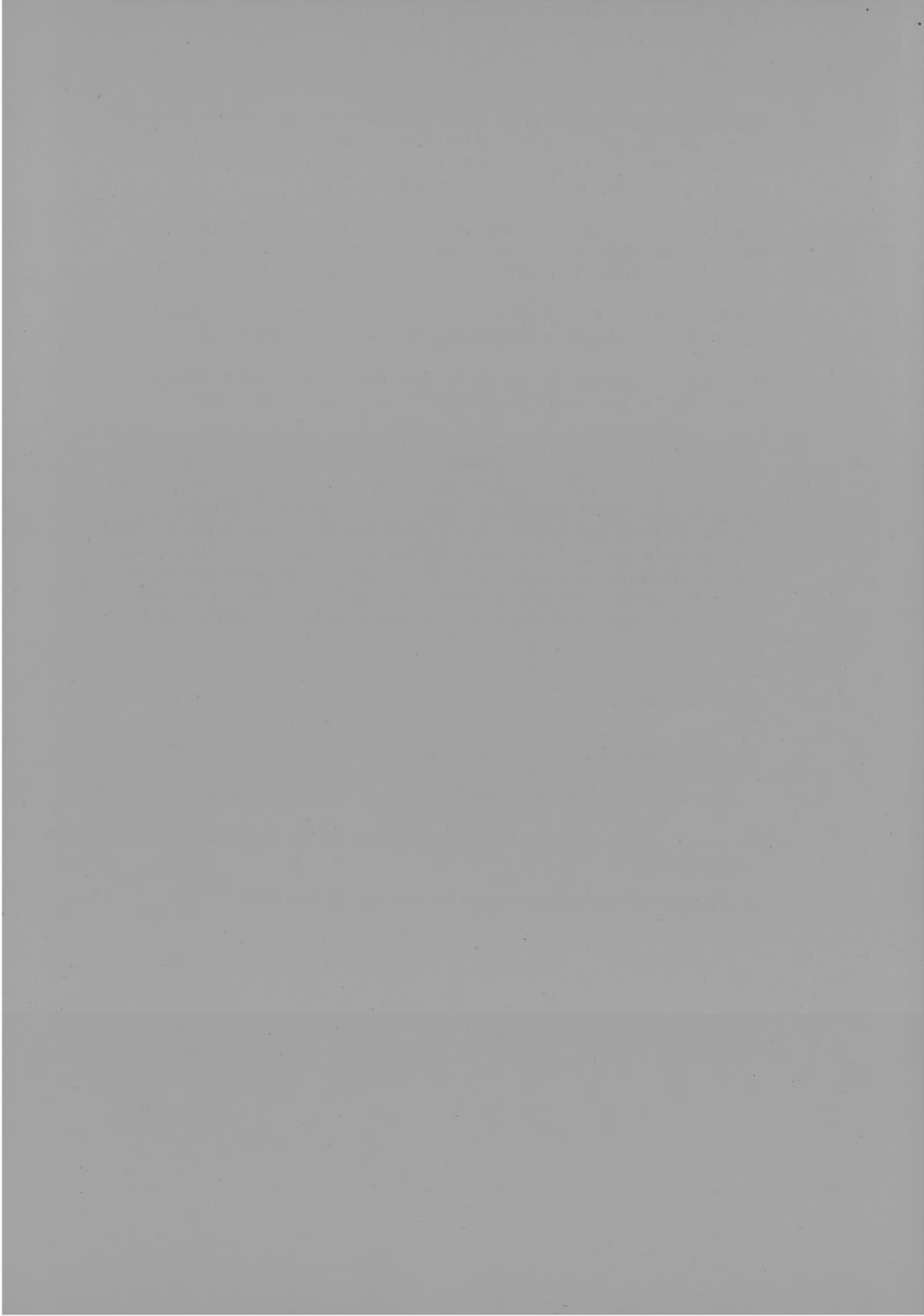
9.1 Recommendations

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 Belmont CPZ be extended to the southern section of Walpole Road.

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



# APPENDIX I

Consultation document





## Traffic Management

Ann Cunningham: Head of Operations



24 November 2017

## STATUTORY CONSULTATION

Proposed extension of Belmont CPZ to include the southern section of Walpole Road

Dear Resident or Business,

In January 2015 we extended the Belmont Controlled Parking Zone (CPZ) to include the northern half of Walpole Road and in May 2017 the Bruce Grove West CPZ was introduced in roads to the south and east of the southern section of Walpole Road.

