

Report Title: **Highgate Station Controlled Parking Zone (CPZ) Review**

Forward Plan reference number (if applicable):

Report of: **Niall Bolger, Director of Urban Environment**

Wards(s) affected: **Highgate/Crouch End**

Report for: **Key Decision**

1. Purpose

1.1 To summarise the feedback from the Statutory Consultation process carried out in March/April 2007.

1.2 To seek approval to authorise the making of the Traffic Management Orders (TMO) necessary to introduce a Controlled Parking Zone (CPZ) in specified roads in Highgate, as shown in Appendix IV of this report.

2. Introduction by Executive Member

2.1 This report is brought to the Executive to outline the feedback from Statutory Consultation and to seek approval to carry out the proposed proceedings in order to continue to create a cleaner and greener environment. The measures will assist to provide priority for residents parking against all day commuter parking.

3. Recommendations

3.1 That the Council's Executive, after duly considering the objections as set out in this report, decide whether or not to proceed with the implementation of the Highgate Station (Outer) Controlled Parking Zone, as shown in Appendix IV of this report.

3.2 If it is agreed to proceed to implementation:

3.3 Authorise Council Officers to make the Traffic Management Orders (TMOs) and take all the steps necessary for the introduction of a Highgate Station (Outer) CPZ, operational between 10am and 12noon on Monday to Friday.

3.4 Inform residents of the Council's decision and implementation programme by means of a letter to all properties within the original Highgate Station review area.

Report Authorised by: **Niall Bolger, Director of Urban Environment**

Contact Officer: **Alex Constantinides, Head of Highways**

4. Director of Finance Comments

4.1 The 2006/7 budget provision allocated for the Highgate Station CPZ Review is £40,000. Actual 2006/7 spend is £14,000. The balance of £26,000 is subject to carry forward request for 2007/8. The costs of implementing the measures set out in this report will need to be met from the carry forward if successful. Final costs must not exceed the provision.

4.2 Any income generated from the extension of the Highgate Station CPZ Review will contribute towards the parking income budget for 2007/8.

5. Head of Legal Services Comments

5.1 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 ("RTRA") 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.

5.2 The Council's powers to make Traffic Management Orders are conferred by Sections 6,45,45,122 and 124 and schedules 1 and 9 of the RTRA

5.3 When determining what paying parking places are to be designated on the highway, Section 45(3) of the RTRA 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.

5.4 By virtue of Section 122 of the RTRA the Council must exercise its powers 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;

and (e) any other matters appearing to the Council to be relevant.

6. Local Government (Access to Information) Act 1985

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

- Representations received during the Statutory Consultation period.
- Delegated report dated 18 January 2007 – Highgate Station CPZ report.

6.2 For access to background papers or any further information please contact Vincent Valerio on 0208 489 1325

7. Strategic Implications

7.1 The proposals considered in this report are in accordance with the objectives of the Mayor's Transport Strategy, which are reflected within the Council's Local Implementation Plan. This plan contains the policy framework for both parking and road safety and is summarised below.

Local Implementation Plan (LIP)

Parking: Section 7.0 of the Parking and Enforcement Plan (the 'PEP'), which forms part of the LIP reiterates the Council's intentions to improve parking conditions in the Borough. The overall aim of the PEP is to support a better and safer environment for the borough.

Key PEP policies include:

- The Council will assess the need for parking controls at junctions.
- The Council will allocate on-street kerb space in accordance with the Council's defined hierarchy of parking need.
- The Council will monitor, manage and review on-street pay and display parking to help manage long-stay commuter parking and promote short stay and visitor parking.

Road Safety: Section 6.0 of the LIP contains the Council's Road Safety Strategy which details initiatives to make borough roads safer for all road users. The Council's UDP also contains strategic transport policies for the benefit of road safety. The key policies include:

- To tackle congestion by reducing the level and impact of traffic in town centres and residential areas.
- To make the borough's streets safer and more secure, particularly for pedestrians and other vulnerable street users through traffic management measures.

- To manage better use of street spaces for people, goods and services, ensuring that priority is allocated to meet the objectives of the strategy.
- To improve the attractiveness and amenity of the borough's streets, particularly in town centres and residential areas.
- Encourage the use of more sustainable modes of transport

8. Financial Implications

- 8.1 The 2006/7 budget allocated to this scheme is £40k. The actual spend to date is £14K this leaves an under spend of £26k. The measures set out in this report will be funded by this under spend.

9. Legal Implications

- 9.1 The proposals as recommended appear to be in accordance with the Local Implementation Plan and subject to consideration of the objections there does not appear to be any legal impediments to the implementation of the proposals

10. Equalities Implications

- 10.1 The Statutory Consultation documents were distributed to all households / businesses within the agreed consultation area.
- 10.2 The statutory document included a section offering translation into minority languages and affords any interested party the opportunity to make a representation regarding the scheme.

