

Report title: Finsbury Park CPZ Extension- Report of Statutory Consultation	
Forward Plan reference number: 2005/105	
Report of: Anne Fisher, Director of Environmental Services	
Ward(s) affected: STROUD GREEN	Report for: Key decision
1.0 Purpose	
1.1 To summarise feedback from the Statutory Consultation process carried out in July 2005.	
1.2 To seek approval to authorise the making of the Traffic Management Orders (TMO) necessary to introduce a Finsbury Park Controlled Parking Zone Extension in specified roads, as shown in Appendix I of this report.	
1.3 To seek approval to authorise modifications to the existing CPZ for the relocation of business and pay & display bays along the roads specified in Appendix VI of this report.	
2.0 Introduction by the executive member	
Following a report to the Executive in June 2005, additional consultation and a 21 day period of Statutory Consultation was carried out in July/August 2005 seeking residents views on extending the Finsbury Park controlled parking zone. This report summarises the feedback received and sets out the rationale for extending the Finsbury Park CPZ. The report also provides recommendations to proceed to statutory consultation for modifications to business and pay & display parking bays in the existing Finsbury Park CPZ.	

<p>3.0 Recommendations</p> <p>3.1 It is recommended that the Executive:</p> <p>3.2 Note the feedback of the further consultation and statutory consultation process and in particular the objections received.</p> <p>3.3 Agree to the extension of the Finsbury Park CPZ for the hours Monday to Saturday 8:30am to 6:30pm, Match day and event Day Controls Monday to Saturday 8:30am to 8:30pm, Sunday 12 noon to 4:30pm, as specified in Appendix I of this report.</p> <p>3.4 Authorise council officers to make the Traffic Management Order (TMO) and take all the steps necessary for the introduction of a CPZ in the proposed extension area.</p> <p>3.5 Authorise council officers to proceed to Statutory Consultation for modifications of the existing Finsbury Park CPZ for the relocation of business and pay and display parking bays in the roads specified in Appendix VI of this report.</p> <p>3.6 Inform residents of the Council's decision and works programme in a letter to all properties in the consultation area.</p>
<p>Report authorised by: Anne Fisher, Director of Environmental Services</p>
<p>Contact officer: Tony Kennedy, Group Manager, Traffic & Road Safety</p> <p>Telephone: 0208 489 1765</p>
<p>4.0 Executive summary</p> <p>4.1 Further to the report to the Executive in June 2005, this report sets out the feedback from further and Statutory Consultation on the extension to the Finsbury Park CPZ. The report demonstrates that the statutory requirements for making TMO's for CPZ's have been satisfied. As a result, it recommends approval to formalise the necessary TMO's for the extension of the Finsbury Park CPZ, in the roads specified in Appendix I.</p> <p>4.2 Approval is also sought to enter into further Statutory Consultation for modifications to the existing scheme. This is to provide business and pay & display bays at locations, identified in the satisfaction survey, where demand exists and where impact on resident parking is minimal.</p>
<p>5.0 Reasons for any change in policy or for new policy development:</p> <p>There is no change in policy</p>

6.0 Local Government (Access to Information) Act 1985

6.1 The following background papers have been used in the preparation of this report:

- Executive report of 14 September 2004 - Satisfaction Survey Feedback.
- Executive report of 14 June 2005 – Formal Consultation
- Additional consultation July 2005 – returned questionnaires
- Comments received within the Statutory Consultation period

6.2 For access to background papers or any further information please contact Beth Girma on 0208 489 1763.

7.0 Background

7.1 The Finsbury Park CPZ was reviewed in June/July 2004, by a satisfaction survey in the CPZ and in roads on the periphery of the zone. The feedback indicated support for inclusion from some roads on the periphery. It also highlighted the need to review the distribution of business and pay and display bays to provide for the businesses on Stroud Green Road.

7.2 A report to the Executive in September 2004 gave approval to proceed with formal consultation for a possible extension of the existing zone. The Council conducted formal consultation in March/April 2005 for the possible extension of the Finsbury Park CPZ in Scarborough Road, Carlisle Road, Upper Tollington Park, Carlton Road, Cornwall Road, Lancaster Road, Connaught Road, Oakfield Road, Dagmar Road, Beatrice Road and Stapleton Hall Road.

7.3 The results were presented to the Executive in June 2005 and approval given to proceed to statutory consultation for a CPZ extension on Scarborough Road, Carlisle Road, Upper Tollington Park, Carlton Road and Cornwall Road. It was agreed to do further consultation with the residents/businesses of Lancaster Road, Connaught Road, Oakfield Road, Dagmar Road and Beatrice Road to ask if, in light of the agreed extension, they now wished to be included, despite their initial lack of support.

