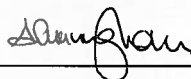


Haringey Council

Written Statement/Record of a decision made by an officer under delegated authority

Decision Maker (Post Title)	Ann Cunningham (Head of Operations)
Subject of the decision	Extension of Hornsey South Controlled Parking Zone.
Date of decision	29 June 2017
Decision	To approve officers' recommendations as set out in paragraph 9 of the attached report
Reasons for the decision	To prioritise parking for residents who live in the affected roads
Details of any alternative options considered and rejected by the officer when making the decision	
<u>Conflicts of interest – Executive decisions</u> Details of any conflict of interest declared by a Cabinet Member who is consulted by the officer which relates to the decision and details of dispensation granted by the Council's Head of Paid Service	
<u>Conflicts of interest – Non executive decisions</u> Where the decision is taken under an express delegation e.g. by a Committee, the name of any Member who declared a conflict of interest in relation to this matter at the committee meeting,	
Title of any document(s), including reports, considered by the officer and relevant to the above decision or where only part of the report is relevant to the above decision, that part) These documents need to be attached to the copy of this record/statement kept by the Authority but must not be published if they contain exempt information	
Reasons for exemption with reference to categories of exemption specified	

<p>overleaf or</p> <p>Reason why decision is confidential (see overleaf)</p> <p>Decisions containing exempt or confidential information falling within the categories specified overleaf are not required to be published.</p>	
Signature of Decision Maker	
Name of Decision Maker	Ann Cunningham
<p>Does the decision need to be published</p> <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p>	

Exempt Information

Local Government Act 1972 Schedule 12A

Part 1: Descriptions of Exempt Information

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

7. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.

Note: It is insufficient to simply identify a category of exemption, you must also conduct a public interest test on the basis specified in the Act as follows:
Information falling within categories 1-7 is exempt if and so long as in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

Confidential Decisions

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

1.0 Purpose

- 1.1 To report on the feedback received during the public consultation process on the proposed extension of the existing Hornsey South CPZ (areas indicated on the map on Appendix I).
- 1.2 To seek approval to proceed with the recommendations as set out in section 9 of this report.

2.0 Background

- 2.1 The council carried out a review of the Hornsey South CPZ in December 2015. As part of this consultation we invited views and comments on parking issues from roads outside the CPZ on the Western boundary, who may have been experiencing parking problems as a result of displacement from existing CPZ's.
- 2.2 Residents in Priory Road originally expressed a preference for no parking controls. However, since the consultation residents from 1-41 Priory Road have written to the Council and asked to be included within any CPZ extension.
- 2.3 Following the consultation, the feedback was discussed with ward councillors who acknowledge the level of support for parking controls in the area.

3.0 Public Consultation process

- 3.1 Consultation documents, consisting of background information and freepost envelopes, were delivered by hand to all properties within the consultation area; the deadline for responses was 20th January 2016. See appendix ii for consultation document.

4.0 Consultation Feedback (Consultation area)

- 4.1 The feedback from the overall consultation area outside the CPZ showed that 73% of respondents did not want to be included within the Hornsey South CPZ.
- 4.2 However, closer analysis of the results indicated that there was support from Ashford Avenue and Oak Avenue with 90% of respondents in Ashford Avenue and 57% of respondents in Oak Avenue in support of being included within the existing Hornsey South CPZ. Residents from Priory Road responded 60% against being included within Hornsey South CPZ:

Views by Road

		Should road be included in Hornsey South CPZ?							
		Yes		No		Conditional		Total	
Road name		Count	Row %	Count	Row %	Count	Row %	Count	Row %
Ashford Ave		9	90%	1	10%	0	0%	10	100%
Oak Ave		4	57%	3	43%	0	0%	7	100%
Priory Rd		1	10%	6	60%	3	30%	10	100%
Total		14	52%	10	37%	3	11%	27	100%

- 4.3 The overall the feedback from Oak Avenue, Ashford Avenue and Priory Road indicates that the majority (52%) of those who responded to the questionnaire are in support of the introduction of parking controls.

- 4.4 When asked which groups of people are responsible for restricting parking in their street, respondents generally reported that a combination of commuters, local workers and commercial vehicles, in addition to displacement from existing controlled zones:

		Count	%
Problems	Commuter parking	13	48%
	Shop customers / visitors	14	52%
	Multi car households	10	37%
	Shop / business staff	9	33%
	Too many driveways	0	0%
	Commercial vehicles / campers	6	22%
	Other non local vehicles	14	52%
	'Displacement' from nearby CPZs	13	48%
	N/A, no problems	7	26%

5.0 Chief Finance Officer Comments

- 5.1 Provision for the implementation of the proposed measures to the CPZ was made in the Parking Plan capital budget. Other costs around consultation can be contained within existing budgets.
- 5.2 Associated costs include community engagement, inventory of existing site conditions, design and implementation (including installation of street signage, notifications etc). Likely costs to be £150 consultation and works notice distribution, £500 design and £1631 lining and signing, totalling £2281.
- 5.3 Annual running costs will be maintained by existing staff/budgets.
- 5.4 Annual income is unknown at present but the team are doing work on this in order to identify potential revenue from new schemes based on properties within the area and likely permit sales etc.
- 5.5 Parking controls will be enforced by existing /in house civil enforcement officers (CEO's).
- 5.6 There is a potential loss of capital budget if not spent within the financial year.

