

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

**Title:** Willoughby Lane Controlled Parking Zone (CPZ) - Statutory Consultation

**Report authorised by:** Simi Shah Group Manager, Traffic and Parking Projects

**Report Author/s:** Carlos Munoz– Project Engineer (Parking Projects)  
Andrew Bourke - Parking Policy and Projects Manager

**Ward(s) affected:** Northumberland Park

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

## 1 Describe the issue under consideration

- 1.1 To report on the outcome of the statutory consultation carried out between 27th November and 18th December 2024, on the introduction of new controlled parking measures in the Willoughby Lane area, as set out in Appendix 1 and noted as Willoughby Lane Controlled Parking Zone (WL). All properties in the following roads were consulted: Cartmel Close, Dysons Road, Heybourne Road, Leaside Road, Morpeth Walk, Park Avenue Road, Park Lane, Willoughby Grove, Willoughby Lane, Willoughby Mews and Willoughby Park Road.
- 1.2 To seek approval to proceed to implementation of parking controls, having considered the feedback, in particular the singular ‘partial’ objection to the proposed Willoughby Lane controlled parking zone.

## 2 Cabinet Member Introduction

- 2.1 N/A

## 3 Recommendations

- 3.1 That the Head of Highways and Parking, following consultation with the Cabinet Member for Tackling Inequality and Resident Services:  
  
Considers the feedback and single objection received during the statutory consultation alongside officer responses set out in Section 6.12 of this report, context provided in the resident engagement decision report approved 09 September 2024.
- 3.2 Approves that the new CPZ area shall be known as Willoughby Lane (WL).
- 3.3 Approves the operational times for the new controlled parking zone to be Monday to Friday, 8am to 6.30pm to operate alongside the existing Event Day operational times.
- 3.4 Approves the introduction of the new Willoughby Lane (WL) controlled parking zone on the following public highway roads, these being: Dysons Road, Heybourne Road, Leaside Road, Park Avenue Road, Willoughby Grove, Willoughby Lane, Willoughby Park Road.
- 3.5 Agrees that all properties within the new controlled parking zone referred to in recommendation 3. 4 and defined in **Appendix 1**, including properties on public highway, local private and housing estate roads (Cartmel Close, Willoughby Mews, Woodrow Court) shall have access to parking permits, unless exempt under planning restrictions.

#### 4 Reasons for decisions

4.1 Statutory consultation forms part of the legal process set out in the Road Traffic Regulation Act 1984 (RTRA 1984) for controlling vehicular movements by introducing measures such as parking places and waiting and loading restrictions. It is not a referendum on proposed parking measures, or a repeat of the public engagement exercise, but provides the opportunity for any interested party to formally object to proposals. The Council is required under legislation to consider all objections to proposals before deciding whether or not to proceed to implement measures.

#### 5 Alternative options considered.

5.1 An alternative is to not introduce parking controls in Willoughby Lane area. This is not recommended as there is a clear need for parking controls, and this is supported by a majority of residents who responded to the public engagement undertaken in June 2024. This decision aligns with Haringey's CPZ policy.

#### 6 Background Information

6.1 An initial public engagement exercise commenced on 28 February 2024 on a new CPZ for the Willoughby Lane area to operate on non-event days and sit alongside the existing Event Day controlled parking zone. This provided residents, businesses of the proposed CPZ area and surrounding community, 21 days to provide their feedback via online submission, email or post. The public engagement concluded on Wednesday, 20th March 2024, however, to accommodate any postal delays, feedback received up to 5 working days later was considered.

6.2 Public engagement resulted in feedback from 17.9% (110 responses) which exceeded the minimum response rate (10%) required for a decision to be taken. Of those who responded, the majority, 74 respondents (67.7%) indicated support for the introduction of a CPZ in the Willoughby Lane area. This exceeds Haringey's Parking Schemes and Resident Engagement Policy threshold of 51% needed for a decision to be reached on introducing a CPZ.

6.3 In order to reach a decision on the council's proposed hours of operation (Mon-Sat 8am-6.30pm), support from at least 51% is required. The feedback received suggested only 30.9% (34) in support, this therefore fell short of the majority required and a further engagement exercise was therefore necessary.

