

Exempt Information

Local Government Act 1972 Schedule 12A

Part 1: Descriptions of Exempt Information

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

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

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

Confidential Decisions

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

Report for: Head of Highways and Parking in consultation with Cabinet Member for Tackling Inequality and Resident Services

Title: Proposed Reinstatement of Parking Restrictions – Hornsey High Street, N8

Report authorised by: Simi Shah, Group Engineer Traffic and Parking
Simi.Shah@haringey.gov.uk

Report Author: Danny Gayle, Traffic Engineering Manager
Danny.Gayle@haringey.gov.uk

Yomi Komolafe, Project Engineer
Yomi.Komolafe@haringey.gov.uk

Ward(s) affected: Hornsey and Crouch End

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

1 Describe the issue under consideration

- 1.1 To report on the feedback of statutory consultation carried out from 11 May to 01 June 2022, on **proposals to revert Hornsey High St back to its pre-Covid road layout.**
- 1.2 To seek approval to proceed to implementation, having considered objections received to the statutory consultation.

2 Cabinet Member Introduction

- 2.1 N/A

3 Recommendation

The Head of Highways and Parking in consultation with the Cabinet Member for Tackling Inequality and Resident Services is asked:

- 3.1 To approve **the proposal to revert Hornsey High St back to its pre-Covid road layout**

4 Reasons for decision

- 4.1 The council is required to consider the feedback received during the statutory notification period, in particular any objections to proposals, prior to proceeding to implementation. The proposals consulted upon are aimed at improving pedestrian accessibility and road safety.

5 Proposed Option

- a) To re-introduce pay by phone parking place Mon-Sat 8am-6pm max stay 2hrs no return in 2hrs on Hornsey High Street N8 between No. 36 to Nos. 42 to 50 High Street – Tariff £2.10.
- b) To re-introduce single yellow line operating Mon-Sat 7am-8am, 6pm-7pm on Hornsey High Street N8 between No. 36 to Nos. 42 to 50 High Street.
- c) To re-introduce single kerb blip operating Mon-Sat 6pm-7pm on Hornsey High Street N8 between No. 36 to Nos. 42 to 50 High Street.
- d) To re-introduce single yellow line operating Mon-Sat 7am-7pm on Hornsey High Street N8 between Nos. 44 to 52 High Street.
- e) To re-introduce single kerb blip operating Mon-Sat 10am-4pm, 6pm-7pm on Hornsey High Street N8 between Nos. 44 to 52 High Street.
- f) To re-introduce the Permit Bay outside No.67 Hornsey High Street
- g) To re-introduce single yellow line operating Mon-Sat 7am-8am, 6pm-7pm on Hornsey High Street N8 between No. 52 to No. 62 High Street.
- h) To re-introduce single kerb blip operating Mon-Sat 6pm-7pm on Hornsey High Street N8 between No. 52 to No. 62 High Street.
- i) To re-introduce the original operating times (Mon-Sat 8am-6pm 1hr no return within 1 hr) on the loading bay between No. 58 High Street and No. 62 High Street.
- j) To re-introduce single yellow line operating Mon-Sat 7am-8am, 6pm-7pm on Hornsey High Street N8 between the shared boundary of No. 10/12 to No. 20/22 High Street.
- k) To re-introduce single kerb blip operating Mon-Sat 6pm-7pm on Hornsey High Street N8 between the shared boundary of No. 10/12 to No. 20/22 High Street.
- l) To re-introduce single yellow line operating Mon-Sat 7am-7pm on Hornsey High Street N8 between the shared boundary of No. 20/22 to No.26 High Street.
- m) To re-introduce single kerb blip operating Mon-Sat 10am-4pm, 6pm-7pm on Hornsey High Street N8 between the shared boundary of No. 20/22 to No.26 High Street.
- n) To re-introduce 7.7 metres of double yellow line/double kerb blips outside No.67.

6 Alternative options considered

- 6.1 None

7 Background Information

- 7.1 High Street Hornsey N8 benefits from shops, cafes, restaurants, post office and various supermarkets. There is also a large secondary school, attended by 1100 pupils located on the High Street.

- 7.2 In September 2020, during the peak of the pandemic, the council made changes to the parking arrangements along some of the main shopping areas including Hornsey High St, to accommodate temporary footway widening, in response to Government social distancing guidance at the time.
- 7.3 Government guidance on social distancing has been lifted and the council has received request from the local community to remove the temporary measures, because they are having a negative impact on the High Street; this is due to limited customer parking and also business operation issues
- 7.4 The total cost of reinstating the road layout on Hornsey High Street to the pre-Covid layout is £31k, which has been secured in this financial year - 2022/23, via Council Capital funding.