11. Statutory Consultation Process

- 11.1 The Council conducted a review of the Highgate Station CPZ in November / December 2006. The review indicated that residents within the existing zone were satisfied with its operation and that there was support for an extension of the zone.
- 11.2 A report detailing the feedback of the review and recommending proceeding to Statutory Consultation for a Highgate Station (Outer) CPZ was approved under delegated powers on the 18 January 2007.
- 11.3 To inform the community of the feedback from the review and the next steps, two Statutory Consultation notification letters were developed; one for the existing zone and one for the surrounding roads. Ward Councillors were afforded the opportunity to provide their views/comments prior to the finalisation of the notification letters.
- 11.4 The notification letters provided feedback of the review and details of those roads that will be considered for a possible extension. It further provided details of the Statutory Consultation process, a location plan and translation sheet. The letters were delivered, by hand, to all properties within the original review area during the week commencing 19 March 2007. The deadline for responses was 12 April 2006; however responses were accepted until the 13 April 2006. See Appendix I for notification letters.

- 11.5 A total of 4000 letters were distributed, of which 1500 were distributed to existing roads within the CPZ (Area A) and 2500 to the surrounding roads (Area B).
- 11.6 Statutory Consultation is the legal part of the process required before implementing parking controls. In summary, before making an Order to implement parking controls, the Council must notify its intentions in the London Gazette, local press and on site where the measures are proposed.
- 11.7 This section of the report is divided into three sections, consisting of:
- a) Analysis of the representations received during Statutory Consultation.
 - b) Highlighting responses from Statutory Bodies with the Council's considered response.
 - c) Highlighting a summary of the key objections received together with the Council's considered response. Each objection with the appropriate response is considered in turn.
- 11.8 Before making the relevant Traffic Management Orders the Council must consider all duly made objections submitted in response to the consultation. A full list of all the representations received is detailed in Appendix II of this report.

ANALYSIS

- 11.9 A total of 78 representations have been received by the Council. A breakdown is as follows.
- **36** were individual representations supporting the scheme.
 - **18** were individual representations requesting the scheme include their road within the scheme.
 - **18** were individual objections.
 - **1** representation objected to the scheme but requested their road is included should the scheme progress.
 - **3** were individual representations commenting on the proposals.
 - **2** were individual representations requesting more information.
- 11.10 Of the 78 representations received 45 were from residents within the proposed Highgate Station (Outer) area. Of which 33 were in favour of the scheme and a further 10 were opposed. The remaining two representations were requesting further information.
- 11.11 In total 33 representations were received from outside of the proposed Highgate Station (Outer) CPZ. Of those representations 8 objected to the scheme and a further 3 were in support. The remaining 22 representations were a combination of requests for their road to be included or requesting additional information.
- 11.12 In particular representations were received from Claremont Road (6), Denewood Road (7) Stanhope Road (2) and Shepherds Hill (3) to be included in the proposed CPZ.

11.13 A petition was received with five signatories requesting that North Hill Avenue is included in the proposed zone. A copy of the petition can be found in Appendix III of this report.

11.14 **VIEWS FROM STATUTORY BODIES AND COMMENTS RECEIVED FROM WARD COUNCILLORS AND RESIDENT ASSOCIATIONS**

11.15 **Statutory Bodies** - As part of both the Statutory Consultation periods 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, Haringey Accord and LB Islington. With the exception of LB Islington none of the bodies made any representation.

11.16 **Comment from London Borough of Islington:** LB Islington confirmed in a letter dated 22 March 2007 that they had no objection to the Council's proposal. Please see Appendix II for a copy of the letter.

11.17 During Statutory Consultation the Council also met with LB Islington officers to discuss cross borough programmes. Both boroughs are in the process of discussing future programmes to ensure a joined up approach to any future consultations / reviews.

11.18 **Comments from Ward Councillors:** A response was received from the Highgate Ward Councillors commenting that they had received representations from roads not included in the proposed extension stating they would like to be included. It was requested that should residents' express a favourable view towards being included in the zone they should be considered. Please see Appendix II for a copy of the e-mail.

Council's Response: The Council will duly consider all representations received during the statutory process and also take into account the views received during the review when considering roads for inclusion.

11.19 **Comments from Mantra Ltd Freehold Company for Highpoint Residents:** The company represents the residents of the building and have requested that the Council extend the zone to include the section of North Hill outside the Highpoint building which is a residential dwelling.

Councils Response: The Council will conduct Statutory Consultation to extend the existing Highgate CPZ area to include North Road, from its junctions with Castle Yard and Hillcrest, in May 2007.

