

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

Title: Proposed Extension of Hornsey North East Controlled Parking Zone

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

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Ward(s) affected: Hornsey

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

1 Describe the issue under consideration

- 1.1 To report on the feedback of public engagement which commenced on 20th May 2025, closing on 10th June 2025, on the proposal to extend the Hornsey North East Controlled Parking Zone (CPZ).
- 1.2 Having considered the proposal and feedback to the public engagement, to seek approval of recommendations set out in Section 3, subject to outcome of the statutory consultation and detail design.

2 Cabinet Member Introduction

- 2.1 N/A

3 Recommendations

- 3.1 It is recommended that the Head of Service for Highways and Parking in consultation with the Cabinet Member for Residents Services and Tackling Inequality approves the following:
- 3.2 Proceed to statutory consultation on a proposed traffic management order to extend the Hornsey North East CPZ area to include North View Road, South View Road and Hawthorn Road with parking controls matching the existing operational hours (Monday to Friday 10am to 2pm), pursuant to the Road Traffic Regulation Act 1984 ("1984 Act") and The Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 ("1996 Regulations").
 - 3.2.1 Not to proceed to statutory consultation on changing Hornsey High Street from being included within Hornsey South CPZ to Hornsey North-East CPZ.

4 Reasons for Decisions

- 4.1 The Council adopted the new parking schemes and resident engagement policy ([Parking Schemes – Resident Engagement Policy \(haringey.gov.uk\)](https://haringey.gov.uk/parking-schemes-resident-engagement-policy)) in April 2023. This requires the Council to consider the results of public engagement conducted on proposed new CPZs, prior to making a decision whether or not to proceed to

implementation. This policy sets a minimum threshold for response, as well as requiring at least 51% support for proposals from those who do respond.

- 4.2 Analysis of the public engagement resulted in the council receiving 366 responses, from 668 registered properties, this represents a 55% response rate which far **exceeds the councils' parking policy minimum response rate of 10% required to form a decision.**
- 4.3 Of those who responded, the majority, 227 respondents (62%) indicated support for extending the Hornsey North East CPZ. This exceeds the 51% response rate set out in the Parking Schemes Resident Engagement Policy.
- 4.4 However, looking at the results street-by-street, highlights a slightly divergent viewpoint. South View Road and Hawthorn Road show significant support for CPZ controls at 78% and 80% respectively but there is 55% opposition from North View Road. We received only 11 responses from Hornsey High Street with 82% opposition to them moving from Hornsey South CPZ to Hornsey North East CPZ so recommend not proceeding to statutory consultation for this proposal.
- 4.5 The outcome of the public engagement **is supported by Haringey's CPZ Parking Policy.**
- 4.6 The proposed changes to extend the Hornsey North-East CPZ to especially North View Road, South View Road and Hawthorn Road will help prioritise parking for residents along these streets and address complaints from these streets that the area is used for parking by those from a wider area making it difficult for residents to find a parking space.

5 Alternative options considered

- 5.1 An alternative is to not extend the Hornsey North East CPZ. This is not recommended as the public engagement demonstrated that the extension of the CPZ is supported overall by the majority of residents. The decision is supported **by Haringey's CPZ policy.**
- 5.2 Extend Hornsey North East CPZ **but don't include North View Road.** This is not recommended as not including North View Road in the extension would place undue parking pressure on the residents of North View Road as they would only be able to park on their road, and they would be faced by residents within the CPZ and visitors to the area parking on their road to avoid purchasing a permit.

6 Background Information

- 6.1 The first public engagement on the Hornsey North East CPZ commenced on 24 February 2021. Overall, the majority response to the public engagement indicated the area as a whole did not support the introduction of a CPZ. However, when looking at responses on a road-by-road basis, **a sub area 'to the east' was identified with a majority (56%) in support of a CPZ.** This area was taken forward to statutory consultation (with operating hours Monday to Friday, 10am to 2pm) and became the existing Hornsey North East CPZ.
- 6.2 Statutory consultation on the existing CPZ started on 19th October 2022 for a period of 21 days. A total of 366 submissions were received. As part of the statutory consultation process petitions were received from South View and North View Roads, seeking to be included in the new CPZ area.

- 6.3 After considering objections, submissions and in consultation with Ward Councillors, a decision was taken in October 2023 to introduce the Hornsey North East CPZ to operate Monday to Friday, 10am to 2pm. A commitment was also included, to undertake further public engagement with South View Road, North View Road and Hawthorn Road regarding their inclusion in the Hornsey North East CPZ.
- 6.4 In November 2023 all properties within the proposed Hornsey North East CPZ were notified by letter of the Council's decision to proceed with the Hornsey North East CPZ. Works started on the introduction of the CPZ in December 2023 and completed in late January 2024. The Hornsey North East CPZ went live (enforced) on 12 February 2024.
- 6.5 Engagement material to extend the Hornsey North East to North View Road, South View Road and Hawthorn Road was prepared with a view to engage residents and seek feedback on whether they supported extending parking controls of the Hornsey North East CPZ to their street.