8 Statutory Consultation

- 8.1 Ward Councillors were informed about the proposals. No objections were received, however, Councillor Elin Weston raised a concern about the potential congestion on the pavement outside the Post Office and neighbouring properties once the footway buildouts are removed.
- 8.2 Statutory notification commenced on 11 May 2022 for a period of 28 days. The process consisted of a Notice of Proposal published in the London Gazette, Enfield, and Haringey Independent and the notice was erected on site in the affected street. The closing date for representations and comments was 01 June 2022. A plan of the proposal is provided in Appendix A and copy of the Legal Notice is provided in Appendix B.
- 8.3 As part of the statutory process, the following statutory bodies were also notified:
- AA
 - London Transport
 - Police (local)
 - Fire Brigade
 - London Ambulance Service
 - Freight Transport Association
 - Road Haulage Association
 - RAC
 - Metropolitan Police (traffic)
 - London Travel Watch
 - Haringey Cycling Campaign

9 Responses to Statutory Consultation

- 9.1 The full consultation report from which Table 1 was extracted, can be found in Appendix C.

Table 1 - Statutory Notification Feedback Analysis

		No.	%
Engagement Feedback	Support	14	93%
	Object	1	7%
	Other view	0	0%
Total		15	100%

9.2 The Council received 15 responses during the statutory consultation period, 14 (93%) in support, 1 (7%) who objected. The objection has been summarised below together with the Council response to the objection.

9.2.1 Objection – Proposal will have a devastating effect on business

A local business located at no 56 – 60 High Street objected to the proposals to **revert to the highway’s layout before the temporary widening measures** and parking amendments were introduced on Hornsey High Street N8. The local business is concerned that their shop will have to compete with Tesco when loading and unloading on the High Street, which they believe will have a devastating impact on their small business.

Council Response

The temporary measures were introduced during the peak of the pandemic to help with social distancing; however, these are no longer required. Following the changes to the **government’s guidelines on social distancing**, which has resulted in all restrictions being lifted, coupled with requests from the local community to review the measures introduced in September 2020, the council has conducted a statutory consultation exercise.

Feedback from the statutory consultation exercise, reveals that 93% of respondents, favour the proposals to **revert to the highway’s layout before the longer-term temporary widening measures** and parking amendments were introduced on Hornsey High Street.

The majority of respondents have stated that the removal of the temporary measures will mean that they will be able to visit the local shops more often, as parking will be reinstated in front of the parade of shops. Some local businesses have been also campaigning to revert the layout as a matter of urgency, as this has had a negative impact on their income.

Additionally, traffic issues were being generated by vehicles not adhering to the parking/loading restrictions making the High Street difficult to visit. Haringey has a Network Management Duty to ensure the expeditious movement of traffic on Hornsey High Street and this involves reallocating road space to more efficient modes like walking, cycling and public transport, in moving people from A to B.

Finally, it should be noted that the temporary measures introduced in response to the pandemic, did not include any changes to the parking restriction outside no 56 – 60 High Street, which were maintained throughout.

10 Contribution to strategic outcomes

- 10.1 It is important that the Council has safe, green travel to prevent the borough's roads from being overrun by cars and to support active travel, which is the ambition of the Council as laid out in its [Borough Plan](#) and [Transport Strategy](#). The improvements to Station Road will support the objectives set out in these documents as well as the wider initiatives to improve air quality and support the health of residents as per the council's [Climate Change Action Plan](#).

Statutory Officers' comments

11 Comments of the Chief Financial Officer

- 11.1 This report seeks the approval for the reinstatement of the parking/loading restrictions on Horney High Street prior to the Covid19 Government guidelines for a total cost of circa £31k.

12 Comments of the Head of Legal Services and Governance

- 12.1 The Council may under sections 6 of the Road Traffic Regulation Act 1984, ("RTRA") may make an order for controlling or regulating vehicular and other traffic (including pedestrians) for the purpose under schedule 1 of the 1984 Act. This includes places in streets where vehicles, or vehicles of any class, may, or may not, wait, either generally or at particular times. This report seeks authority to impose parking restrictions and parking places. Under section 45 of the RTRA, the Council may by order designate parking places on highways or roads in their area for vehicles or vehicles of any class specified in the order and the authority may make charges (of such amount as may be prescribed under section 46) for vehicles left in a parking place so designated.

In determining what parking places are to be designated under section 45 the Council shall consider both the interests of traffic and those of the owners and occupiers of adjoining property, and in particular it 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 accommodation, whether in the open or under cover, is available in the neighbourhood or the provision of such parking accommodation is likely to be encouraged there by the designation of parking places being provided by the Council.

Prior to making the order the Council must carry out the consultations as set out in Schedule 9 of the 1984 Act and Regulations 6 and 7 of the Local Authority Traffic Orders Procedure Regulations 1996.

13 Equality Comments

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

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

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

13.2 The legal notices were **uploaded on the Council's website and legal notices** placed on street and in the local newspaper. All stakeholders were made aware of the **council's proposals**.

13.3 As a result of the reinstatement of the parking/loading restrictions on Horney High Street prior to the Covid19 Government guidelines, the benefits which included **communities' ability to socialise** outside businesses will be reduced however the reinstatement of parking restrictions will allow for increase in footfall/turnover of local businesses who are the cornerstones of the local community. In addition, accessibility for disabled people, and other groups with protected characteristics, such as pregnancy/maternity (needing to use a buggy), or older people, will be improved as they are able to park closer to the services they require on Hornsey High Street. As such, it is considered that this decision will have a positive equalities impact.

14 Use of Appendices

- Appendix A – Plan of proposal
- Appendix B – Legal notice
- Appendix C – Full consultation report