11.20 **OBJECTIONS AND COMMENTS RECEIVED WITH COUNCIL RESPONSE**

11.21 A list of objections received is detailed in Appendix II of this report.

11.22 Although the majority of representation was generally in favour of the proposals there were a number of representations opposed or highlighting additional issues and comments, not all directly related to the proposal. These have been split into three

categories, **Objection, Comment and Request** and are summarised below along with the Council's response.

11.23 **Objection:** A resident from within the existing Highgate Station CPZ has stated that the extension will make the situation in their road revert back to how it was pre-CPZ.

11.24 **Council's Response:** Should the scheme proceed it is proposed that it will be known as the Highgate Station (Outer) CPZ. Residents of this zone will not be permitted to park in the existing Highgate Station CPZ during its hours of operation and vice-versa.

11.25 **Objection:** The Council has ignored the views of local people in Milton Avenue by proposing to extend the Highgate Station CPZ.

Council's Response: The feedback from the review indicated that roads within the Miltons area, with the exception of Milton Avenue, were in support of CPZ controls for their roads. In view of this it was not possible to omit Milton Avenue from the proposals, as it is situated in the middle of the proposed area.

11.26 **Objection:** It is a money making scheme and will not provide me with value for money.

Council's Response: The charges for permits are one of the lowest in London. If the scheme does go ahead it must be self financing. Any surplus may be spent on highways improvements, highways maintenance and on concessionary travel.

11.27 **Objection:** The Council originally consulted on a permit fee of £25 however are now proposing an increased fee under a new proposed pricing structure.

Council's Response: Existing permit charges in Haringey are extremely low and have not been increased in since 2002. The charge is intended to cover the costs of operating and enforcing the scheme and the proposed banding represents an increase of £5 for 41% of our existing permit holders. While the proposed banding structure will translate into an increase for some of the vehicles within the borough, the charges are still one of the lowest amongst other local authorities in London. Haringey Council has recently signed the Nottingham Declaration, committing itself to take positive steps to reduce the impact of local green house gas emissions on climate change. The introduction of parking controls will have an impact on CO₂ emissions by prioritising parking availability.

11.28 **Objection:** The Council is going ahead with the scheme despite the Highgate Station Review showing an overwhelming majority of those in the surrounding against the extension of the CPZ. If the catchments area is taken as a whole, the majority is opposed to the CPZ.

Council's Response: The review was conducted to obtain views regarding the operation of the existing Highgate Station CPZ and also afforded residents on the periphery of the zone the opportunity to provide views on parking issues in their road. The feedback has enabled the Council to consider a possible extension of the zone where feedback indicated support for the introduction of parking controls.

11.29 **Objection:** There is no evidence to suggest that the parking problems are a direct result of non-resident parking and therefore the scheme may not work.

Council's Response: The Council conducted a review of the Highgate Station CPZ and this included roads on the periphery of the zone. The feedback received indicated that a number residents on the periphery of the existing zone felt that non-resident parking was an issue and were in favour of parking controls for their roads.

11.30 **Objection:** The obvious answer in this situation would be the removal of the existing Highgate Station CPZ and yet this was not offered as an alternative in your consultation. If it had been I believe that your results would have been even more overwhelmingly against extension of the CPZ.

Council's response: The Highgate Station CPZ was introduced as a direct result of requests from local residents for protection against long stay commuter parking. The review carried out in November/December 2006 confirmed that the scheme was meeting the needs of residents of the zone. Overall the feedback received from the existing Highgate Station CPZ Review indicated that:

- **86%** of respondents are either Very or Fairly Satisfied with the CPZ.
- **85%** of respondents are either Very or Fairly satisfied with the days of operation of the CPZ.
- **85%** of respondents are either Very or Fairly satisfied with the hours of operation of CPZ.

11.31 **Objection:** The Council is not adhering to its policy of encouraging the use of sustainable modes of transport by not providing parking availability around the station to enable motorist to continue their journey by public transport. Additional parking at the station can be created by the development of the redundant overland station site which is accessible from Priory Gardens.

Council's Response: The Council's Local Implementation Plan, which includes the Parking and Enforcement Plan (the 'PEP') sets out the Councils strategy and objectives to support a better and safer environment for the borough. Through the CPZ, the Council is reducing the levels of commuter parking around Highgate Station for the benefit of the local community. It also encourages sustainable modes of transport for entire journeys rather than using the private vehicle for short journeys and this in turn reduces congestion and associated pollution.

The Council does not own the existing Highgate Station Car Park or the land adjacent to the station. It is not the Council's policy to support the provision of additional public off-street car parks in the borough.

11.32 **Objection:** The timing of the formal consultation exercise over the Easter period has significantly reduced the opportunity for people to participate in the consultation. Certainly against the DCLG guidelines on good practice in consultation processes. The current exercise should be cancelled and guidance sought on correct procedures. In any event the views should actively be sought of those streets immediately outside the boundary of the proposed extension, since these will be the residents most directly affected by inevitable decanting of parking demand.