Public Engagement

- 6.6 Public engagement was carried out from 20 May 2025 until the 10 June 2025. The Council followed its typical public engagement practice, which involved delivering public engagement packs containing an information letter, questionnaire, and an area plan showing the proposed extension. These packs were delivered to all registered properties within the extension area. In addition, street notices were erected in the roads affected to help raise awareness of the Council's proposal. Lastly, the engagement material and related information was uploaded onto the **Council's website with access to an online questionnaire allowing responses to be submitted digitally**. The engagement letter, questionnaire and plan are provided in **Appendices 1 and 2**.
- 6.7 Of the 668 properties that received the engagement pack, the Council received 366 responses, a response rate of 51%. This response rate far **exceeds the council's** parking policy minimum response rate of 10%.
- 6.8 Among those who responded, 213 (59%) stated they find it difficult to find a parking space on their road, 82 (23%) stated they did not find it difficult to find a parking space, and the remaining 67 (18%) stated that it was difficult sometimes to find a parking space.
- 6.9 From those who responded to the public engagement 227 (62%) support the introduction of parking controls, while the remaining 134 (37%) did not support the introduction of a parking zone **with 1% stating they didn't know**.
- 6.10 Street-by-street analysis showed that North View Road have 55% opposition to the proposed CPZ extension whereas both South View Road and Hawthorn Road are 78% and 80% in favour.
- 6.11 **The Council's Parking Schemes – Resident Engagement Policy (April 2023)** states:

Controls will be introduced based on the overall response from the area engaged, or a defined sub-area identified, achieving at least 51% vote in favour of controls being introduced. Where some streets may vote against a CPZ, but are

surrounded by roads that support controls, the Council may include them to ensure that single roads are not unduly affected by displaced parking. Where this happens, the rationale will be documented in decision making reports and residents informed (page 7).

6.12 Notwithstanding 55% opposition from North View Road, officers consider that excluding North View Road from the extension would create undue parking pressure for its residents. This is because North View Road would become the only street in the vicinity without CPZ restrictions making it vulnerable to displaced parking from residents within the CPZ and visitors seeking to avoid purchasing a permit. Therefore, officers recommend that North View Road is included in the extension of the Hornsey North East CPZ.

6.13 The table below shows a breakdown of the public engagement results:

Road	Do you support the CPZ?					
	Yes		No		Don't know	
	Count	%	Count	%	Count	%
North View Road	64	44%	80	55	2	1
South View Road	117	78%	30	20	3	2
Hawthorn Road	43	80%	11	20	0	0
Hornsey High Street	2	18%	9	82	0	0
Other local roads	1	20%	4	80	0	0
Overall	227	62%	134	37%	5	1%

6.14 A total of 189 comments were received to the public engagement. A summary of all parking related comments made is provided in Table 1 below.

Table 1. Summary of responses.

Table of 'comment themes' provided to the review of Hornsey North East CPZ extension

Comment Themes	Road Name									
	North View Road		South View Road		Hawthorn Road		Hornsey High St		Other local roads	
	Count	%	Count	%	Count	%	Count	%	Count	%
Vehicles from nearby CPZ now left parked/dumped in our road	20	14%	8	5%	8	15%	0	0%	1	20%
Prefer 2 hours instead of the 4 hours proposed	14	10%	4	3%	2	4%	1	9%	0	0%
Parking is difficult mainly in the evenings/overnight	8	5%	4	3%	3	6%	0	0%	0	0%
No. Will not help. This is another revenue raising scheme	21	14%	10	7%	0	0%	1	9%	2	40%
CPZ is needed	16	11%	7	5%	13	24%	3	27%	0	0%
Not wanted - we prefer to keep free parking	21	14%	8	5%	4	7%	1	9%	1	20%
Other comments	4	3%	0	0%	0	0%	0	0%	0	0%
No comments	41	29%	109	73%	24	44%	5	50%	1	20%
Total	145	100%	150	100%	54	100%	11	100%	5	100%

6.15 Details of all responses including comments can be found in **Appendix 3**

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
- 7.3 The extension of the Hornsey North East CPZ will offer residents currently outside the CPZ on these roads effective management of kerb-side space and prioritise their ability to park closer to their homes by reducing displaced parking and uncontrolled parking on their streets.

8 Legal Implications

- 8.1 **The Council's power to make a CPZ** by way of a traffic management order pursuant to section 6 of the 1984 Act, can be used where it is expedient to do so for any of the purposes set out in section 1(1), namely:
- (a) for avoiding danger to persons or other traffic using the road or any other road or for preventing the likelihood of any such danger arising, or
 - (b) for preventing damage to the road or to any building on or near the road, or
 - (c) for facilitating the passage on the road or any other road of any class of traffic (including pedestrians), or
 - (d) for preventing the use of the road by vehicular traffic of a kind which, or its use by vehicular traffic in a manner which, is unsuitable having regard to the existing character of the road or adjoining property, or
 - (e) without prejudice to the generality of paragraph (d) above) for preserving the character of the road in a case where it is specially suitable for use by persons on horseback or on foot, or
 - (f) for preserving or improving the amenities of the area through which the road runs; or
 - (g) for any of the purposes specified in paragraphs (a) to (c) of subsection (1) of section 87 of the Environment Act 1995 (air quality).
- 8.2 The reasons for extending the Hornsey North East CPZ are set out at paragraph 4.6. Officers consider that the extension of the Hornsey North East CPZ will be expedient to achieve the purposes set out at paragraph 8.1 (c), (d) and (f).
- 8.3 By virtue of section 122(1) of the 1984 Act, the Council has a duty in the exercise of its function as highway and traffic authority 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 listed at section 122(2):
- (a) the desirability of securing and maintaining reasonable access to premises