7.4 It was also agreed that all the roads listed in 7.4 and 7.5 are consulted on preferred hours of operation for the extension, as responses received during formal consultation were unclear.

8.0 Additional consultation

8.1 Additional consultation documents (800 in total) were hand delivered to all residents in the consultation area between the 13 and 15 July 2005. This consisted of a letter, questionnaire and a freepost envelope (see Appendix II for the consultation leaflet). It asked all respondents for preferred hours of operation. Those in the roads listed in 7.5 were asked whether or not they would like to be included in the CPZ. The closing date was 27 July 2005 and 199 questionnaires met this deadline. This was a 25% response rate.

- 8.2 Of the roads opposed to parking controls at the formal consultation stage Lancaster Road (63%) and Beatrice Road (77%) had majorities in support of inclusion in the zone. In Connaught Road (74%) and Oakfield Road (70%) the majority opposed inclusion. In Dagmar Road 50% of respondents were opposed, 20% in favour and 30% undecided. Only 7 responses were received from Dagmar Road.
- 8.3 As Connaught Road, Oakfield Road and Dagmar Road are in the heart of the proposed extension they will if excluded, bear the brunt of serious parking displacement and pressures. For these reasons, and as there is support in the area as a whole for the scheme, it is proposed that these roads are part of the extended zone. They were therefore included in the statutory process.
- 8.4 Regarding hours of operation, 46% of respondents would prefer the zone to operate all day i.e. 8.30am to 6.30pm; 33% of respondents opted for a scheme that would operate for a 2-hour period during the day; the remaining 21% did not respond to this question.
- 8.5 For a full breakdown of the results and summarised comments, please refer to Appendix III.

9.0 Statutory consultation

- 9.1 Statutory Consultation is the legal part of the process and takes the form of a Public Notice, published in The London Gazette, the local press and on site. This sets out the Council's intention to implement parking controls in a specified area. The Notice has a 21-day Statutory Consultation period, which allows all members of the public an opportunity to support or object the proposals
- 9.2 A Notice of Intention was published in the London Gazette, Hornsey, Tottenham, Muswell Hill Journals and the Islington Gazette and on site on the 18 August 2005.
- 9.3 In addition to the normal Statutory Consultation procedure, leaflets providing information regarding the statutory procedure were hand delivered to all residents. See Appendix IV for a copy of the leaflet.
- 9.4 As part of Statutory Consultation the views of the following bodies were sought Transport for London, Police (local), Fire Brigade, London Ambulance Service, Freight Transport Association, Road Haulage Association, RAC, Metropolitan Police (traffic), Haringey Cycling Campaign and Haringey Accord.

10.0 Letters received during statutory consultation

- 10.1 The Council received eleven written representations during the statutory period objecting to the proposed extension. Five were from residents of Stapleton Hall Road; five from residents within the boundary of the proposed zone; and one was received from a resident outside of the proposed zone. See Appendix V for the summarised comments.

10.2 Representations from Stapleton Hall Road residents were from nos. 64-84. They were included in the original consultation in March/April 2005 and expressed support. However, at that time, the majority of roads north of the railway line did not support the extension. It was therefore decided to exclude this area, including Stapleton Hall Road, from the statutory process. A meeting held with council officers, local councillors and residents of nos. 64-84 Stapleton Hall Road showed continuing high levels of support for inclusion. It is therefore proposed that further consultation in this area be carried out in June/July 2006, as part of the 6 month review.

11.0 View from statutory bodies and other interested parties

11.1 The views of the following bodies were sought: AA, London Transport, Police (local), Fire Brigade, London Ambulance Service, Freight Transport Association, Road Haulage Association, RAC, Metropolitan Police (traffic), Haringey Cycling Campaign and Haringey Accord. No letters of objection have been received from the above bodies.

12.0 Summary and conclusions

12.1 Taking into account the feedback from the formal and additional consultation, 58.7% of respondents from the proposed extended area are in support of the extension.

12.2 Feedback from the additional and statutory consultation has shown that a majority of roads in the area support parking controls to alleviate non-resident parking issues. Three roads do not have a majority of residents in support. Most residents support all day parking controls to mirror the existing hours of operation of the Finsbury Park Zone.

12.3 As there is a high level of support for inclusion in the zone by residents of Stapleton Hall Road, it is proposed to review the inclusion of roads north of the railway line six months after this current extension is operational.

12.4 There is also a need to relocate business and pay & display bays to better serve Stroud Green Road. Appendix VI sets out locations where bays can be relocated without having a negative impact on residents.

13.0 Recommendations

13.1 It is recommended that the Executive:

13.2 Note the feedback of the further consultation and statutory consultation process and in particular the objections received.