Council's Response: The Council has fulfilled its statutory requirements by publishing a Notice in the London Gazette, Ham and High and The Journal series and by erecting copies of the notice on site on 22.03.07. Also, a copy of the Notice and the draft Order was sent to statutory bodies.

The legal framework to deal with the consideration of a CPZ proposals is set out under the Road Traffic Regulations Act 1984 and the procedure is prescribed under the Local Authorities' Traffic Orders (Procedure) Regulations 1996. Until the law is changed with respect to this matter the Council will continue with its current consultation strategy.

It is Regulation 8 of The London Authorities Traffic Order (procedures) (England & Wales) Regulations 1996 that enables any person to object to the making of the order by the date specified in the notice of proposals or, if later, the end of the period of 21 days beginning with the date on which the authority has complied with the requirements of regulations (published the notice in a local paper and in the London Gazette and taken any other such steps as considered appropriate).

The Notice published in connection with the schemes, specifies that objections can be made within 21 days of the date on which this Notice is published.

11.33 **Comment:** Opposed as it will cause displacement parking.

Council's response: The aim of a CPZ is to prioritise parking in line with the Council's hierarchy of parking need. The Council will seek to review any scheme implemented 12 months post implementation.

11.34 **Comment:** The proposed scheme will cause more parking pressures on Archway Road, which already has limited parking due to its red route status. This will be a particular problem for the residents of 472 – 492 Archway Road and therefore Archway Road should be included in the scheme.

Council's response: Archway Road is under the authority of Transport for London and as such is not subject to any Traffic Management Orders the Council make. Residents of 472 -492 Archway will however be permitted apply for parking permits to park in the CPZs on adjoining side roads.

11.35 **Comment:** Any scheme that goes ahead must incorporate Claremont Road. The Council's proposals will lead to displacement. The majority of respondents from Claremont Road would like the Council to consider including their Road.

Council's Response: A total of eight representations were received from residents of Claremont Road. Two of the representations were objections to the Council's proposals while the other eight requested that the Council include Claremont Road in the scheme. During the review 44 responses were received from Claremont Road of which 34 indicated that they would not support the introduction of a CPZ for their road. It is the Council's view that the representations received during Statutory Consultation are not sufficient for Claremont Road to be considered for inclusion at this time. The Council will however seek to review the scheme 12 months post implementation.

11.36 **Comment:** Shepherds Hill should be included in the proposed scheme.

Council's Response: A total of three representations were received from the residents of Shepherds Hill all requesting inclusion of their road in the scheme. During the review the Council received 75 responses from Shepherds Hill of which 43 indicated that they would not support the introduction of a CPZ for their road. Therefore the Council will not consider Shepherds Hill for inclusion at this time. The Council will however seek to review the scheme 12 months post implementation.

11.37 **Comment:** I do not agree with the proposal that permit holders in the existing zone will not be permitted to park in the new (Outer) zone and vice versa.

Council's Response: The feedback from the review held in November/December 2006 highlighted many residents within the existing zone were concerned with the possibility of an extension becoming too large as it was their view that this would encourage commuting within an enlarged zone. The introduction of separate zones will reduce the possibility of 'inner CPZ' commuting.

11.38 **Comment:** North Hill Avenue should be included in the proposed CPZ.

Council's Response: North Hill Avenue and the full length of North Hill was originally considered for inclusion in the Highgate Station (Outer) CPZ as overall there was support from these roads. In discussions with Ward Councillors it was suggested that North Hill, from its junction with Storey Road to its junction with Bakers Lane, which includes North Hill Avenue be omitted from the proposed extension. This was because the views from this section of North Hill and North Hill Avenue did not indicate support for the consideration of parking controls during the review and that this area was a considerable distance away from the Highgate Station. For the reasons highlighted North Hill Avenue was omitted from the proposals that were the subject of Statutory Consultation.

11.39 **Request:** The proposed measures will cause displacement on Stanhope Road and therefore it should be included in the proposed scheme.

Council's Response: A total of three representations were received from the residents of Stanhope Road. Two of the representations requested inclusion in the proposed zone while the other representation raised concerns regarding displacement. During the review 40 responses were received from Stanhope Road of which 32 indicated that they would not support the introduction of a CPZ for their road. In view of the feedback received during both the review and Statutory Consultation the Council will not consider Stanhope Road for inclusion at this time. The Council will however seek to review the scheme 12 months post implementation.

11.40 **Comment:** Denewood Road should be included in any scheme that goes ahead.

Council's Response: A total of ten representations were received from residents of Denewood Road. Seven representations requested the inclusion of Denewood Road in the proposed scheme. A further two support the Council's proposals while the remaining representation was opposed. During the review seven responses were received from Denewood Road of which four indicated that they would not support the

introduction of a CPZ for their road. Although the representations received during Statutory Consultation would suggest support for inclusion in the proposed CPZ, it is the Council's view that this road should not be included at this time. It should however be monitored and considered further should residents make representations to the Council following the introduction of the proposed CPZ.