6.4 The second round of public engagement commenced on 3 June 2024, lasting 21 days and concluding on 24 June 2024. This phase focused on the two most favourable options identified during the initial round of engagement. The proposed options were:

- **Operation days: Monday - Friday and Monday - Saturday**
- **Operation Times: 8am - 10.30pm and 8am - 6.30pm**

6.5 Overall, the majority of respondents expressed their support for implementing parking controls in the Willoughby Lane area, favouring operational times of Monday to Friday, 8:00 am to 6:30 pm.

6.6 Based on that public engagement exercise, approval was granted under delegated authority on 9 September 2024 to proceed to statutory consultation on the introduction of parking controls in the following roads: Dysons Road, Heybourne Road, Leaside Road, Park Avenue Road, Willoughby Grove, Willoughby Lane, Willoughby Park Road.

6.7 Statutory consultation is not a referendum on proposed parking measures, or a repeat of the public engagement exercise, but provides the opportunity for any interested party to formally object to proposals.

- 6.8 Statutory consultation commenced on 27<sup>th</sup> November 2024 for a period of 21 days. The process legally required the publication of a notice of proposal in the London Gazette, Enfield, and Haringey Independent and the notice was erected on lamp columns in the affected streets. The closing date for objections and comments was 18<sup>th</sup> December 2024. Letters detailing the results of the public engagement along with information specific to the statutory consultation, including costs of permits, which roads would be controlled and how to respond, were hand-delivered to every property within the proposal area. A copy of the letter was loaded to the Council's web site to ensure access by all interested parties. Copies of the statutory notification letter and plan detailing the extent of the proposed area is available in **Appendix 2**.
- 6.9 In line with approved procedures, the proposal was also loaded into the Council's traffic management order (TMO) GIS system. This enables anyone to inspect the proposals from any digital device. Submissions and objections could be made directly through the system. In accordance with legislation, residents or stakeholders were also able to inspect TMO plans at the Council's reception and provide objections via email or by writing to the Council.
- 6.10 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
- 6.11 One partial objection was received to the statutory consultation for the introduction of the Willoughby Lane CPZ. Respondents are not legally required to provide an address or contact details. However, the Council is required under legislation to review and consider all submissions.
- 6.12 **Objection:** The objector stated the following "I support the Willoughby Lane CPZ. It would better if we had Saturday and Sunday included because of the events at Tottenham stadium and Drumsheds which cause traffic and leave no parking places for residents".
- 6.13 **Officer Response:** Following the public engagement process that enabled residents and stake holders to co-produce the overall controlled parking zone and its operational times, the majority of those who responded supported the operational times to be Monday to Friday, 8am to 6.30pm. As this met the council's threshold of support from at least 51% , these operational times were recommended and approved to be progressed to statutory consultation. This is detailed under sections 6.1 - 6.9.,
- 6.14 It is worth noting that the existing event day restrictions will remain in place to ensure consistency with event-day parking controls in the surrounding areas, maintaining a cohesive and effective approach to parking management.
- 6.15 Having considered the objection to the statutory consultation, no valid reasons were raised to the statutory consultation to halt the introduction of the new Willoughby Lane CPZ. It is

concluded that no alterations should be made to the proposed extent or operational times of the new parking controls.

## **7 Contribution to strategic outcomes**

- 7.1 Parking supports Corporate Delivery Plan Theme 2: Responding to the climate emergency. Those measures will prioritise parking for residents, improve road safety, and enable improved kerbside space management whilst promoting sustainable forms of transport.
- 7.2 Controlled parking zones align with the Council's agreed Transport Strategy and support its objectives which include:
  - Improved air quality and a reduction in carbon emissions from transport and
  - A well-maintained road network that is less congested and safer

## **8 Carbon and Climate Change**

- 8.1 Parking controls contribute positively to carbon emission reduction and mitigate climate change in the following ways:
- 8.2 Reduced vehicle emissions - managed parking reduces congestion. Parking controls including controlled parking zones will help ease congestion, leading to a decrease in emissions and therefore decrease in carbon footprint.
- 8.3 Removal of footway parking, provides improved accessibility for those walking and wheeling, encouraging more walking. This not only reduces greenhouse gas emissions but also promotes a healthier lifestyle, which, in the long run, can reduce healthcare-related conditions linked to sedentary lifestyles.
- 8.4 Modal change: Managed parking arrangements can also support modal change. When motorised access is restricted, motorists may choose alternative transportation modes, reducing the number of vehicles on the road and associated emissions. Over time, this can lead to a shift in commuting habits with lasting environmental benefits.