13.3 Agree to the extension of the Finsbury Park CPZ for the hours Monday to Saturday 8:30am to 6:30pm, Match day and event Day Controls Monday to Saturday 8:30am to 8:30pm, Sunday 12 noon to 4:30pm, as specified in Appendix I of this report.

13.4 Authorise council officers to make the Traffic Management Order (TMO) and take all the steps necessary for the introduction of a CPZ in the proposed extension area.

- 13.5 Authorise Council Officers to proceed to Statutory Consultation for modifications of the existing Finsbury Park CPZ for the relocation of business and pay and display parking bays in the roads specified in Appendix VI of this report.
- 13.6 Inform residents of the Council's decision and works programme in a letter to all properties in the consultation area.

14.0 Comments of the Director of Finance

- 14.1 The Environmental Services capital budget for 2005/06 contains a provision of £50k for the introduction of this scheme and some modifications to the existing scheme. The implementation costs must not exceed the budget provision.
- 14.2 A financial appraisal of the proposed extension has been undertaken and indicates a payback period of 0.83years as summarised below:

	£
Set up and implementation costs	<u>50,000</u>
Annual running costs	6,000
Annual income	<u>66,500</u>
Net income	<u>60,500</u>
Payback of Set Up Costs (Years)	<u>0.83</u>

- 14.3 The part year impact of running costs and income is included in the parking account for 2005/06 and the full year effect will be reflected in next year's budget.

15.0 Comments of the Head of Legal Services:

- 15.1 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 ("RTRA") 1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations 1996. All objections received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
- 15.2 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.
- 15.3 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.

15.4 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.

16.0 Equalities implications

16.1 The Statutory Consultation is seeking the views of all residents/businesses of an area and the leaflet offers translation facilities in community languages.

16.2 Controlled parking is an effective form of deterring commuters from entering an area. It also promotes the use of public transport, walking and cycling and benefits the people who do not have access to a car.

17.0 Use of Appendices / Tables / Photographs

- Appendix I – Proposed Finsbury Park CPZ Extension
- Appendix II – Additional Consultation Documents
- Appendix III – Analysis of Results
- Appendix IV – Statutory Consultation Leaflet
- Appendix V – Statutory Consultation Summary of representations
- Appendix VI – Existing Finsbury Park CPZ Parking bay modifications

Appendix I

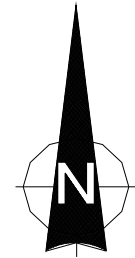
**PROPOSED FINSBURY PARK CPZ
EXTENSION AREA**



NOTES.

KEY

- Residents & Visitors Parking Bays
- Yellow Lines
- Disabled Parking Bays
- Dual Use- Business & Residents Bays
- Driveway or crossing
- Existing CPZ boundary
- Proposed CPZ Extension boundary



REV	DESCRIPTION	CHECKED	DATE
HARINGEY COUNCIL			
ENVIRONMENTAL SERVICES			
HIGHWAY AND TRAFFIC ENGINEERING			
FINSBURY PARK AREA PROPOSED CPZ EXTENSION			
Designed	BMG	Drawn	BMG
Scale	NTS	date	11/05/05
Appr.no.	TRS/		

HARINGEY COUNCIL
ENVIRONMENTAL SERVICES
HIGHWAY AND TRAFFIC ENGINEERING

FINSBURY PARK AREA
PROPOSED CPZ
EXTENSION

Designed	BMG	Drawn	BMG
Scale	NTS	date	11/05/05
Appr.no.	TRS/		

APPENDIX II

ADDITIONAL CONSULTATION
DOCUMENTS

Environmental Services

River Park House
1st floor (South)
225 High Road
Wood Green
London N22 8HQ
Minicom:

Your Ref. :**Our Ref. V02008**

Haringey Council
Direct Line: 0208 489 1765

Fax: 0208 489 1251

This matter is being dealt with
by Tony Kennedy

Date: 12 July 2005

For a large print copy, contact 0208 489 1225

Resident/Occupier,
Scarborough Road, Carlisle Road, 91-123
& 64-94 Upper Tollington Park, Carlton
Road, Cornwall Road, Lancaster Road,
Connaught Road, 2-48 7 1-35 Oakfield
Road, Dagmar Road and Beatrice Road.

Dear Resident/Occupier,

Finsbury Park CPZ Extension

As you may be aware, the Council consulted on proposals for a possible extension of the Finsbury Park CPZ in March 2005. The feedback indicated support in a number of roads for an extension of the CPZ and this was reported to the Council's Executive at its meeting of 14 June 2005.