12. Background

- 12.1 A review of the Highgate Station CPZ was conducted in November/December 2006. The review indicated that respondents of the existing zone were satisfied with its operation and no amendments were required.
- 12.2 The review also consulted roads on the periphery of the zone to obtain their views on parking issues within their roads. The feedback indicated that there was support for the consideration of parking controls in a number of roads reviewed.
- 12.3 A report detailing the feedback received during the review and providing recommendations to proceed to Statutory Consultation for a Highgate Station (Outer) CPZ was approved, under delegated powers, by the Acting Director for Urban Environment and the Executive Member for Urban Environment in January 2007.
- 12.4 Statutory Consultation was carried out between the 22 March and 16 April 2007.

13. Conclusion

- 13.1 The feedback received during Statutory Consultation process clearly demonstrates that there is a high level of support for the introduction of the Highgate Station (Outer) CPZ.
- 13.2 It further indicates that there is a level of support from some roads on the periphery of the proposed zone, particularly Stanhope Road, Denewood Road, Claremont Road and Shepherds Hill; although it is not felt that the level of support is sufficient to consider the inclusion of these roads at this time.
- 13.3 When introducing parking controls the council must, under its legal obligations give due regard to various factors including traffic issues and the interests of the owners and occupiers of properties on the affected roads.

The factors which need to be considered include:

- the need to maintain the free movement of traffic;
- the need to maintain reasonable access to premises;
- the extent to which off-street parking is available in the neighbourhood;
- road safety;
- impact on local amenities;
- air quality; and
- The passage of public service vehicles.

13.4 The Executive is requested to decide whether or not to proceed to the implementation of the schemes after duly considering the objections outlined in this report.

14. Use of Appendices / Tables / Photographs

14.1 **Appendix I-** Copies of Statutory Consultation Document

14.2 **Appendix II-** Summary of representations received

14.3 **Appendix III-** Copies of petitions received

14.4 **Appendix IV** – Layout plan of proposed scheme

Appendix I

Copies of Statutory Consultation Documents

Existing Highgate Station CPZ area

Proposed extension of the Highgate CPZ area

Urban Environment

Streetscene

1st Floor South, River Park House, 225 High Road,
Wood Green, London N22 8HQ
Tel: 020 8489 1325 Fax: 020 8489 1251
www.haringey.gov.uk

22 March, 2007

Dear Resident or Trader,

Statutory Consultation

Highgate Station Controlled Parking Zone (CPZ) – Review (Existing)

During October and November 2006 the Council carried out a review of the Highgate Station CPZ. We invited residents and traders in the CPZ to give their views on the operation of the scheme. I would like to thank everyone who gave us your feedback on how the CPZ operates.

What did you tell us?

As you may be aware, the Highgate Station CPZ operating days and times are **Monday to Friday, 10am – 12pm** (with exception to Priory Gardens which operates Monday – Saturday, 8am – 6:30pm).

We have received the following feedback:

- 86% of respondents were either very or fairly satisfied with the CPZ as it currently operates.
- 85% of respondents were either very or fairly satisfied with the days of operation of the current CPZ.

The feedback indicated that the vast majority of respondents were satisfied overall with the current operating days and hours of the Highgate Station CPZ.

The full breakdown of the responses received from the Highgate Station CPZ review, is available on our website: www.haringey.gov.uk/recent_parking_consultations.htm

As part of the Review, we also consulted the roads surrounding the CPZ, asking them for feedback on whether they would like to be included in a possible extension. The feedback we received indicated support for an extension of the existing CPZ, as shown on the plan. The extension will be known as the **Highgate Station (Outer)** and will be subject to statutory consultation, which will be conducted on **22 March 2007**.

You should also be aware that if an extension is implemented, permit holders in the existing zone will not be permitted to park in the Highgate Station CPZ (Outer) zone and vice versa. **South Close** and **Muswell Hill Road** will be included in the existing zone due to its location in relation to the proposed (Outer) extension.

Director of Urban Environment Niall Bolger
Assistant Director of Streetscene Stephen McDonnell



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INVESTOR IN PEOPLE

Copies of the proposed Orders and detailed plans may be viewed during normal office working hours, between 10am and 4pm, until 21 days from the date of the 22 March 2007, at The Traffic and Road Safety Group, 1st Floor (South), River Park House, 225 High Road, Wood Green, London N22 8HQ.

If you would like to comment on the proposed Highgate Station CPZ (Outer) extension, please write to: Haringey Council, Traffic and Road Safety Group, at the above address or e-mail us at Streetscene.consultation@haringey.gov.uk or call Charlene Santos on 020 8489 1326.

Thank you for taking time to read this leaflet.



