

1.1 Purpose

- 1.2 To report the feedback from the statutory consultation carried out in March 2019 for the extension of the Highgate Station (Outer) Controlled Parking Zone (CPZ). The report will set out officers' responses to the representations received during statutory consultation and provide clear recommendations on whether parking controls should be extended.
- 1.3 To seek approval to proceed with the recommendations as set out in section 9 of this report.

2.1 Background

- 2.2 Highgate Station Controlled Parking Zone was introduced in 2007 and the details can be seen in the Executive Report – 24 April 2007. Over the years it expanded to include the extension known as Highgate Station Outer.
- 2.3 In line with the London transport strategy, and in response to numerous requests by residents, various CPZs within the borough are being reviewed to ascertain whether amendments to the existing CPZ boundaries are required and supported.
- 2.4 One of these amendments include a proposed extension of the boundaries of the Highgate Station (Outer) CPZ into Gaskell Road, Storey Road, Kenwood Road and Yeatman Road.
- 2.5 Highgate Station (Outer) CPZ is situated in the Highgate Ward. This CPZ is largely residential and incorporates Highgate Primary School as well as Haringey Private Hospital. It currently operates from Monday to Friday from 10am to 12 noon with a parking permit required during these hours. The extension has been proposed as a result of increased parking congestion in roads close to the existing CPZ boundary and follows numerous requests from local residents for an extension.
- 2.6 We carried out a statutory consultation in March 2019 which revealed that the majority of respondents (80% overall) support the proposed extension, while 20% object to the proposal.

3.1 Statutory consultation

- 2.7 In order to introduce parking controls and legally enforce their use, the Council, as the Highway Authority, is 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.
- 2.8 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. Letters were distributed to the four roads proposed to be included in the extended CPZ.

- 3.2 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.
- 3.3 Before making the relevant Traffic Management Orders, the Council must consider all representations submitted in response to the statutory consultation.
- 3.4 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.
- 3.5 The Council conducted statutory consultation from 6 March to 27 March 2019. Letters were delivered to all properties mentioned above in paragraph 2.3. The statutory consultation document outlined the proposal to extend the Highgate Station (Outer) CPZ and invited recipients to put forward their views and made additional comments. A copy of the consultation document can be found in Appendix I.

4.1 Representations received during Statutory Consultation

- 4.2 A total of 46 representations were received during the statutory consultation period with 37 (80%) in favour of parking controls and 9 (20%) opposed. The vast majority (93%; 43/46 responses) were from residents within the proposed extension zone. The remaining three responses were from non-residents. A summary of the consultation feedback received can be found in Appendix II.
- 4.3 There is a good level of support for the proposals in all four streets within the proposed extension zone. The main reasons for support are due to the difficulties residents currently face trying to park near their properties, which are felt to be due to all day commuter parking. There are also concerns about air quality due to congestion and safety concerns related to vehicles double parking, parking on double yellow lines and aggressive driver behaviour due to the existing pressures.

- 4.4 All six residents who responded from Storey Road are in favour of the scheme. In contrast, 3/10 of the residents who responded from Kenwood Road, 2/12 from Yeatman Road, and 1/15 from Gaskell Road object to the proposed CPZ extension. All 3 non-residents also object to the proposals.
- 4.5 A number of residents also made suggestions on how the existing CPZ parking controls could be amended.
- 4.6 The representations are summarised and addressed below:

Comments in Support of the Proposals

- Residents believe that commuters leave their cars and go on holiday (or away), sometimes for weeks.
- Respondents state that parking is a nightmare
- Residents with small babies regularly struggle to park anywhere near our house which makes life very challenging.
- It is reflected in the responses that the uncontrolled roads attract commuters and school staff parking. It states that parents park on double yellow lines, park obstructively with engines left running which is unhealthy for children in the playground.
- Residents believe that the main problem in Yeatman Rd include parents sitting in their cars outside Highgate school from 2pm onwards and this is a pain when residents like me arrive home at 3pm and cannot park. The operating hours should be 10am to 6pm.