It was agreed by the Executive that the Council would proceed to Statutory Consultation for an extension of the Finsbury Park CPZ in the following roads: **Scarborough Road, Carlisle Road, Upper Tollington Park (between Parkland Walk and Endymion Road), Carlton Road and Cornwall Road.**

It was further agreed that **Lancaster Road, Connaught Road, Oakfield Road, Dagmar Road and Beatrice Road** would also be included in the statutory process. Although respondents from these roads did not show initial support for inclusion in the CPZ, they will be afforded the opportunity to confirm, if, in light of the above roads i.e, Scarborough Road etc being integrated in the Finsbury Park CPZ, they now wished to be included. The feedback received from these roads, by completing and returning the attached questionnaire by 27 July will determine if they are to be included.

The consultation responses regarding the hours of operation of the CPZ extension were unclear. Therefore the Council is also affording all residents/businesses of roads included in the statutory process the opportunity to confirm if they would favour a 2-hour zone i.e, 10am-noon or an all day scheme i.e, 8.30am-6.30pm. The operational days will mirror the existing scheme. Please complete and return the attached questionnaire by 27 July to confirm your preference regarding the hours of operation of the extended zone.

Director: Anne Fisher
Asst. Director: Beverley Taylor
Head of Highways: Alex Constantinid

Statutory Consultation is the legal part of the process and takes the form of a Public Notice, which is published in the local press setting out the Council's intention to implement parking controls in a specified area. The Notice has a 21-day Statutory Consultation period that will commence on the 4 August.

We will also be posting the Notice at various visible locations within the area. The Notice explains whom to write to when making comments. This allows all interested parties an opportunity to make representation regarding the Council's intentions.

If you have any questions, please contact the Traffic and Road Safety Group on 0208 489 1763 or via email at Bethlehem.Girma@haringey.gov.uk.

Yours faithfully

Cllr Hillman
Executive Member for Environment

QUESTIONNAIRE

FINSBURY PARK CONTROLLED PARKING ZONE

EXTENSION

Name:(optional).....

Address:essential).....

Postcode:(essential).....

Please indicate your preference by ticking one of the boxes below

For the Residents/Occupiers

Lancaster Road, Connaught Road, 2-48 7 1-35 Oakfield Road, Dagmar Road and Beatrice Road

Q1) Would you like your road to be included in the Controlled Parking Zone?

YES

NO

For Resident/Occupiers of,

Scarborough Road, Carlisle Road, 91-123 & 64-94 Upper Tollington Park, Carlton Road, Cornwall Road, Lancaster Road, Connaught Road, 2-48 7 1-35 Oakfield Road, Dagmar Road and Beatrice Road

Q2) What is your prefer operating hours of the Zone?

Two Hours a day (10am - 12noon)

All day (8.30 - 6.30pm)

Are there any comments that you would like to make?

.....
.....
.....
.....
.....

N.B. Due to the provision of Local Government (Access to information) Act 1985, You cannot be assured of confidentiality, as any letter received will be available for public inspection.

PLEASE RETURN IN THE PRE-PAID ENVELOPE PROVIDED BY:
27 July 2005

APPENDIX III

Analysis of Results

Finsbury Park CPZ Extension

Total Distributed 800

Total Returned 199

Q1) Would you like your road to be included in the Controlled Parking Zone?

Q2) What is your prefer operating hours of the Zone?

Returns by Road	
Carlisle Road	5
Carlton Road	6
Cornwall Road	19
Scarborough Road	18
Upper Tollington Park	21
TOTAL	69

YES	NO	NO RESPONSE
2	0	3
4	0	2
4	3	12
5	0	0
3	2	16
18	5	33

All day (8.30am-6.30pm)	2 hrs(10am-12noon)	- Blank
4	1	0
5	1	0
7	9	3
12	5	1
12	9	0
40	25	4

Returns by Road	
Beatrice Road	22
Connaught Road	27
Dagmar Road	10
Lancaster Road	51
Oakfield Road	20
TOTAL	130

YES	NO	NO RESPONSE
17	5	0
7	20	0
2	5	3
32	16	3
6	14	0
64	60	6

All day (8.30am-6.30pm)	2 hrs(10am-12noon)	- Blank
12	5	5
6	8	13
2	5	3
20	15	16
7	4	0
47	37	37