## **9 Comments of the Chief Financial Officer**

- 9.1 This report seeks Cabinet approval for the implementation of a new Willoughby Lane Controlled Parking Zone.
- 9.2 The full cost of this scheme is estimated to be £40k, including community engagement; inventory of existing site conditions; design and implementation, which will require repair of footway surfacing where footway parking is to be removed. This will be funded from the Council's approved Capital Programme as approved within the 2024/2025 Parking Investment Plan.
- 9.3 Once implemented, the future operational costs will be funded from the existing service revenue budgets.

## **10 Comments of the Head of Legal Services and Governance**

- 10.1 Before reaching a decision to make the necessary traffic management order to implement 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.

- 10.2 The Council's powers in relation to the making of traffic management orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 paragraphs 1-22 of the RTRA
- 10.3 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 of the RTRA.
- 10.4 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.
- 10.5 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: -
- The desirability of securing and maintaining reasonable access to premises.
  - The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenities.
  - The national air quality strategy.
  - Facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
  - Any other matters appearing to the Council to be relevant.
- 10.6 The legal position in relation to traffic management orders and the statutory requirements in respect of consultation are set out in sections 6.5 through 6.11 of this report. Public consultation has been undertaken, and due consideration given to representations by the public, the Council would be acting in accordance with the law were it to proceed with the proposals set out in this report.

## 11 Equalities Comments

- 11.1 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.
- 11.2 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 apply to the first part of the duty.
- 11.3 Although there is a small impact on elderly residents as a result of the introduction of the controlled hours managed parking from 8am to 6.30pm, the benefits of being able to buy visitors permits at concessionary prices and utilising the permits on offer as well as expected easing in parking pressure will go a long way to address any negative impacts.

11.4 Carers in the community have access to two permit types that enable them to undertake visits to fulfil their required service. The first one is an essential service permit (ESP) which allows those people providing public personal services to residents to park in a residential or shared use bay within a controlled parking zone. The ESP scheme supports local authority services, NHS health professionals, charities and not-for-profit organisations who provide healthcare, counselling or social care to Haringey residents. The second permit type is a carer's permit which is provided to cater for the needs of those caring for residents in their own home. Residents who live in a controlled parking zone can apply for a carer's permit if their medical practitioner, nurse or social worker has completed and signed the declaration in the application form. Nannies and care providers for young children are also eligible for carers permits; the cost of this permit is dependent on the emission level of the vehicle being used in the application.