Objections to the Proposals

- Residents object to paying for parking permits as they view permits should be free and that residents should not be penalised.
- Residents believe that a CPZ will not stop the indiscriminate parking caused by school drop off/pick up.
- Residents objected to proposed hours as they will not solve their parking problems. It was felt that to be effective the CPZ must operate between 8am-6.30pm.
- Residents expressed concern for the impact the proposals will have on school and hospital staff as no parking is available on-site and staff need to get to work.
- Residents stated that the proposals will affect tenants at Highgate Allotment Site as they rely on being able to park close to the site.

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 2018/19. 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.
- 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

- 7.1 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

- 8.1 We have proposed extending the boundaries of the existing Highgate Station (Outer) CPZ to include Gaskell Road, Storey Road, Kenwood Road and Yeatman Road. These streets have reportedly been suffering from parking issues associated with all day and commuter parking as advised by residents. The proposed extension of the Highgate Station (Outer) CPZ will hopefully alleviate the existing parking difficulties.
- 8.2 A total of 46 representations were received during the statutory consultation period with 37 (80%) in favour of the proposed CPZ extension and 9 (20%) opposed. It is noted that 3 of the objections were from non-residents.
- 8.3 The consultation feedback showed that residents felt that the main causes of parking congestion, and indeed their main reasons for supporting the proposal, were commuters, including school and hospital staff taking up spaces that would ordinarily be available to residents.
- 8.4 Objections were received from residents who are opposed to paying for parking permits. There were also objections on the grounds of the proposed hours of control being insufficient and the limited impact the CPZ extension will have on double / inconsiderate parking caused by school drop off / pick up. A further objection was based on the perception that school staff will be provided with parking permits.
- 8.5 The three non-residents objected due to the impact the proposal will have on school and hospital staff who have no alternative but to drive to work and park on-street, and the impact on allotment tenants who rely on being able to park close to the site.
- 8.6 The feedback from statutory consultation confirmed that there is overall support for the extension of the Highgate Station (Outer) CPZ.
- 8.7 CPZs help reduce commuter parking and the problems associated with traffic such as pollution and poor air quality by prioritising parking for local residents and their visitors. They also help encourage more sustainable forms of transport and are proven to be one of the most effective means to reduce congestion.
- 8.8 A Safer Haringey - Better parking management through the use of delineated parking bays and yellow lines means less obstructive and dangerous parking, especially at junctions. This in turn improves road safety. This provides a very serious risk to the council through insurance claims, resident perception and most importantly safety. Also, the

introduction of CPZs has shown to reduce occurrences of Anti-Social Behaviour (ASB) such as littering as residents have reported that commuters would often drop litter but as soon as the parking controls are implemented this stops.

- 8.9 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:
- 8.10 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.
- 8.11 The introduction of CPZs is also in line with the Council's recently agreed Transport Strategy and supports 'aims' 3) An improved air quality and a reduction in carbon emissions from transport and 4) A well maintained road network that is less congested and safer.

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 the extension of the Highgate Station (Outer) CPZ boundary to include Gaskell Road, Storey Road, Kenwood Road and Yeatman Road which will operate 10am – 12pm Monday to Friday.
- 9.5 Approve that residents and traders be informed of this decision.
- 9.6 Approve that further engagement takes place with both Highgate School and Highgate Private Hospital to determine how these sites can better accommodate staff travel needs / parking.

APPENDIX I

Consultation document

Operations



25 February 2019

Statutory Notification

Proposed Extension of Highgate Station Outer Controlled Parking Zone (CPZ)

Dear Resident or Business,

We are aware of increased parking congestion in roads close to the CPZ boundary and following numerous requests from residents, we propose extending Highgate Station Outer CPZ to include the following roads:

- Yeatman Road
- Gaskell Road
- Storey Road and
- Kenwood Road.