Comments by street - Additional Questionnaires

Beatrice Road
- I would like to see the garage allocated bays, as they seem to park everywhere
- we do not need all day controls
- As this scheme has in effect been forced upon us, the least you can do is improve the current system for obtaining permits...
- we need 24hour CPZ as it is very hard to park at night
Carlisle Road
- many cars park in our street after 12pm
- I would be happy if it included match days, special events & concerts.
Carlton Road
- 10am to noon will mean that there will be no parking when we get home, which is the major problem.
- If we are left out of the extension, Carlton Road will become very congested and parking will be impossible.
Connaught Road
- I am concerned about the knock-on effect if all roads in this area become part of the CPZ. I hope we can reconsider this once the scheme is in place.
- Don't you make enough money out of us!!
- I would prefer not to have a CPZ in my street. I do not support the scheme.
- CPZ will not solve the parking problem, as it will create less parking space. I do not favour paying for permits and not being guaranteed a space.
- I am not in favour of CPZ - it will make parking problems worse by reducing parking spaces. Paying for a permit does not guarantee you a space.
- All day zone will prevent unlawful use of this road for car maintenance business.
- Connaught Road only requires CPZ on match days. It is easy to park on most other occasions.
- I would like the road to remain as it is, as there is no charge
- I welcome double yellow lines to improve junctions
- We seem to pay so many parking charges!!
- stop trade parking in the street
- I have not supported the CPZ in the past, and I still do not support it. If you are concerned about parking availability you should concentrate on removing dumped vehicles.
Cornwall Road
- I do not want the CPZ at all
- I retract my original support. I do not want my road in the CPZ. Original document did not indicate that a significant fee would be incurred, this was misleading and has led me to change my mind.
- I do not want the CPZ
- do not want the restrictions on Saturday and Sunday if possible
Dagmar Road
- FP CPZ is an inconvenience to residents etc in the area. There is no way it helps the people living here.
- There is no parking problem. CPZ only pushes parking problems to another area.
- CPZ will mean that residents will have to fork out more money for parking.
Lancaster Road
- There is no parking problem, no CPZ.
- Double yellow lines on both sides of Lancaster Road should be one side only, which would allow further parking.
- Only yellow lines on one side of Lancaster Road from Stapleton Hall Road to 91 Lancaster.

- I feel that additional controls should be in place on match days.
- Parking is now very difficult. It is imperative that the CPZ is extended, if not in the area, then at least into Lancaster Road.
- We only support the 2-hour zone, we do not support an all day CPZ.
- If our road is excluded from a widening of the scheme, then parking will become a disaster.
- I only agree to CPZ if traffic calming measures (humps etc) are included for our road, as it is very dangerous.
- I do not want a CPZ, but if you are going to do it, I would prefer 10-12noon.
- implement immediately
- it makes sense as it is currently impossible to park due to commuter parking
- Carlton road should be for residents only. People from Lancaster and Oakfield always park here
- If Lancaster must be included I would prefer the full day restrictions.
- No CPZ
- Yes, it should be until 8pm.
- I am a blue badge holder that heavily relies on carers - namely family - who stay for long periods at a time. This will not benefit them.
- parking will be impossible if this road is not included
- parking in Lancaster road is a nightmare, I am in favour of the CPZ
- We do not want the CPZ.
- I object to paying an annual fee to park my car outside my own home. If the CPZ for Lancaster was to be free, I would support it.
- there is also a major problem with speeding on Lancaster Road
- I am a pensioner with no car, but if driver friends visit me I will have to pay.
- we are a 2 car family and believe we should have 2 votes
- Our main parking problems start after 6.30pm. There are times when we can not even gain access in or out due to the cul-de-sac being packed with cars.
Oakfield Road
- There is no parking problem.
- CPZ is not necessary, as there is no parking problem.
- If the CPZ goes ahead we do not want charges for the right to park on our road. We also don't want to pay for visitors. I m not in favour of the scheme on Oakfield Road.
Scarborough Road
- CPZ time needs to be all day as our road suffers from casual shoppers to Finsbury Park, as well as commuters. Existing zone is all day, so it would seem absurd if they did not marry up.
- Guest permits should be free and available at short notice. Perhaps email permits!!
- A 2 hour or 1 hour in the afternoon would be preferable to stop the commuter parking, but still allow me to receive visitors.
- Will all residents be able to purchase permits. I live at 103 (outside zone) but if I can't buy permits then it will be impossible to park.
- We support the CPZ. Parking here is a nightmare. Its used as a car park for commuters and for match day goers
- I am disabled and require care, your restrictions prevent this both financially and by limiting the number of visitors.
- Parking problems are caused by commuters. 2hr zone will still allow for visitors
- we still think the whole CPZ should be removed from this area
- Access to my flat is from Lancaster Road, thus I park there too. I fully support the extension of the zone. As a minimum, all junctions should be protected with yellow lines.

APPENDIX IV

Statutory Consultation Leaflet

Environmental Services

River Park House
1st floor (South)
225 High Road
Wood Green
London N22 8HQ
Minicom:

Your Ref. :

Our Ref. V02008

Haringey Council

Direct Line: 0208 489 1765

Fax: 0208 489 1251

This matter is being dealt
with by Tony Kennedy

Date: 15 August 2005

Dear Resident/Occupier,

STATUTORY CONSULTATION**Re: Finsbury Park Controlled Parking Zone Extension**

Haringey Council conducted consultation in July 2005 to seek your views on the operational hours of the proposed extension and, to confirm if residents of Lancaster Road, Connaught Road, Oakfield Road, Dagmar Road and Beatrice Road, wished to be included in the extended CPZ, in light of other neighbouring roads being included and due to the likely displacement if they were excluded.

