

(a) Report for: Record of Decision Taken Under Delegated Authority

Item number:

Title: Transfer of Clarendon Road and Warberry Road from the Wood Green CPZ Outer Zone to the Wood Green CPZ Inner Zone

Report

authorised by: Head of Operations: Ann Cunningham

Cabinet Lead Member for Environment: Councillor Kirsten Hearn

Lead Officer: Daniel Bingham, Technical Officer
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Ward(s) affected: Woodside and Noel Park

Report for Key/

Non Key Decision: Non key decision

1.0 Purpose

1.1 To report the feedback of the statutory consultation carried out in August 2018 proposing to transfer both Clarendon Road and Warberry Road from the Wood Green Outer Controlled Parking Zone (CPZ) to the Wood Green Inner Zone Controlled Parking Zone (CPZ).

1.2 **To set out officers' responses to the representations received.**

1.3 To seek approval to proceed with the recommendations as set out in section 9.0 of this report.

2.0 Background

2.1 In response to requests from councillors and a petition from residents, the Council carried out a consultation with the residents and businesses of both Clarendon Road and Warberry Road to gauge public support for changes to the current parking controls. This is because many residents felt the parking times needed to be extended to stop non-residents from parking in the evenings and weekends.

2.2 The Council proposed to transfer Clarendon Road and Warberry Road from the Wood Green Outer CPZ to the Wood Green Inner CPZ. This would result in the operational times of both roads changing from (Monday to Saturday, 8am – 6.30pm) to (Monday to Sunday, 8am to 10pm). The advantage of this would be that residents and visitors would find it easier to find a space to park in the evenings and weekends.

2.3 The location of both roads has been indicated on the plan contained in Appendix 1 of this report.

3.0 Statutory Notification

3.1 As part of the statutory process, a Notice of Intention was published in the London Gazette, local press and erected on site where the restrictions were proposed. The proposals were advertised between 31st August and 21st September 2018.

3.2 Although not a legal requirement, statutory notification letters, informing of the process and proposals, were also posted to affected residents. See Appendix 2 for the statutory notification letter.

3.3 As part of the statutory process, the views of the following bodies were also sought: AA, London Transport, Police (local), Fire Brigade, London Ambulance Service, Freight Transport Association, Road Haulage Association, RAC, Metropolitan Police (traffic), London Travel Watch, and Haringey Cycling Campaign.

4.0 Statutory Notification Feedback

	Support or Object?		Total
	Support	Object	
Warberry Road	9	4	13
Clarendon Road	4	0	4
Total	13	4	17

- 4.1 As you can see from the table above, a total of 17 individual representations were received during the statutory notification period. Of the responses 4 representations were received from Clarendon Road all in favour of the proposals. Of the responses 13 representations were received from Warberry road with 9 in favour and 4 objecting to the proposals.
- 4.2 The four objections are summarised and addressed below. A report of all the representations received is contained in Appendix 3 of this report.
- 4.3 **Objection from a resident of Warberry Road:** Who strongly objects to the proposals of being included within the inner zone. They do not believe that there is a necessity to extend the hours. They do not have a car but rely on friends and businesses to assist when a car is necessary. They have a large extended family many of whom live outside London and who regularly come to stay. They also make reference to a review of the Wood Green area that was carried out a few years ago and ask if there are any plans to reduce the operational hours of the Inner Zone.

Council Response: The council had been presented with a petition from residents of Warberry Road asking for the operational times to be extended as residents felt that by doing so would stop non-residents from parking in the evenings and weekends. The most practical way to do this is by extending Warberry Road in to the Wood Green Inner Zone.

One of the causes of parking pressure could be due to vehicles being displaced from the Wood Green Outer Zone taking advantage of the differing operational times, and the free parking in the evenings and on Sundays.

On the subject of the Wood Green Parking Review, the council will be carrying out surveys and will be consulting residents and businesses asking if they support any changes to the current controls in the New Year.

- 4.4 **Objection from a resident of Warberry Road:** The resident thinks it should stay how it is.

Council Response: We acknowledge that not all residents will support the changes. However, we are proposing the transfer of Warberry Road from the Wood Green Outer CPZ to the Wood Green Inner CPZ in response to a petition and complaints received from local residents who are struggling to park in the

evenings and on the weekends. From the overwhelming response received in favor of the proposals, it is clear to see that residents are in need of additional parking controls and these proposals will provide additional parking opportunities.