The current operating days and hours of this CPZ are **Monday to Friday 10 am to 12 noon**. You can find further information about our proposal for the Highgate Station Outer CPZ via the link below:

<https://www.haringey.gov.uk/parking-roads-and-travel/parking/parking-consultations>

Further detailed information on CPZ controls is available on our website:

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

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 the community of the Council's intention to extend parking controls. The notice will be advertised on **25 February 2019** and there will be a 21-day consultation period for any interested parties to make representations – including objections to the proposal.

If you wish to make submissions or comments, please email us at frontline.consultation@haringey.gov.uk or write to us at the address below. If you wish to object to the proposal please give reasons. The closing date for comments is **18 March 2019**.

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.

Thank you for your attention

Yours faithfully

APPENDIX II



Consultation Feedback Report
***Haringey Council:
Highgate Station (Outer) Controlled Parking Zone:
Proposed extension***

Consultation Feedback report

APRIL 2019

Consultation overview

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 the community of the Council's intention to extend parking controls.

As part of this process, Haringey Council carried out a statutory consultation on the proposed changes to the CPZ. The aim of this consultation was to gauge levels of support for the proposal and to allow an opportunity for feedback on the proposals.

Letters and feedback forms were sent to residents of Gaskell Road, Yeatman Road, Kenwood Road and Storey Road. The information sent out included a basic design of the CPZ extension, with a more detailed design provided on Haringey's website. A copy of the letter sent to stakeholders can be found in Appendix A.

The statutory consultation letter also provided an email address, a feedback form and a return envelope to encourage stakeholders to respond to the CPZ proposals and give the opportunity to provide additional comments.

As part of the consultation process, Ward Councillors have been kept informed of feedback received.

The consultation period ran for 21 days, starting on Thursday 7 March 2019 and finishing on Wednesday 27 March. During this time 46 responses were received.

ADVERTISING THE CONSULTATION

Prior to the start of consultation, the proposals were advertised in the Hampstead and Highgate newspaper (Ham & High), detailing the 21-day notice period required by permanent schemes.

The changes were also drafted in a formal notice which was uploaded onto Haringey Council's website.

Analysis methodology

Residents were issued with a feedback form which asked them to say whether they support or object to the proposals, or if they wish to express a different view. Responses to this question have been analysed to ascertain the level of support for and opposition to the proposed CPZ extension and are presented in Chapter 6.

In addition, respondents were invited to make additional comments/ suggestions/ recommendations. All free text responses received as part of the advertised statutory consultation were reviewed and analysed through a process known as 'coding'.

Coding involves grouping together thematically similar responses using either alphabetical or numerical codes in order to tally how many times a particular issue or theme occurs in the responses received. The codes are then quantitatively analysed to determine the most frequently occurring themes. The findings are presented in Chapter 7.

Response rate

OVERALL RESPONSE

Overall, 46 responses were received. Based on the number of letters issued, this equates to a response rate of around 21%.