The feedback concluded that the operational hours of the proposed controlled parking zone will be Monday to Saturday between 8:30am and 6:30pm. The proposed hours and days of operation are identical to the restrictions in the existing zone and will include Match and Event Day restrictions.

The feedback received from residents in Lancaster Road and Beatrice Road indicated support for inclusion in the proposed zone. Residents of Connaught Road, Oakfield Road and Dagmar Road against. Geographically these roads that have not supported inclusion are positioned in the heart of the proposed CPZ and in our opinion would bear the brunt of serious parking displacement, it has therefore been decided that exclusion from the proposals would not be sensible and hence will be included in the next stage of consultation known as statutory process. Residents of these roads will have a further opportunity to make representation during the statutory process.

Statutory Consultation is the legal part of the process and takes the form of a Public Notice, which is published in the local press setting out the Council's intention to implement parking controls in a specified area. The Notice has a 21-day Statutory Consultation period that will commence on the 18 August 2005. This allows all interested parties an opportunity to support or object to the proposals.

The public Notice will be posted at various visible locations within the area and will also be published in the following journals: - Islington Gazette, Camden Gazette, Hornsey Journal, Tottenham Journal, Muswell Hill Journal The London Gazette, and The London Gazette.

Director: Anne Fisher
Asst. Director: Beverley Taylor
Head of Highways: Alex Constantinides

If you have any questions or required any additional information, please contact the Traffic and Road Safety Group on 0208 489 1763 or via email at Bethlehem.Girma@haringey.gov.uk.

If you want to object to the proposed scheme or make other representation you should send a statement in writing to the Traffic and Road Safety Group, River Park House, 1st Floor (South), 225 High Road, Wood Green, N22 8HQ by 14 September 2005

Yours faithfully

Cllr Hillman
Executive Member for Environment

Director: Anne Fisher
Asst. Director: Beverley Taylor
Head of Highways: Alex Constantinides

ADDITIONAL INFORMATION

What is a Controlled Parking Zone (CPZ)?

A Controlled Parking Zone (CPZ) is an area where all on-street parking is controlled either by yellow lines or designated parking bays.

CPZ's give priority to residents and local businesses, and their visitors, who must display permits or vouchers to show their entitlement to park.

Outside the hours of operation parking remains unrestricted, unless otherwise stated by additional time-plate signs.

Double yellow lines prohibit parking at any time regardless of the CPZ.

CPZ's are usually located in town centres and areas surrounding underground and rail stations where parking most affects the local residents.

CPZ's ease congestion caused by illegal and obstructive parking by introducing waiting restrictions where parking is undesired.

Some roads further away from the source of the problem are included in the zone to prevent displaced motorists from moving into these roads.

A permit for one CPZ does not allow the holder to park in any other CPZ.

How do CPZ's work?

Controlled Parking Zones (CPZ's) work by ensuring that vehicles park in designated bays at certain times of the day. Any vehicles that are parked illegally are liable to receive a Penalty Charge Notice.

CPZ's operate at different times of the day depending on the parking demands of the area and each zone is designed to deal with the type of problem in the area.

Director: Anne Fisher
Asst. Director: Beverley Taylor
Head of Highways: Alex Constantinides

Different types of bays are provided for specific groups of motorists. In this instance, there will be four types of bays provided:

- Residential - for residents of the roads in the area and their visitors. A valid parking permit must be displayed.
- Business - for businesses that require a vehicle for business use. A valid parking permit must be displayed.
- Dual Use Bays - for business and residents. A valid parking permit must be displayed.
- Dual Use Pay & Display Bays – combined resident only and pay and display parking. A valid parking permit must be displayed.

During the hours of operation of the CPZ, all vehicles must be parked in the appropriate bays. At other times the parking bays do not apply and parking is unrestricted except where yellow lines operate for longer periods.

Types of Parking Permits

Parking permits are only needed within the hours of operation of the CPZ and must be visibly displayed on the vehicle.

Applications may be sent and received by post.

Permits may also be obtained on the day over the counter at the Parking Shop, 247 High Road, Wood Greed N22 8NZ.

Application forms for all types of permits may be obtained by phoning the parking helpline on 0208 489 1234 Monday to Friday 8am to 6pm. Forms can also be downloaded from the website – www.haringey.gov.uk.

Visitor permits in the form of scratch cards may be purchased in advance. These are purchased through the Haringey Parking Team.