- 4.5 **Objection from a resident of Warberry Road:** The resident does not have a permit and does not struggle with parking. They believe it will be significantly more expensive for their visitors in the evening and at weekends. They see no benefit in the change.

Council Response: We acknowledge that not all residents will support the changes and we accept that some residents will have to use more visitor permits during the extended operational hours. We are proposing the transfer of Warberry Road from the Wood Green Outer CPZ to the Wood Green Inner CPZ in response to a petition and complaints received from local residents who are struggling to park in the evenings and on the weekends. From the overwhelming response received in favor of the proposals, it is clear to see that residents are in need of additional parking controls and these proposals will provide additional parking opportunities.

- 4.6 **Objection from a resident of Warberry Road:** The residents believes the proposals will not resolve the lack of parking and will mean more money for permits. However they do feel that if the CPZ is formally split into inner and outer then that will need to be consulted on to ensure residents can park around the road if there are no spaces

Council Response: By increasing the operational hours of the parking controls on Warberry Road, it will prioritise parking for residents in the evening and on the weekend. Residents will be able to park in any of the designated permit bays within the Wood Green Inner CPZ as long as they are displaying a Wood Green Inner permit.

On the subject of the Wood Green Parking Review, the council will be carrying out surveys and will be consulting residents and businesses asking if they support any changes to the current controls in the New Year.

- 4.7 Given the overwhelming response in favour of the proposals, Councillors, in agreement with the Cabinet Member for Environment, are happy for the Council to proceed with the proposals as recommended by officers.

4.8 VIEWS FROM STATUTORY BODIES

No representations were received from the statutory bodies during the statutory notification period.

5.0 Chief Financial Officer Comments

5.1 The capital costs of measures outlined in this report can be met from the Parking Plan fund which forms part of the 2018-19 budget.

6.0 Legal Requirements

6.1 Before reaching a decision to make the necessary Traffic Management Order to implement the waiting restrictions, the council must follow the statutory notification procedures pursuant to the Road Traffic Regulation Act (“RTRA”)1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations1996. In carrying out the notification the council must **comply with the principles (“Sedley Principles”)** set out also by the courts which are: that notification must be at a time when proposals are still at a formative stage; that the proposer must give sufficient reasons for any proposal to permit of intelligent consideration and response; that adequate time must be given for consideration and response; and that the product of notification must be conscientiously taken into account in finalising any statutory proposals. All objections received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.

6.2 The **council’s powers to make Traffic Management Orders arise mainly under sections 6, 122 and 124 and schedules 1 and 9 of the RTRA 1984.**

6.3 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.

7.0 Comment of the Head of Legal Services

7.1 Other than the requirements set out in section 6 above there are no other legal implications arising out of this report.

8.0 Equal Opportunities

8.1 During the statutory notification period any interested parties are permitted to make representations regardless of where they live or work.