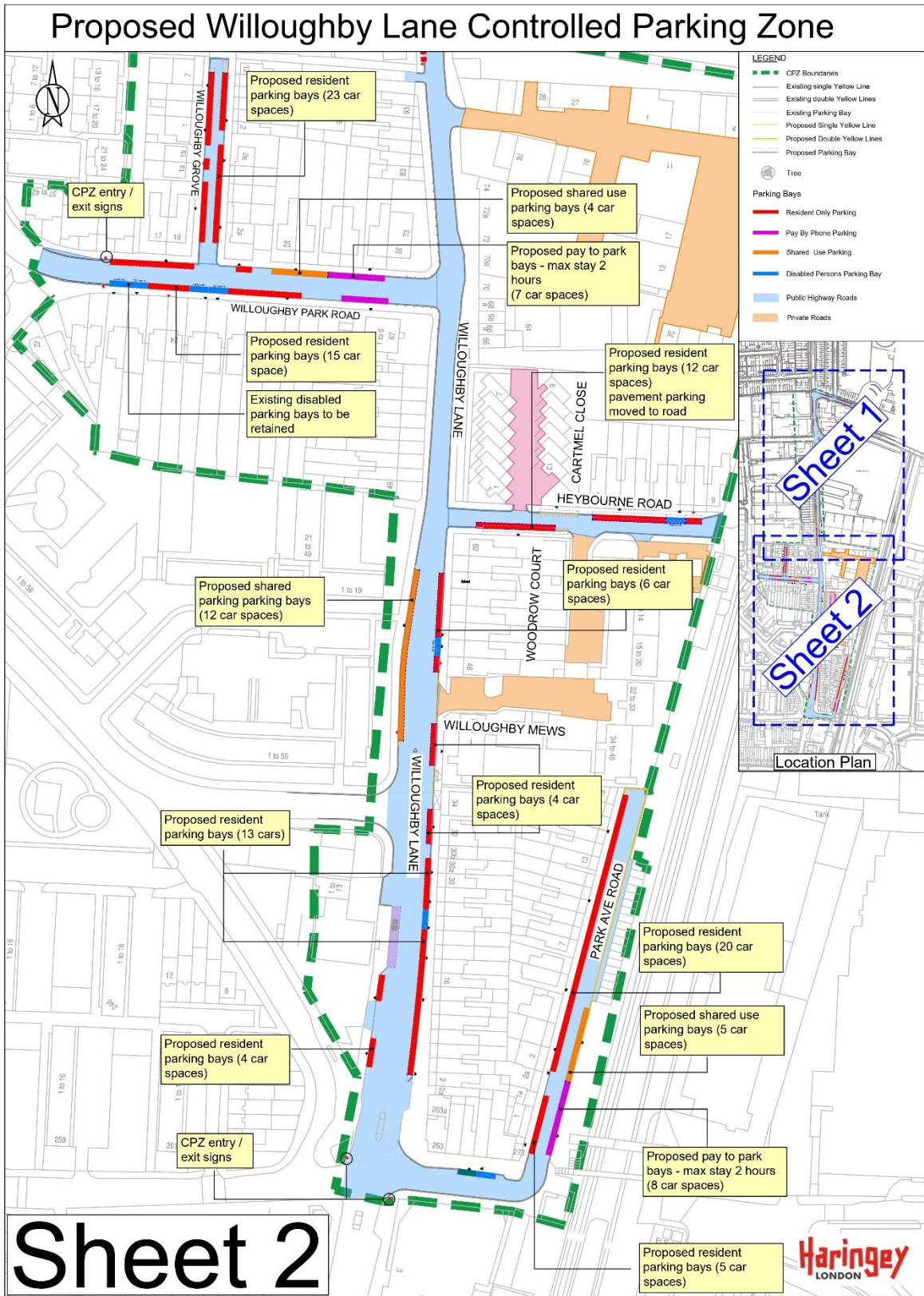
## **12 Use of Appendices**

12.1 Appendix 1 – Plan showing proposed controlled parking zone in the Willoughby Lane area

12.2 Appendix 2 - Statutory notification letters delivered to affected frontages

## **13 Local Government (Access to Information) Act 1985**

- Delegated Authority Report - Proposed Willoughby Lane Controlled Parking Zone.
- Parking Schemes – Resident Engagement Policy April 2023.



**Sheet 2**

**Sheet 1**

**Haringey LONDON**

**Haringey LONDON**



## Highways & Parking

Ann Cunningham: Head of Service for Highways & Parking



27 Nov 2024

### Statutory Consultation

#### Proposed Willoughby Lane Controlled Parking Zone

Dear Resident or Business,

You may recall that in February of this year (2024) we wrote to you to ask if you were experiencing parking pressures in your area and whether you supported the introduction of controlled parking zone (CPZ). I am pleased to say over 17% of you responded to provide us with your view. This exceeded the Council's Parking Policy minimum requirement of 10% response rate to inform a decision. I want to take this opportunity to thank everyone who participated in this process; your views are very important as they help us decide how to move forward.

#### What you told us

613 properties were sent the information. We received 110 responses. These responses were split as follows:

- 74 (67.7%) support the introduction of a parking zone
- 34 (30.9%) do not support the introduction of a parking zone
- 2 (1.8%) did not provide a view.