The Council sends further information to residents before any scheme is put in place.

Residential Permits - residents who live in the zone are entitled to apply for a resident permit. Residents who display a valid permit can park in resident's bays and some shared-use bays.

Short-stay visitor Permits - people visiting the area (friends, relatives, etc.) have a number of options.

They can:

- Park in a shared-use bay and purchase a pay and display ticket from a machine.
- Obtain a visitor's permit from the resident they are visiting and display it in their windscreen. (Visitors' permits will need to be purchased in advance by residents).

Weekend Visitor Permits (*only applicable if the scheme operates on weekends*) - people wishing to visit residents within the zone for a weekend may use a weekend permit. (These permits will need to be purchased in advance by residents).

Long-stay visitor Permits - people visiting residents for longer periods (including trades people) may use long term visitor permits. These allow parking for 2 weeks. Residents who hire a car for a short period can also purchase these permits. (These permits will need to be purchased in advance by residents).

Business Permits - a number of parking bays will be provided for businesses within the area to provide regular parking for vehicles used in the course of business.

Trade Permits - builders and other trades people, who work for local residents and businesses, are entitled to apply for a Trade Permit. This will allow them to park in a resident's, pay & display & business parking bays.

Individuals will have to satisfy the Council of the need for such a facility in order to

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avoid commuter parking. Those who qualify will be issued with a Trade permit.

Cost of permits

There is a charge for all of the mentioned parking permits. This is to cover the costs of operating and enforcing the scheme. Any surplus money is "ring-fenced" for reinvestment in the Public Highway.

Current Permit Charges

Concessionary rates do apply to residents aged 60 years and above or residents who are registered disabled. Proof of age or disability is required. Please contact the parking service for further information.

Residents Parking Permit - £25 for a 12 month permit, less than 50p a week
Short-stay Visitor Permit – 2-hour maximum stay.

- £3.60 per 12 set (60 in any 3 month period)
- £6.00 per 20 set (60 in any 3 month period)

Weekend Visitor Permit - £5 each (12 in a 12 month period)

Long-stay visitor Permit - £8 each, for a 2 week period. (2 in a 12 month period)

Business Permit - £225
12 months (Business bays only)

Further Features of a CPZ

Parking for Businesses, Services and Community Users

One of the major objectives of Controlled Parking Zones is to give a degree of priority to the parking needs of residents. It is clear that businesses, services and community users also have legitimate parking requirements that need to be catered for. In existing controlled parking zones the Council operates a business Parking Permit Scheme that enables businesses to purchase permits which allows them to park in business bays or shared used permit holder bays. The criteria for eligibility for Business Permits

(which currently cost £225.00 per annum) is strict and may be defined as follows: -

- Require regular and unavoidable use of a vehicle to run their business
- Transport bulky and / or high value goods on a regular and unavoidable basis
- Work unsociable hours (when public transport is not readily available).
-

Permits are not available just for travelling to work by car (unless these journeys have to be made at unsociable hours). Nevertheless, they are not only available for commercial businesses: other employers - e.g. local schools and health providers - may also apply. The same criteria must be satisfied.

Loading and Unloading - A vehicle may load and unload for a maximum period of 20 minutes in any part of the zone when delivering or collecting goods, unless loading / unloading restrictions are in place. Loading / unloading must be continuous and must involve heavy / bulky goods (not normally shopping). An exception to this is for moving house, when vehicles may wait longer than 20 minutes whilst being loaded / unloaded, provided they are not causing an obstruction.

Moovit scheme - A delivery Vehicle taking part in the Moovit scheme will not get ticketed if they are delivering.

Moovit is a device fitted on delivery vehicles, which incorporates a transmitter and an exterior membrane button. The driver carries a small convenient audio receiver with him/her when he/she leaves the vehicle. Should a parking attendant need to recall the driver, then he or she need simply push the button on the vehicle.

Suspension of Parking Places

In certain circumstances the Police or the Council may suspend parking bays, for example to allow for building operations, domestic removals, weddings, funerals or special events etc.

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Vehicle Crossovers (Driveways) and recommended pedestrian road crossing points.

Parking bays will not be placed in front of a foot-way crossover where vehicle access has been provided for a property, or at recommended pedestrian crossing points. A yellow line will be provided at these points to enable the Council and the Police to carry out enforcement during the operational hours of the CPZ.

Enforcement of Regulations

Any driver who parks a vehicle in contravention of parking restrictions will be issued with a Penalty Charge Notice (parking ticket).

Haringey Council is responsible for enforcing parking restrictions and uniformed parking attendants would regularly patrol the area to ensure that adequate enforcement takes place.