9.0 Recommendations

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

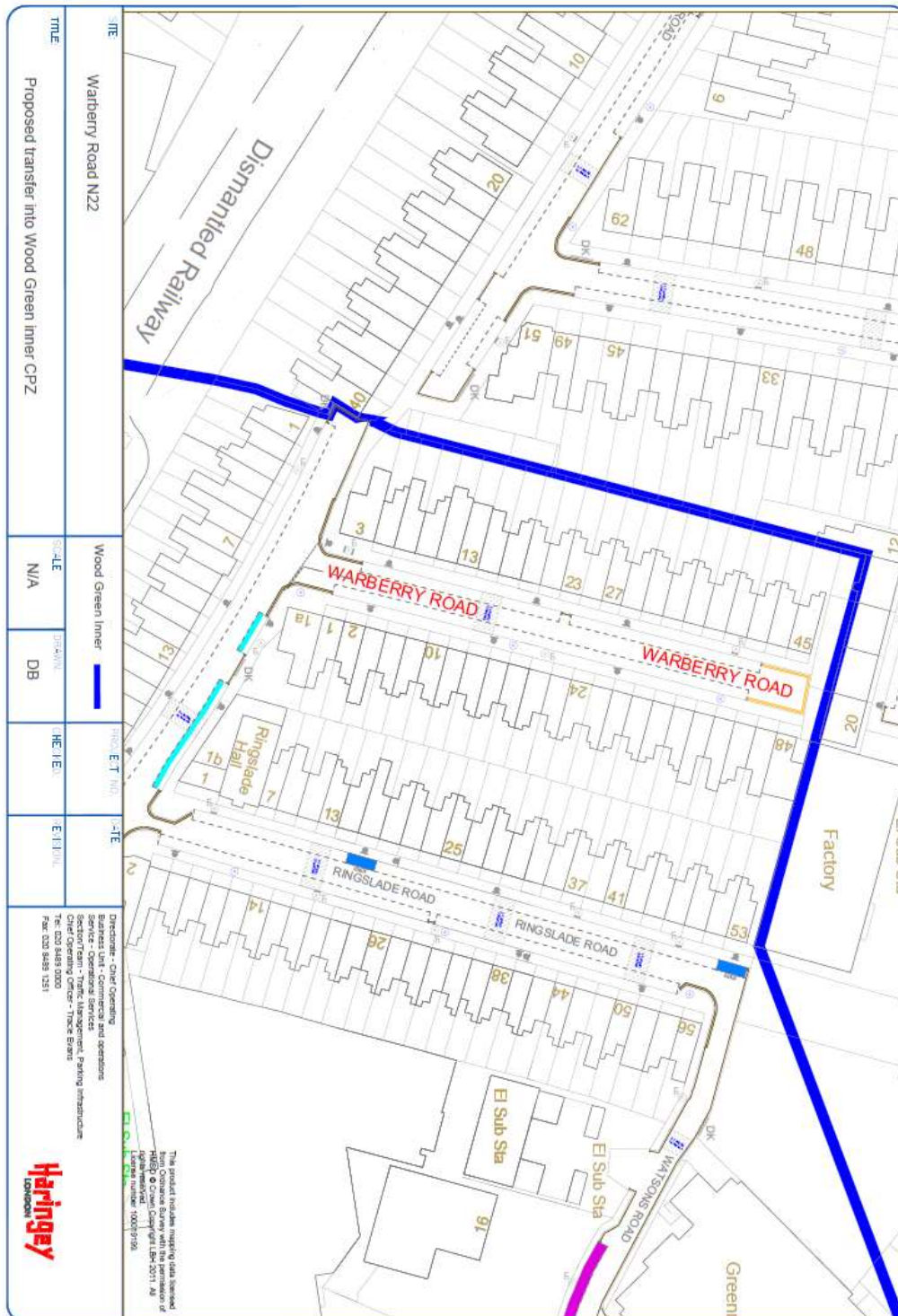
9.1 Note the feedback of the statutory notification process

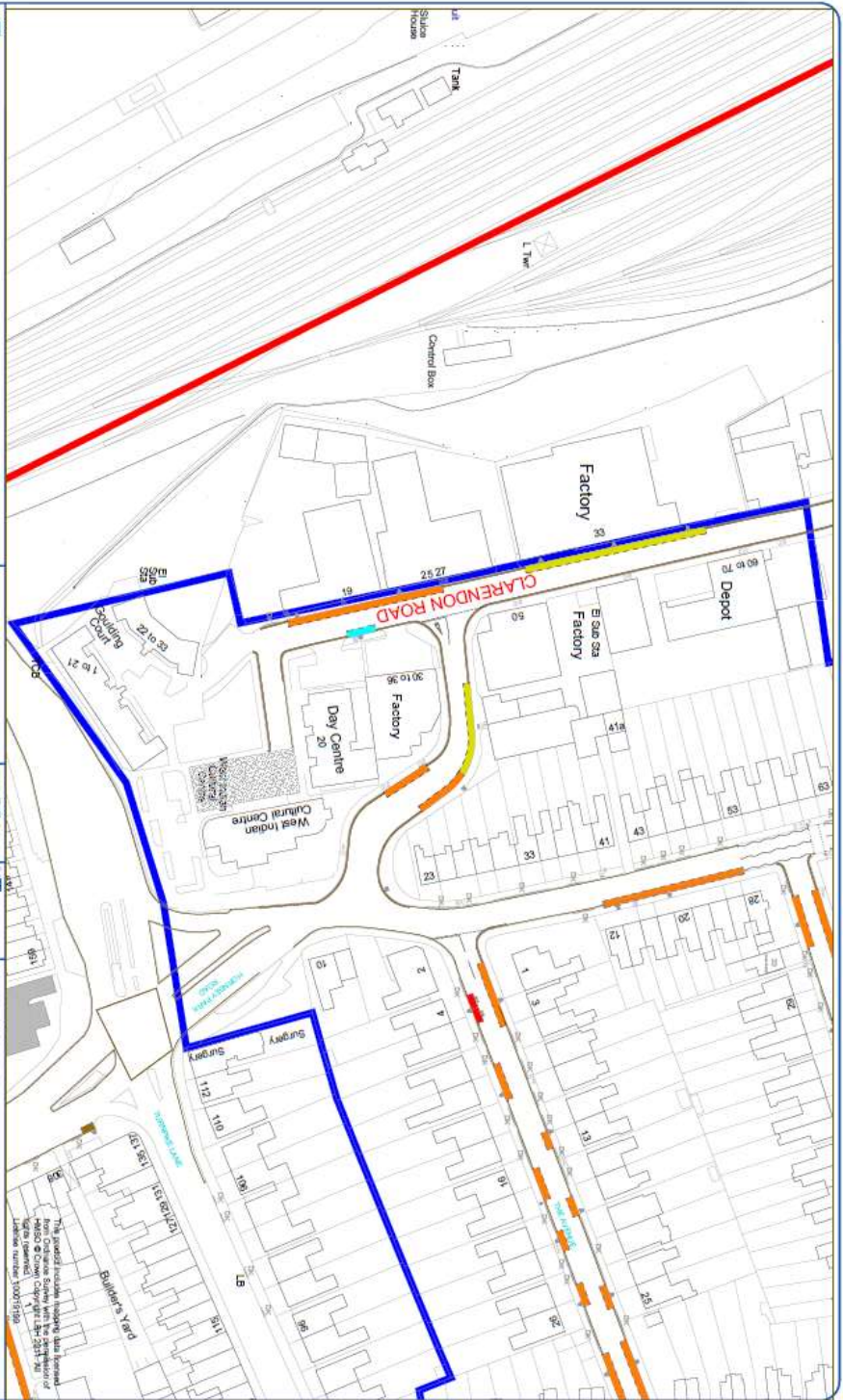
9.2 Approve implementation of the proposals as per the plan in Appendix 1