Since the introduction of both these CPZs, we have received requests from the uncontrolled southern section of Walpole Road, asking us to consider parking controls due to the large number of non-resident vehicles on the road. We have also recently received a petition signed by residents requesting controls to help resolve local parking problems.

In line with our commitment to listen to the local community's parking concerns, we are now proposing to consult residents in the southern section of Walpole Road.

### Our proposals

We are proposing an extension to the existing Belmont CPZ to include the southern section of Walpole Road. As this is an extension to an existing CPZ the operational hours will be Monday – Friday, 8am – 6.30pm.

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 24 November 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 the 15 December 2017.

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

020 8489 1000

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

You should note that statutory notification 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.

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 15 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 and 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.

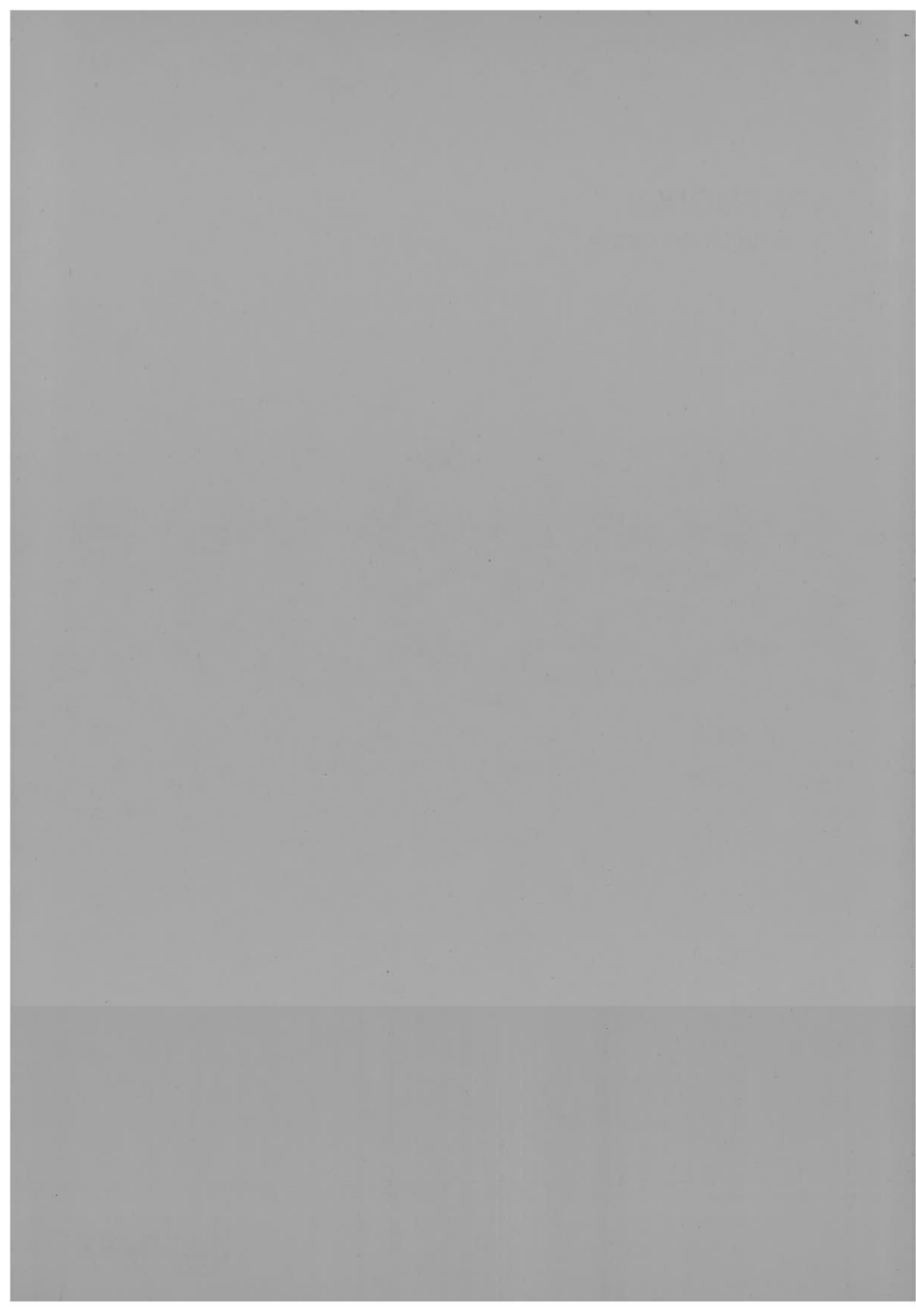
Yours faithfully,



Operations: Traffic Management

# APPENDIX II

Consultation feedback



## CONSULTATION ANALYSIS

### Proposed Inclusion of Walpole Rd South within Belmont CPZ

Operations

Ann Cunningham: Head of Operations



24 November 2017

#### Statutory Notification:

Proposed inclusion of the southern uncontrolled section of Walpole Road within Belmont Controlled Parking Zone (CPZ)

Dear Resident or Business,

In January 2015 we extended Belmont Controlled Parking Zone (CPZ) to include part of Walpole Road. In May 2017 roads south and east of Walpole Road were included in Bruce Grove West CPZ.