Signs and Environmental Issues

Signs will be placed on existing lamp columns or on boundary walls of properties where possible, subject to statutory consultation. This is to reduce the amount of street furniture. Only where it is absolutely necessary will sign posts be erected for signs.

Special Parking Groups

Disabled Badge Holders (*blue / orange badge holders*) - Any vehicle displaying a Disabled Badge will be able to park:

- in any residents' bay within the zone;
- on yellow lines without loading restrictions for a maximum of 3 hours provided they are not causing an obstruction;
- in any Disabled Bay, for a maximum of three hours.

Doctors - the existing designated doctors parking bays provided for exclusive use by doctors will remain and no additional charges will be made.

Motorcycles - these can park in any of the parking bays, free of charges, apart from designated disabled or doctor parking bay.

APPENDIX V

Statutory Consultation Summarised
Comments

Comments by street - Statutory Consultation

Beatrice Road	
-	No justification has been provided for the extension of a CPZ to this area and I am concerned with CPZ permits which affects people like my self who are over sixty five years of age retired and living on pensions unable to afford the permits of friends, relatives health visitors and trades people will be become increasingly isolated and all permits for those over sixty should be fee.
Cornwall Road	
-	I object to the proposed extension is seems from reading letter of 12 th July that although this scheme was not supported you are still trying to impose it through the back door.
Connaught Road	
-	I object to the proposed CPZ, I see no need for parking restrictions to be imposed.
Lancaster Road	
-	I am against the CPZ because I see this as another form of taxation.
Oakfield Road	
-	I strongly object to the proposed extension of the scheme into Oakfield Road. I objected at the initial consultation, as did a majority of my fellow residents of oakfield Road, not to mention Connaught and Dagmar Roads. I do not accept you reasons for ignoring the wishes of the majority of residents.
Ferme Park Road	
-	The results of a consultation carried out in April 05 shows that the majority of residents in the proposed zone are opposed to an extension of the CPZ of the seventeen roads consulted, only six were in favour; one result was tied and the remaining ten were against. It is unfair that those roads Connaught road, Dagmar road and oakfield road that have consistently rejected are now being forced to accept it against their will;
Stapleton Hall Road	
-	I would like to voice my concern that the decision has been taken to include Lancaster Road, Connaught, Dagmar, Beatrice Road and Oakfield Road. If this roads are included in the zone Stapleton Hall Road between 70 and 84 is going to be a few yards not only from the end of the existing CPZ but also the end of the new one in Lancaster Road. Considering that we are already affected by displacement parking and have the additional problem of the shops this going to make the situation even more intolerable.
-	I am a resident of Stapleton Hall Road and I would like to voice my objections to the fact that Stapleton Hall Road has not been included in the proposal.
-	We understand from the report published following the consultation that an overwhelming majority of those affected in Stapleton Hall Road were in favour. Despite this level of support, it was decided not to recommend the extension of CPZ to our part of Stapleton Hall Road. The stated logic for Lancaster Road, Connaught Road, Oakfield Road, Dagmar Road, and Beatrice Road being included in the statutory process was that, although these roads did not initial support for the scheme, they should be afforded the opportunity to be included in light of the proposed extension and possible displacement parking that may arise. The residents of Stapleton Hall Road who were initially considered for inclusion in the extension must be afforded the same opportunity.
-	I do not agree to the extensions to Lancaster Road, Connaught Road, Oakfield Road, Dagmar Road and Beatrice Road, this will now impact on our part of Stapleton Hall Road, in light of the proposed extension at the very least we should be afforded the opportunity to be included in the CPZ.
-	We are residents of Stapleton Hall Road parking in our street was relatively straightforward but changed dramatically for the worse when the Finsbury Park CPZ was introduced. We also suffer significant problems parking on days when arsenal is playing

APPENDIX VI
Existing Finsbury Park CPZ
Parking bay reviews

Finsbury Park CPZ, Review

Woodstock Road

- Change the existing shared used (Residents and P&D) Parking bays in the south eastern side of Woodstock Road, into Shared use (Residents and Business) parking bays.
- Change some of the existing residents Parking bays into Shared use (Residents and Business) parking bays.

Ennis Road

- Change some of the existing Residents Bay in the north western side into Business and Shared used (Residents and Business) parking bays.

Perth Road

- Change the existing residents parking bays located in the north western side into Shared use (Residents and Business) parking bays.

Upper Tollington Park

- Change the existing Residents parking bays located in the north western side into Shared use (Residents and Business) parking bays.

Marquis Road

- Change the existing Business parking bays located on both sides of the road into Pay and Display parking bays only.

Oxford Road

- Change some of the existing Residents Parking bays into Business Parking bays.

Florence Road

- Change some of the existing Residents bays located in Florence Road, into Shared used bays (Business and Residents).