9.3 Approve that residents and businesses be informed of the council's decision.

APPENDIX 1

Location Plan for the Proposed Transfer of Warberry Road and Clarendon Road into the Wood Green CPZ Inner.





<p>ITE</p> <p>Clarendon Road N8</p>	<p>Wood Green Inner</p> <p>Wood Green Inner</p>	<p>DB</p>	<p>HE T E</p>	<p>E I I</p>	<p> Director - Chief Operating Business Unit - Commercial and operators Service - Operations Services Sector/Team - Traffic Management, Parking Infrastructure Location - Wood Green Inner CPZ Tel: 020 8489 0000 Fax: 020 8489 1251 </p>
<p>TITLE</p> <p>Proposed transfer into Wood Green Inner CPZ</p>					

This draft plan is for information only and does not constitute an offer of any financial product. It is subject to change without notice. For more information, please contact your local Haringley representative.

APPENDIX 2

HARINGEY COUNCIL – PUBLIC NOTICE

PROPOSED TRANSFER OF CLARENDON ROAD AND WARBERRY ROAD FROM THE WOOD GREEN CPZ OUTER ZONE INTO THE WOOD GREEN CPZ INNER ZONE

THE HARINGEY (WOOD GREEN CPZ) (PARKING PLACES) (AMENDMENT NO. *) ORDER 201*

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1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Haringey proposes to make the above mentioned Order under sections 6, 45, 46 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Order would be to transfer Clarendon Road and Warberry Road from the Wood Green CPZ (Controlled Parking Zone) Outer Zone into the Wood Green CPZ Inner Zone in order that the times of operation of the parking controls in those roads could be extended from operating 8.00 a.m. and 6.30 p.m. on Mondays to Saturdays inclusive to operating between 8.00 a.m. and 10.00 p.m. on Mondays to Sundays inclusive. This proposal is intended to aid residents of these roads in obtaining parking provision in the evenings and at weekends.
3. Copies of the proposed Order and of the Council's statement of reasons for making the Order and a plan showing the location and effects of the Order may be inspected during normal office working hours until the end of a period of 6 weeks from the date on which the Order is made or the Council decides not to make the Order, at the reception desk, Alexandra House, 10 Station Road, Wood Green, N22 7TR or can be viewed online at www.haringey.gov.uk/traffic_orders.
4. Any person desiring to object to the proposed Order or make other representation should send a statement in writing of either their objection and the grounds thereof or of their representation to the Traffic Management Group, River Park House, 1st floor, 225, High Road, Wood Green, N22 8HQ or to traffic.orders@haringey.gov.uk within 21 days from the date of this Notice.