As a result of increased parking congestion in the uncontrolled part of Walpole Road, we have received requests to include the uncontrolled section of Walpole Road within Belmont CPZ. The requests include a petition signed by residents asking for parking controls.


We therefore propose extending Belmont CPZ to include the southern section of Walpole Road. The operating times in Belmont CPZ are Monday – Friday 8am – 6.30pm. Detailed information on CPZ controls is available on our website:

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

Statutory Notification is the formal legal process which includes advertising a public notice in the local press, London Gazette and in the local area to inform of the Council's intention to extend parking controls. The notice will be advertised on 24 November 2017 and provides a 21-day consultation period for any interested parties to make representations – specifically including objections to the proposal. If you wish to make submissions or comments, please email us at [frontline.consultation@haringey.gov.uk](mailto:frontline.consultation@haringey.gov.uk) or write to us at the address below. The closing date for comments is 15 December 2017.

Your feedback will confirm the level of demand for the road to be included in a CPZ. Any comments or objections will be formally considered before a final decision is made. If there are no valid objections to the proposals, we will send out a works notice with further information.

Yours faithfully,



Operations: Traffic Management

Operations  
Level 5 Riverside House  
40 Station Road, Wood Green  
London N22 7TH

020 8489 1000

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

Operations (Traffic Management)  
Level 1 River Park House  
225 High Road, Wood Green  
London N22 8HQ

020 8489 1000

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

### Support or object

		Frequency	Percent	Valid Percent	Cumulative Percent
Valid	Support	10	66.7	66.7	66.7
	Object	5	33.3	33.3	100.0
	Total	15	100.0	100.0	

Support or object	Comments
Support	I am very pleased to hear about your proposal to extend the controlled parking zone to Walpole road as my family and myself have had many problems due to the fact we cannot park. It is an ongoing problem, which gets worse day by day. Some people double park and cause a dangerous situation. I hope to see it implemented very soon
Support	We at xx Walpole road are in favour of the changes
Support	We support this proposal. We've been struggling to park our cars anywhere on our street for the past three years and we are happy to welcome change. Let us know If you need any signatures or other evidence of our support
Support	We agree and confirm agreement to extending Belmont CPZ. We are having an awful time with the parking situation we cannot get parking if we go out. We are also having a hard time with parking when our family and friends come to call, as they live outside London, it so difficult and it is affecting our health. People get very cantankerous if we ask them to move. We depend a lot on our cars to get around. We know for a fact that the majority of people parking in our road do so to avoid paying for Belmont permits (ie displacement). If we go out anytime, we can guarantee there will be no space when we return. PLEASE LET US HAVE GOOD NEWS.
Support	I support the proposals for Walpole Road to be included within Belmont Controlled Parking Zone, and welcome this. Currently, residents, visitors and tradespeople have to drive a minimum of 1.5 miles away to the nearest unrestricted parking. This is unacceptable and disproportionately affects residents and visitors with mobility problems, or those with small children. However, I would be very concerned if residents were no longer allowed to park across their drives. A significant proportion of cars parked on the road, are across a drive. Stopping this would mean that there were insufficient spaces on the road (and on private drives) for the number of cars owned by residents. This would again disproportionately affect the aforementioned groups and likely lead to an adverse effect on surrounding roads. Therefore I would urge Haringey to implement CPZ controls, in such a way that residents can still park in front of their own drives.

Support

I just want to announce my full support for this step, as parking has become a nightmare for car owners (without a garage or the option to park in front of the house), since one part of Walpole became the only 'free' parking zone within a mile. I hope the plan can be put into action rather sooner than later to give car owners again a chance to park in a reasonable distance to their home.