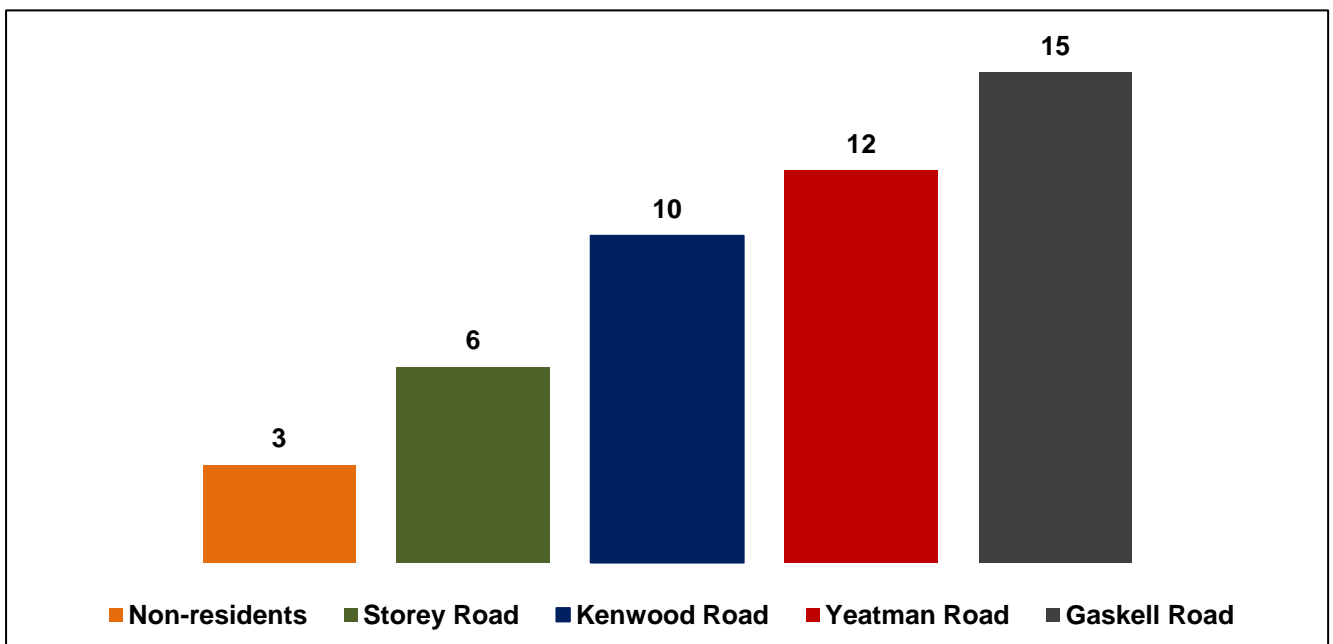
RESPONSE BY STREET

Analysis by street is shown below in Figure 5-1.

As the graph shows, Gaskell Road provided the largest number of responses at 15 out of the total of 46 responses (33% of the total). In comparison, only six responses were received from Storey Road residents.

In addition to the responses from residents, three responses were received from non-residents, namely local employees (from the hospital/school) and a user of the allotments.

Figure 5-1: Response by street

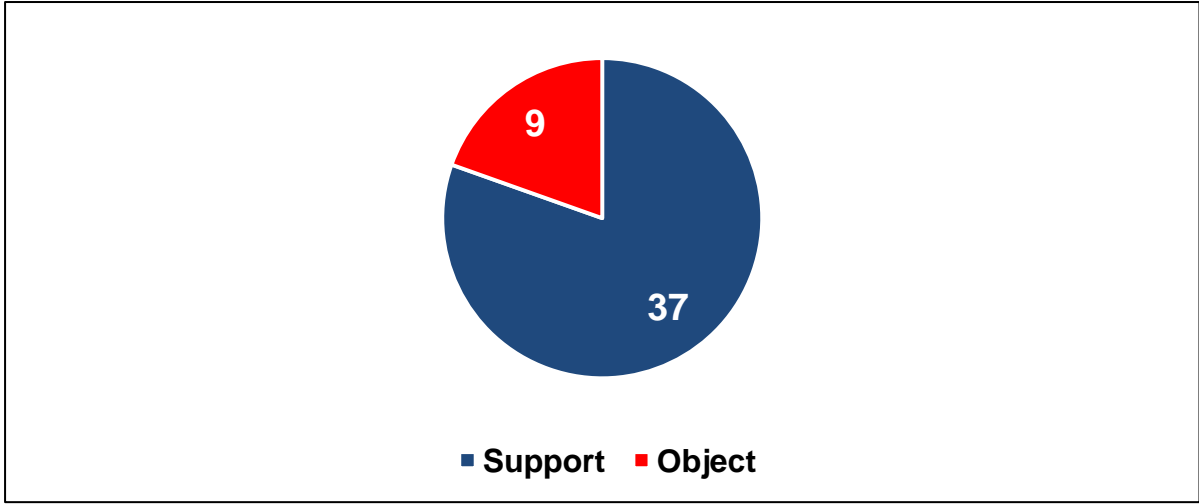


Summary of responses

OVERALL VIEWS

Of the 46 responses received, 37 respondents (80%) expressed support for the scheme, with nine respondents (20%) objecting to the proposals (Figure 6-1).