Dated: 31st August 2018

Ann Cunningham
Head of Operations

APPENDIX 3

Representations Received with Council's Responses

Road	Support/ Object	Response
Warberry Road	Support	Hi - I'm in favour of this change. Arberry Road is isolated as an outer zone parking road and as a result we have a lot of people using it who don't live on the street Thanks
Warberry Road	Support	Support Warberry Rd in Inner CPZ.
Warberry Road	Support	<p>Support the proposal. However this alone won't resolve the problem of commuters coming in. The inner and outer needs to be enforced from now on. In addition Wood Green CPZ needs to be smaller. In fact when the council was consulting on this matter many years ago, it wrote, "In the Department for Transport's 2013 paper: 'Door to Door. A strategy for improving sustainable transport integration' the ministerial foreword states: When people travel, we want them to get from A to B with a smaller environmental footprint - using sustainable means whenever possible. Such a shift to leaner, greener travel will not only reduce carbon emissions, but also help to ease congestion on our roads, supporting economic growth, and lead to a healthier nation.... ...Most councils agree that Ideally a CPZ should be large enough to address the identified parking problems and any resulting displacement parking, whilst still remaining small enough to prevent intra- zone commuting. Controlled parking zones serve a traffic management purpose, and are commonly located around stations and town centre shopping areas where high demand for parking leads to a shortage of parking space for local residents." Residents have seen NO evidence this is being applied locally. The WG zone encourages intra zone commuting - something your employees take full advantage of. Please consult on making Wood Green into smaller CPZ zones and enforce inner and outer zones. And</p>

		can we also have the double yellow lines painted in Warberry as promised. How long does this stuff take?
Warberry Road	Support	I think we should move to the Inner Zone. Best wishes
Warberry Road	Support	I believe we should be able to park in neighbouring roads like Cumberland (in WG Inner) so I fully support the proposal.
Warberry Road	Support	Excellent proposal
Warberry Road	Support	The SYL at the top of the cul-de-sac needs to be changed to a double yellow line. This would enable vehicles to turn round in this narrow street and improve access for emergency vehicles
Warberry Road	Support	Although we support switching to the Inner Zone, we DON'T SUPPORT DYL at the top of the road outside our home. Please leave as SYL so people can park after 10pm
Warberry Road	Support	
Warberry Road	Object	Strongly object to the proposal to include our road in the inner zone. I don't believe that there is a necessity to extend the hours. I do not have a car but I do rely on friends and businesses to assist when a car is necessary. You state that it would be easier to find a parking space in the evenings and weekends. I have a large extended family many of whom live outside London and who regularly come to stay. In 24 years I have never failed to secure a parking space on a Sunday which is the day that the changes will have the greatest impact. The most important change will be the need to buy extra parking tickets for guests and services. With the current concerns about emissions, etc., those without cars should be supported. Whenever there is a planning application, the only voices heard belong to car owners. I think they are already well served under the current arrangements and I would ask that Warberry Road remains in the outer zone. In addition, if my memory serves me right, when this matter was earlier consulted on, there was a proposal to reduce the hours in in the inner zone. This appears to have disappeared as a proposal. I am not sure why. There can be no necessity to have parking control up to 10pm. Certainly not on a Sunday. The hours were extended when the cinema complex was built at Spouters Corner as it was suggested that there would be larger inflows of visitors. Since two of the original bars in the complex have shut, and with many car owning cinema goers using the car parking facilities at the nearby Cineworld, the increased numbers failed to materialise. Can you confirm that you will also be looking at reducing the hours in the Inner Zone?
Warberry Road	Object	I think it should stay as is.

Warberry Road	Object	I have a permit and there is never a particular problem with parking. It will be significantly more expensive to have guests visit in the evening and at weekends and provide VP. I see no benefit to the change and would rather it stayed as it is now.
Warberry Road	Object	Object. It will not sort out / resolve the lack of parking and will mean paying even more for permits. However if the CPZ is formally split into inner and outer then this needs to be consulted on to ensure residents can park around the road if there are no spaces
Clarendon Road	Support	It would be great to have some secure parking for bikes on Clarendon Rd
Clarendon Road	Support	Clarendon Rd residents have suffered a history of parking problems that are discriminatory. Their right to park needs to be protected. The parking problems relate to 2 large-scale cultural centres on our doorstep. Many thanks
Clarendon Road	Support	
Clarendon Road	Support	More parking spaces for local residents.