Councilor Brian Haley
Executive Member for Environment and Conservation



Highgate Station Controlled Parking Zone Review (Surrounding CPZ Area) Statutory Consultation



Closing Date 12 April 2007

www.haringey.gov.uk

HARINGEY COUNCIL

Dear Resident or Trader,

STATUTORY CONSULTATION

Highgate Station Controlled Parking Zone (CPZ) – Review (Surrounding)

During October and November 2006 the Council carried out a review of the Highgate Station CPZ. We invited residents and traders in the surrounding roads to give their views on the existing CPZ and asked whether they would like to be included in a possible CPZ extension. I would like to thank everyone who returned their questionnaires.

What did you tell us?

- The feedback received from the Review indicated that there is an area where there is strong support from some of the roads for an extension of the CPZ.
- Of those respondents in favour of an extension the majority favoured controls to operate for 5 days a week.
- The largest single response favoured a two hour operating period during the day.

Should you wish to view a full breakdown of the responses received from the **Highgate Station CPZ Review** please visit our website at: www.haringey.gov.uk/recent_parking_consultations.htm

Our Proposal

Having considered the feedback received, we are proposing to extend the existing Highgate Station CPZ which will be called **Highgate Station CPZ (Outer)**, to operate **Monday to Friday, 10am – 12noon**. The area can be seen on the attached plan and consists of the following roads:

- Holmesdale Road
- Hornsey Lane
- Langdon Park Road
- Milton Road
- Milton Park
- Milton Avenue
- Orchard Road
- Northwood Road
- North Hill (south of Storey Road)
- Wembury Road
- Broadlands Road
- Broadlands Close
- View Close
- View Road
- Hornsey Lane Gardens

The majority of these roads supported an extension of the CPZ. Although **Milton Avenue** was against an extension, it has been included because it is felt that they could suffer from displacement parking if excluded from the proposal. Private roads are not included. You should also be aware that if an extension is implemented, permit holders in the existing zone will not be permitted to park in the Highgate (outer) zone and vice versa.

Further Measures

We are also proposing to:

- include **South Close** and **Muswell Hill Road** to its junction of South Close, into the existing Highgate Station CPZ maintaining the **Monday to Friday, 10am – 12noon** operation.
- change the existing parking layout in **Southwood Lane** at its junction with **Jackson's Lane** to improve road safety.

Next Steps

To enable any parking controls to be legally enforceable the council is required to enter into a further stage of consultation known as Statutory Consultation. This is the legal part of the process and takes the form of a public notice advertised in the local press, London Gazette and visible locations within the area to inform of the Council's intentions.

The notice will be advertised on **22 March 2007** and provides a 21-day consultation period for interested parties to make representations regarding the Council's intentions to implement parking controls. You should note that statutory consultation differs from informal consultation in that any interested party can make representations, rather than restricting the consultation to a specified area. Responses are also analysed according to the comments made, rather than based on "Yes/No" responses.

Copies of the proposed Orders and detailed plans may be viewed during normal office working hours, between 10am and 4pm, until 21 days from the date of the 22 March 2007, at The Traffic and Road Safety Group, 1st Floor (South), River Park House, 225 High Road, Wood Green, London N22 8HQ.

If you would like to comment on the proposed **Highgate Station CPZ (Outer)** or the Further Measures listed above, please write to: Haringey Council, Traffic and Road Safety Group, River Park House, 1st Floor South, 225 High Road, Wood Green, London N22 8HQ or e-mail us at Streetscene.consultation@haringey.gov.uk