Support

I would like to state my support for the proposals, and would welcome a swift implementation of the change. The current situation is that residents unable to park on their road, are required to drive a minimum of 1.5 miles away to the nearest unrestricted parking. This is an unacceptable situation under any circumstances, but it has a disproportionate adverse effect on residents with mobility problems, or those with small children. I would like to express my concern about the potential exacerbation of parking difficulties, if the addition of the southern unrestricted portion of Walpole Road meant that residents were no longer allowed to park across their drives. A significant proportion of cars parked on the road, do so across a drive, and removal of these spaces would be likely to mean that there were insufficient spaces on the road (and on private drives) for the number of cars owned by residents. This would therefore lead to an adverse effect on surrounding roads. I would urge Haringey to implement the parking controls, in such a way that residents are still able, and cannot be fined, for parking in front of their own drives.

Support

Fully support the extension of Belmont Controlled Parking Zone (CPZ) to include Walpole Road. We moved here recently and the parking situation is untenable. •We are unable to use our car if we have work the following day in case we can't park. •We cannot find a builder because the lack of parking. •it is difficult for elderly parents or any visitors to park their car without incurring huge costs . We are unable to drop our kerb due to the recent criteria set by Haringey - as our front garden is 5cm too short. We have one car and being able to park it will make a huge difference to our lives. Also allow us to buy visitors vouchers. Since moving in life has been extremely stressful because of the nightmare parking situation, causing much tension amongst our neighbours. Therefore we are fully in support of being included in a CPZ

Support

FINALLY!!! This has been a very long time coming!!! The sheer amount of problems, disputes, distress and stress which is being caused on a daily basis through not having anywhere to park on this part of Walpole Road (southern) simply because selfish, arrogant, ignorant, tight-fisted people refuse to buy parking permits to park on their own road. I am not permitted to purchase a parking permit to park on another road, because I have to live on that road to qualify for that. Yet every other road is CPZ. Where am I supposed to park? Utter stupidity. I AM TOTALLY 100% IN AGREEMENT to this part of Walpole Road finally being included in Belmont CPZ. Haringey Council would also do well to monitor and control the speed of traffic along Downhills Way, especially at night. It is only a matter of time before a serious accident occurs due to the reckless speed that I can only assume are drunk/stoned drivers travel at on this road every night. The speeds send shivers down my spine. This is NOT a Formula 1 track so why is it being used as that? What a comical farce and waste of council resources the 20mph speed limit signs on this road are! Speeds of between 50-70mph are commonplace on this road at night. Dangerous overtaking is also rife.



Support

On your notification notice received today Thu 23rd Nov 2017, I see that you are proposing to have the parking restrictions from 8am - 6:30pm. All we really want is a 2-hour ban during the day, as this will stop people who do not live in the area parking for several days at a time and will allow the residents of Walpole road to be able to park.

Object

Like to object to the cpz parking for Walpole Road London N17 London N17. Many residents like to park across their own drives, but that would no longer be possible with CPZ. Marked parking bays will mean less parking available, with more yellow lines. More fines from CEOs. We residents object to the council parking controls - we are happy with the road the way it is. Haringey council just wants to get control so it can make money from parking taxes and from parking fines. We residents can just about afford to keep a roof over our heads. We do not want parking control in this area

Object

I totally object to the extension of the Belmont controlled parking zone on to Walpole road. I have been a resident of Walpole road for the last 25 years and feel this is a total waste of money. I pay enough as it is to insure my car as Haringey comes under a high risk area. I don't think there will be sufficient parking bays as many residents have paid for lowered curbs and white lines. This is one of many consultations that have been done for this road and feel it is a waste of council taxpayers' money.

Object

Object to the proposed extension of the Belmont CPZ to include part of Walpole Road. This has been considered before and it wastes ratepayers' money on another consultation. I would like to point out clearly that the petition does not reflect the view of Walpole road residents it reflects 2 residents who recently moved into the road and are frustrated that they are unable due to Haringey changed policy, to be allowed to lower the kerb for off street parking. Due to their ignorance of only living in the street for a short period and this was pointed out to them, that they had collated signatures from people who do not live in the street (visitors) and also people with short term tenancy agreements who probably now no longer live in the street. At the time they only had 46 signatures, 100 is the limit for a consultation, so I am surprised that this limit was reached and therefore question the validity of this petition. As with the previous consultation, with councillors wondering up and down the street, there are no spaces for parking bays as most people living in the street have off street parking. We have paid out considerable amounts of money for kerbs to be lowered and painted white lines. This is just another money making exercise for Haringey; it will not solve any parking problems in Walpole road and will not create any extra parking facility for Walpole residents.

Object

Object

I am writing this email to complain about the proposed inclusion of the uncontrolled section of Walpole Road within Belmont Controlled Parking Zone (CPZ). We would like to say that we're unhappy with this CPZ that will happen in our road. We do not have any problem with the parking around here, and we will have a problem if you take this action. We're very unhappy with the zone you're planning to make.