Figure 6-1: Overall level of support and objection for CPZ extension proposals



ANALYSIS BY STREET

Figure 6-2 shows the levels of support for and objection to the proposals by each street consulted. As shown, the level of support for the proposals is high in all four streets (minimum 70%, maximum 100%). All those who responded from Storey Road are in favour of the scheme. In contrast, three residents from Kenwood Road, two residents from Yeatman Road, and one resident from Gaskell Road object to the proposed CPZ extension. All three non-residents also object to the proposals.

Figure 6-2: Levels of support and objection by street



Reasons for support and objection and other suggestions

As part of the analysis, a summary of the reasons for support and for objection has been provided below. Following this we have detailed other key themes which occurred throughout the responses, with a specific focus on suggested improvements to the proposals.

REASONS FOR SUPPORT

Reasons for support were diverse, but there were some frequently occurring themes which have been detailed below.

- Residents struggle to find a parking space near their property, and avoid using their car for fear of losing their parking space. Particularly difficult for the elderly and those with young children due to the lack of available parking spaces.
- Safety concerns related to vehicles double parking, parking on double yellow lines and aggressive driver behaviour due to the existing pressures.
- Concerns about air quality due to congestion.
- Residents find it difficult to receive deliveries and employ tradespeople due to the parking difficulties.
- Inconvenience due to commuter and long-stay parking - many respondents commented on the residential streets being used by commuters, therefore reducing the number of spaces available for residents. Demand for commuter parking comes from Highgate Primary School, Haringey Private Hospital as well as Highgate station.

Examples of comments from supporters of the proposals include the following:

<i>"My partner and I totally support this. We often struggle to find a parking space"</i>
<i>"Extending Highgate Station (Outer) CPZ is absolutely essential as at present, all day parking by non-residents is making our lives stressful and causing misery - especially for elders and those with young children - like me."</i>
<i>"Yes. Please go ahead. This is a residential street but with school staff and Underground commuters using it as a parking lot; it makes it sheer chaos."</i>
<i>"I often spend up to 30mins waiting for a parking space to become available on Gaskell / Yeatman / Kenwood / Storey roads."</i>
<i>"Agree with parking permits for residents only. If they have visitors then they should provide permits for their visitors' stay"</i>
<i>"The open parking currently in place does not allow residents to park during the hours 9am to 5pm due to the volume of non-resident vehicles trying to park on these roads"</i>
<i>"Vehicles regularly travel at high speed through the streets looking for parking spaces. The level of air pollution will be reduced by introducing a CPZ scheme"</i>

REASONS FOR OBJECTION (RESIDENTS)

The few residents who objected mainly did so on the grounds of cost. Several residents stated that they are unwilling to pay for parking permits or would only be in favour if they were provided with a free parking permit.

One respondent also objected on the grounds that the proposed hours of control (10am-12pm) are not sufficient. In this particular case, the resident stated that he/she would only support a scheme if it ran from 8am-6pm.

One resident is against the proposal because he/she believes that school staff will be given permits, which will not solve the problem.

Example comments are evidenced below:

"I strongly object to the proposed CPZ in Kenwood Road. I refuse to pay any more for living in my property and have not found the parking an issue"

"The parking congestion is mainly because of the school staff, and a sensible conversation needs to be had with the school and staff as they park from 8am until 4-5pm. Introducing CPZ to our road essentially penalises the residents as we would now have to pay to park on our road, which is highly unfair"

"I strongly object to the proposed CPZ especially being only for 2 hours (10.00am to 12.00 noon), as this will not solve the parking problems we have in Kenwood road"

"Object because of my concern that you will just give permits to school staff and they are the main cause of parking problems. This is very noticeable during term time. No doubt the staff will apply for permits and therefore the problem would not be alleviated"

REASONS FOR OBJECTION (NON-RESIDENTS)

As noted above, three respondents are non-residents, but would be significantly impacted by the CPZ extension. Staff at the school and hospital commented that due to insufficient public transport availability and car parking at work, their only option is to park on-street in the surrounding area.