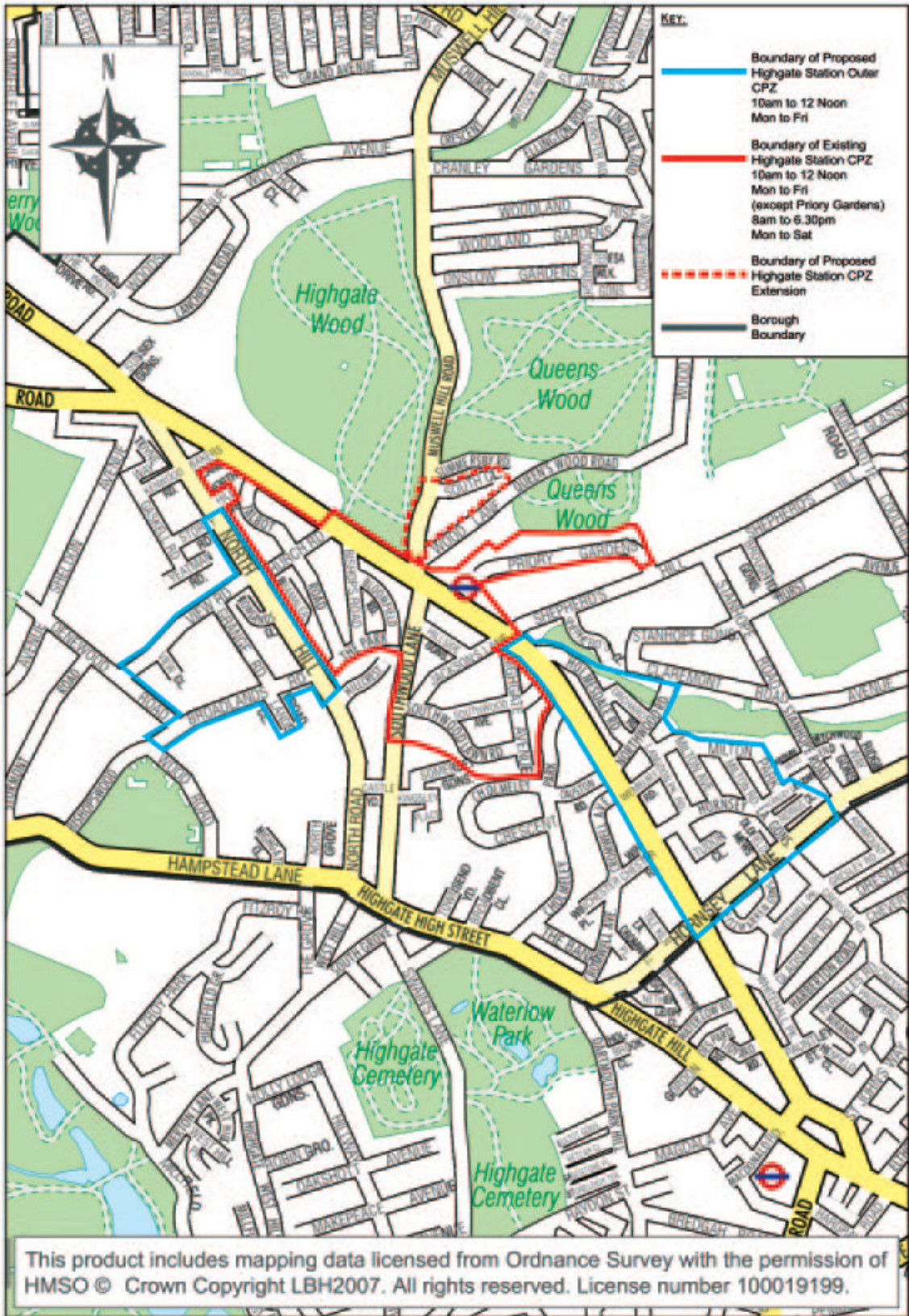
If you have any queries please contact Charlene Santos on 020 8489 1326.

Thank you for taking time to read this leaflet.

Yours faithfully,



Councillor Brian Haley
Executive Member for Environment and Conservation



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.

CPZs 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 indicated by additional time-plates stating the extended restrictions.

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

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

CPZs 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 CPZs work?

CPZs 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 (parking ticket).

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

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

- Residential – for residents of the roads in the area, and their visitors, displaying a valid parking permit.
- Residential and Pay and Display shared use bays
- Residential and Business shared use bays

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 during the hours of operation of the CPZ.

Application forms for all types of permits may be obtained by telephoning the parking helpline on 0208 489 1234 Monday to Friday 8am to 6pm.

Applications may be sent and received by post or permits may also be obtained on the day over the counter at the following:

- Parking Shop, 247 High Road, Wood Green N22 8NZ
- Wood Green Customer Service Centres, 48 Station Road, Wood Green N22 7TY
- South Tottenham Customer Service Centres, Apex House, 820 Seven Sisters Road, Tottenham, N15 5PQ
- North Tottenham Customer Service Centres, 639 High Road, Tottenham, N17 8BD
- Hornsey Customer Service Centre, Broadway Annex, Hornsey Town Hall, Crouch End, N8 9JJ

Visitor permits in the form of scratch cards may be purchased in advance from the Parking Shop.

The Council will send further information to residents about parking permits before any scheme is put in place.

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

Short-stay visitor Permits – people visiting the area (friends, relatives, health visitors or trades people 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)

Long-stay visitor Permits – people visiting residents for longer periods (including trades people) may use long term visitor permits, which 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.

Further Features of a CPZ

Parking for Businesses, Services and Community Users

One of the major objectives of CPZs 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 CPZs the Council operates a Business Parking Permit scheme that enables businesses to purchase permits which allows them to park in business bays or a 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, though 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.

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.

Vehicle crossovers (driveways) and established pedestrian 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 established pedestrian crossing points. A yellow line will be provided 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 the Environment

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; or Companion Badge will be able to park without a permit:

Disabled Companion Badge: This badge is designed to reduce the risk of theft of the blue badge when left in the vehicle at night. The Disabled Companion Badge can be used instead of the blue badge.