In this first round of resident engagement, respondents were asked, "Do you agree that restrictions operating from 8 am to 6:30 pm, Monday to Saturday, would best suit a CPZ if implemented on your road?" The response to this question was split as follows: 76 respondents (69.1%) opposed this proposal, while 34 (30.9%) were in support. When asked about which day and times the controlled parking zone should operate, 76 respondents (69.1%) didn't support Haringey's standard CPZ operating days and times, these being Monday to Saturday, 8 am - 6:30 pm. 34 respondents (30.1%) supported these standard operating hours.

We needed over 51% to agree on the operation times to meet our policy threshold. As we only had 30.1% support, we were not able to take a decision. We therefore undertook a second round of public engagement to determine the preferred days and hours for CPZ operation. This was launched on 3 June 2024, running for 21 days and closing on 24 June 2024.

The following options were offered for consideration:

- **Operating Days:** Monday to Friday or Monday to Saturday
- **Operating Times:** 8 am to 10:30 pm or 8 am to 6:30 pm.

45 responses were received to the second round of engagement, split as follows: 23 (51%) supported CPZ to operate Monday to Friday.

- 22 (49%) preferred CPZ to operate Monday to Saturday.
- 27 (60%) supported CPZ to operate 8 am to 6:30 pm.
- 18 (40%) preferred CPZ to operate 8 am to 10:30 pm.

In summary, the majority of respondents expressed support for implementing parking controls in the Willoughby Lane area, with a preference for **Monday to Friday, 8 am to 6:30 pm**. As these meet the policy threshold required for a decision, these can now progress to statutory consultation.

Full details of the outcome of the two public engagements are available on the council's website at <https://www.haringey.gov.uk/parking-roads-and-travel/parking/parking-consultations/current-parking-consultations>

### What we are going to do

We have decided to:

- Introduce controlled parking controls on Willoughby Lane as set out on the attached plan.
- The new Willoughby Lane CPZ is proposed to operate **Monday-Friday 8am-6.30pm**, subject to the outcome of the statutory consultation and decision.

### Next Steps

The statutory consultation on these changes will begin on **Wednesday 27 November 2024**. This provides a 21-day period for anyone wishing to object or respond to those proposals. To view these proposals in detail, please see the attached plans or visit our online portal here: <https://consultation.appyway.com/haringey> and click on the 'proposals in consultation' tab and search for reference 2024-T47 – Willoughby Lane CPZ. <https://consultation.appyway.com/haringey> and click on the 'proposals in consultation' tab and search for reference 2024-T47 – Willoughby Lane CPZ. If you are unable to view these online you can request a copy of the proposals by contacting us at [frontline.consultation@haringey.gov.uk](mailto:frontline.consultation@haringey.gov.uk).

The easiest way to send us your objection or submission is via the online portal (as set out above). Alternatively, you can email [traffic.orders@haringey.gov.uk](mailto:traffic.orders@haringey.gov.uk) or write to us at the postal address shown on this letter. Please ensure that **Proposed Willoughby Lane CPZ** is included within the subject title of your email or letter.

The closing date for objections and submissions to be received by the Council via portal, email or post is **Wednesday 18 December 2024**.

In Haringey, where a council housing estate falls within a CPZ, residents who live in the housing estate can also purchase CPZ permits to park in the public highway roads.

Residents in car free developments will be aware that they will not be eligible to apply for annual permits to park within Controlled Parking Zones. This a London wide Mayoral planning policy to encourage the uptake of sustainable modes of travel such as walking, cycling and the use of local transport.

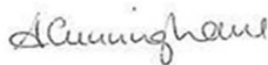
Information on the cost of the permits to be applied to the public highway roads which will form part of the new CPZ should it be implemented can be found here: <http://www.haringey.gov.uk/parking-roads-and-travel/parking/parking-permits>

If you have any questions regarding the scheme, please contact us: [frontline.consultation@haringey.gov.uk](mailto:frontline.consultation@haringey.gov.uk).

### Happens Next?

At the end of the statutory consultation period, all objections and representations will be considered by the council before a decision is made on whether to introduce parking controls within the public highway roads noted in this letter. I will write to you again to inform you of this decision and timescales for implementing the CPZ should it be approved.

Yours faithfully,



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