- **Highgate Private Hospital / Aspen Healthcare:** concerns that the proposed restrictions will make it difficult for shift workers to get to work and compromise their personal safety. It should be noted that the hospital is located in View Road (within the existing Highgate Station CPZ).
- **Blanche Nevile School / Highgate Primary School:** concerns that the proposed restrictions will make it very difficult for staff to get to work.
- **Highgate Allotment site:** concerns about impact on tenants, particularly the elderly who rely on being able to park close to the allotment site.

It is noted that both the school and the allotment are adjacent to Yeatman Road. This may explain the reason that there are high levels of support for the proposals in Yeatman Road.

Example comments are evidenced below:

"At Aspen Healthcare, Highgate Private Hospital and rely heavily on being able to commute by car, as the public transport is not practical in relation to my home"

location. By introducing new parking restrictions you are taking my employment rights away from me. “

“This will cause significant hardship to the 200+ Haringey tenants at the Highgate Allotment Site (entrance in Yeatman Road), many of whom attend their plots in the weekday mornings; consequently I wish to object to this CPZ extension.”

“I rely on my car to reduce my working time. If I had to take public transport it would take me over two hours each way. Teachers' jobs are stressful enough without adding over four hours each day to travel time.”

OTHER COMMENTS AND SUGGESTIONS

A small number of respondents suggested that the hours of control for the CPZ (and extension) should be changed to:

- 8 am – 6 pm / 6.30 pm
- 10 am – 4 pm
- 10 am – 6pm

One respondent noted the need to include Toyne Way in the extension.

It was also mentioned that parking cameras would be useful to assist with enforcement.

Cost

It is clear that there are concerns about the cost of permits. Several respondents mentioned that residents should have access to free permits.

School parking

One respondent suggested providing another entrance to the school on Storey Road to relieve current pressures. Another suggested providing parking for school staff on the driveway on North Hill. A further suggestion was to provide clearly marked bays on-street to ensure considerate and safe parking.

Summary and conclusion

There is a high level of support overall for the proposed extension to Highgate Station (Outer) CPZ. Of the 46 responses received, 37 consultees expressed support for the proposals (80%) and nine (20%) raised objections. It is noted that the level of support increases to 86% when just examining the views of local residents.

The level of support is high in all four streets consulted; greatest in Storey Road (100%) and Gaskell Road (93%).

Reasons for support focus largely on the potential benefits for residents due to the difficulties they currently face. Parking pressures in the area appear to be high, with the streets being well-used by school and hospital staff as well as station commuters. This gives rise to health and safety concerns as well as general frustration with the situation.

Where residents are opposed to the proposals, it is generally on the grounds of cost (i.e. the cost and inconvenience of having to apply for permits). One respondent objected on the grounds of the proposed hours of control not being long enough.

Non-residents (Highgate School and Haringey Private Hospital staff) are, however, opposed on the grounds of the negative impact the scheme will have on their ability to access their workplace. The Highgate allotment site is also opposed due to the potential impact on access for allotment tenants.

RECOMMENDATIONS

The feedback received indicates overall support for the proposed extension. However, a number of themes emerged in the consultation responses to inform the following recommendations:

Cost

A number of residents expressed concern over the cost of permits. It would be advisable to communicate with local residents about the proposed cost of these permits and how the revenue will be spent.

Operational hours

A small number of respondents expressed concerns about the proposed operational hours and suggested the need to extend them. As such it would be advisable to communicate with residents as to why these operational hours have been identified as being most suitable.

Communication

It would be advisable for Haringey Council to communicate the results of this exercise to all stakeholders (residents and non-residents as well as ward councillors). In particular, the three non-residents who responded should receive a bespoke response to their feedback.

It is also recommended that Haringey Council engages with Highgate School and Haringey Private Hospital to discuss how staff (and visitors/parents) will be impacted by the proposed extension and discuss whether provisions can be made elsewhere for staff parking. Additional communication should also take place with Highgate Allotment site to discuss the concerns raised and examine what parking provision is available within the site.