- in any residents' bays 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 providing exclusive use for doctors will remain and no additional charges will be made.

Motorcycles – these can park free of charge in any of the parking bays, except designated disabled or doctor parking bays.

Shqip

Nëse e doni në gjuhën tuaj këtë fletushkë të Konsultimit Ligjor mbi Rishqyrtimin e Zonës së Kontrolluar të Parkimit (CPZ) të Highgate Station (Rrethuese), ju lutem shënjoni ✓ kutinë, plotësoni emrin dhe adresën tuaj dhe dërgojeni formularin tek adresa e mëposhtme me postim falas.

Kurdî Kurmancî

Heke hun vê belavoka Pêşçavkirina Herêmên Parka Kontrolkirî ya Highgate Station (Derdor), Şêwirdariya Hiqûqî bi zimanê xwe dixwazin, ji kerema xwe qutîkê îşaret bikin, nav û navnîşana xwe binivîsin û formê ji navnîşana posta bêpere ya jêrîn re bişînin.

বাংলা

আপনি যদি এই 'হাইগেইট স্টেশন CPZ রীভিউ (সারাউন্ডিং), স্ট্যাটুটরী কনসাল্টেশন' প্রচারপত্র আপনার নিজের ভাষায় পেতে চান, তাহলে বাঞ্ছা টিক্ চিহ্ন দিন, আপনার নাম ও ঠিকানা লেখার জায়গা পূরণ করুন এবং এই ফর্ম নিচের ফ্রীপোস্ট বা বিনা ডাকমাণ্ডলের ঠিকানায় পাঠিয়ে দিন।

Soomaali

Haddii aad rabto warqaddan ah wadatashiga qaanuuniga ah ee ku saabsan dibu eegista mandaqadda baarkinka la xadeeyay (CPZ) ee Highgate Station (Mandaqadda ku xeeran) oo luqaddaada ku qoran, fadlan calaamadi sanduuqa, ku qor magacaaga iyo cinwaankaaga kadibna foomka ku soo dir cinwaanka boostiisu lacag la'aanta tahay ee hoose.

Français

Si vous souhaitez obtenir ce feuillet statutaire de consultation du Bilan de la Zone de Stationnement Contrôlé (Environnante) de la Gare de Highgate dans votre langue, veuillez cocher la case, compléter votre nom et adresse et renvoyer le formulaire à l'adresse au port payé ci-dessous.

Türkçe

Highgate İstasyonu KPB Gözden Geçirme (Çevresi), Yasal Konsültasyon Broşürünü Türkçe olarak edinmek isterseniz lütfen kutucuğu işaretleyin, isminizi ve adresinizi yazarak formu aşağıdaki *freepost* adresine gönderin.

Please tell us if you would like a copy of this CPZ consultation in another language that is not listed above or in any of the following formats, and send the form to the Freepost address below.

In large print On audio tape In Braille

In another language, please state: _____



Name: _____ Tel: _____

Address: _____

_____ Email: _____

Please return to: Freepost RLXS-XZGT-UGRJ, Haringey Council, Translation and Interpretation Services, 8th Floor, River Park House, 225 High Road, London N22 8HQ

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Highgate Station Controlled Parking Zone (CPZ) – Review (Surrounding)

published by Haringey Council's Communications Unit 17876 • 03/07



Appendix II

Summary of representations received

Appendix III

Copies of petition received

To: Tony Kennedy
 Traffic and Road Safety Group, Haringey Council
 225 High Road Wood Green London N22 8HQ

4 April 2007

Petition against the exclusion of North Hill Avenue from the extension of the Highgate Station CPZ (Outer)—and for its inclusion in the proposed new zone for reasons outlined in earlier (2005-6) and recent (2007) correspondence; briefly:

- Displaced commuter traffic from proposed CPZ (Outer) to North Hill Ave which is contiguous with North Hill
- Ongoing parking by out-of-area commuters, resulting in dangerous parking, double-parking and blocking of street
- Probable continued use of North Hill Avenue by North Hill residents after proposed introduction of CPZ (Outer); with ticketing of North Hill Avenue residents when we park around the corner on North Hill

We wish to be included in the extension of the Highgate CPZ (Outer)

NAME	ADDRESS	SIGNATURE and date
Barbara Bryant	6 North Hill Avenue N6	<i>Barbara Bryant</i> 5.04.07
Julius Bryant	6 North Hill Avenue N6	<i>J Bryant</i> 2.4.07
Max Bryant	6 North Hill Avenue N6	<i>Max Bryant</i> 5/4/07
<i>Ruairi Moulding</i>	5 North Hill Ave	<i>R Moulding</i> 7/1/07
<i>VIKKY MOULDING</i>	5 North Hill Ave	<i>Vicky Moulding</i> 7/1/07

Appendix IV – Layout plan of proposed scheme