- (b) the effect on the amenities of any locality affected and (without prejudice to the generality of this paragraph) the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run;
- (c) the strategy prepared under section 80 of the Environment Act 1995 (national air quality strategy);
- (d) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles; and
- (e) any other matters appearing to the local authority to be relevant.

8.4 The council in satisfying this duty must have proper regard to its s122(1) duty and balancing this duty with the matters set out at s122(2) when deciding whether to make traffic management orders including those for CPZs.

8.5 In deciding to extend the Hornsey North East CPZ, officers have had proper regard to its duty under section 122 of the 1984 Act. The extension will help secure and maintain reasonable access to premises by reducing parking congestion and ensuring residents can park near their homes. It will preserve and improve the amenities of the locality by addressing complaints about unrestricted parking by non-residents. Officers have also considered other relevant matters including the need to prevent displacement parking that would otherwise create undue pressure on adjacent streets.

8.6 Section 45 of the 1984 Act gives the Council specific power to introduce CPZs with permits. In applying this power it is necessary to have regard (amongst other factors) 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 under this section.

8.7 The extension will assist in maintaining the free movement of traffic by reducing congestion caused by vehicles circulating to find unrestricted parking. It will also maintain reasonable access to premises by ensuring residents can park close to their homes rather than being displaced by commuter or long-stay parking. Officers have also considered the extent of on-street and off-street parking availability in the area and consider that the extension of the CPZ is necessary to manage demand and prioritise **residents'** parking needs.

8.8 In considering whether to extend the Hornsey North East CPZ, the Council has applied its network management duty under s16 of the Traffic Management Act 2004. In particular it is considered that the extension **will be consistent with "the management of the road network with a view to achieving, so far as may be reasonably practicable having regard to the Council's other obligations, policies and objectives, the following objectives:**

- (a) securing the expeditious movement of traffic on the authority's road network;
- and

- (b) facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority.”

9 Comments of the Chief Financial Officer

- 9.1 This report seeks approval from the Head of Service for Highways and Parking in consultation with Cabinet Member for Resident Services and Tackling Inequality for the implementation of the Hornsey North East CPZ extension for North View Road, South View Road and Hawthorn Road. It is not recommended that the section of Hornsey High Street be transferred from Hornsey South CPZ to Hornsey North East CPZ.
- 9.2 The full cost of this scheme is estimated to be £30k, including community engagement; inventory of existing site conditions; design and implementation. The full cost associated with this proposal is included within the Parking Investment Plan and **will be funded from the Council's approved** capital programme plan under capital scheme 305 Borough Parking Plan.
- 9.3 Once implemented the future operation cost will be funded from the existing service revenue budgets.

10 Comments from the Director 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 1984 Act and the 1996 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 for the purposes of a CPZ mainly fall under sections 6, 45, 46, 122 and 124 and Schedule 1 of the 1984 Act. Officers have considered the Council's statutory duties pursuant to sections 6, 45, and 122 of the 1984 Act in the Legal Implications section above before recommending proceeding to statutory consultation.**
- 10.3 The procedure for making a traffic management order involves statutory consultation carried out in accordance with the 1996 Regulations. A further report will be presented to the Head of Highways and Parking on the outcome of the statutory consultation
- 10.4 The Head of Highways and Parking is authorised to make this decision under the **Council's Constitution (Part 3, Section E) as delegated to them within the Director of Environment & Resident Experience's Scheme of Authorisation.**

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 There are potential negative impacts on elderly residents as a result of the introduction of the controlled hours managed parking from 10am to 2pm Monday to Friday. However, 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 The potential negative impact on carers is mitigated by permits that can be provided by Haringey Council. Carers in the community can access two permit types that enable them to carry out essential visits:

- **Essential Service Permit (ESP):** Allows providers of public personal services to park in residential or shared-use bays within controlled parking zones. The ESP scheme supports local authority services, NHS professionals, charities, and not-for-profit organisations delivering healthcare, counselling, or social care to Haringey residents.
- **Carer's Permit:** Designed for those caring for residents in their own homes. Residents in controlled parking zones can apply if a medical practitioner, nurse, or social worker completes the declaration on the application form. Nannies and childcare providers are also eligible. The permit cost depends on the **vehicle's emission level**.

12 Use of Appendices

Appendix 1 – Plan Showing Extent of Hornsey North East CPZ Extension Area.

Appendix 2 – Public Engagement Pack.

Appendix 3 – All Responses Received to Public Engagement.