6.0 Environmental Implications

- 6.1 Before reaching a decision to make the necessary Traffic Management Order to implement or amend a CPZ, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act 1984 ("RTRA") (as amended) and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended). All representations received must be properly considered in the light of administrative law principles, Human Rights and equalities law and the relevant statutory powers.

- 6.2 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 paragraph 8 and 9 of the RTRA.
- 6.3 The power of a local authority to make an order regulating or controlling vehicular and other traffic is contained within the ambit of section 6(1) of the 1984 Act. The power to make an experimental traffic order is contained in section 9 of the same Act. Experimental traffic orders generally have a lifespan of 18 months. During the initial 6 month period the council will register representations received and consider and implement where possible these requests during the second 6 month period, these amendments have a further 6 month period before being considered to be made permanent.
- 6.4 When determining what paying parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.
- 6.5 By virtue of section 122, the Council must exercise its powers under the RTRA 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

7.0 Comments of the Head of Legal Services

- 7.1 The legal position and statutory requirements for consultation are set out in Section 5 of the report. Public consultation has been undertaken and due consideration given to representations by the public. As long as the statutory consultation is undertaken and due consideration similarly given to representations made, there is no reason why the Council should not be entitled to proceed with its proposals.

8.0 Equal Opportunities

8.1 Consultation documents were distributed to all households/ businesses within the area of the proposed scheme.

8.2 Information letters were distributed to all households/businesses within the agreed information area.

8.3 Any interested party can submit a representation regardless of where they live or work during the statutory notification period.

8.4 A translation service for the consultation document was available upon request.

8.5 Summary

8.6 Regarding operational factors of the CPZ's

8.7 From the feedback received during the consultation process, the most favoured option from the consulted roads was for Monday to Friday controls. This is in line with the adjacent existing Hornsey South CPZ which operates from 11am-1pm Monday to Friday.

8.8 The feedback from Oak Avenue was that 57% of respondents were in favour of the controls. The feedback from Ashford Avenue was that 90% of respondents were in favour of the controls. The response from Priory Road was 60% against the introduction of parking controls.

8.9 As Oak Avenue and Ashford Avenue both come off Priory Road and because the existing Hornsey South CPZ is to the north of Priory Road; it would not be possible to extend the Hornsey South CPZ into Oak Avenue and Ashford Avenue, without including Priory Road.

8.10 It should be noted that since the consultation, residents from 1-41 Priory Road have asked to be included within the Hornsey South CPZ because many of them currently park in Oak Avenue and Ashford Avenue. If parking controls were introduced into Oak Avenue and Ashford Avenue but not Priory Road, residents from Priory Road would only be able to park in Priory Road or other uncontrolled roads. Therefore, there would be limited opportunity for residents from Priory Road to park locally.

8.11 While it is accepted that Priory Road initially responded against parking controls, it is recommended that 1-41 Priory Road is included within Hornsey South CPZ.

8.12 We recommend the parking controls to be implemented under an experimental Traffic Management Order. This gives the Council the opportunity to review the scheme after 6 months and possibly make amendments if we receive representations which suggest residents prefer different operational times or wish for the CPZ boundary to be changed.

9.0 Recommendations

- 9.1 Following consideration of the consultation results and further to discussions with ward Councillors and representations from local residents, it is recommended that the Head of Service:
- 9.2 Notes the feedback of the public consultation set out in this report.
- 9.3 Approves parking controls to be introduced (subject to statutory consultation) to Oak Avenue, Ashford Avenue and 1-41 Priory Road indicated on the plan attached in Appendix III.
- 9.4 Approves the controls be introduced as an extension to the existing Hornsey South CPZ and therefore for controls to operate:

Hornsey South CPZ (HS) Monday to Friday, 11am – 1pm
- 9.5 Approves the controls to be introduced under experimental Traffic Management Order(s).
- 9.6 Approves the scheme be subject to a review after six months.
- 9.7 Approves that residents / traders in these roads be informed of this decision. This will be done via written works notification letters distributed throughout the area(s).

APPENDIX I

Map of Consultation areas

APPENDIX II

Public consultation documents

APPENDIX III

Summary of Consultation Feedback



- KEY**
- Proposed Shared Use Bay
 - Proposed Permit Holders Only Bay
 - Proposed Single Yellow Line
 - Proposed Double Yellow Line
 - Existing Blue House
 - New Sign Post and Sign
 - Existing dropped kerb

Haringe
Landscape

Directorate - Chief Operating
Business Unit - Commercial and Operations
Service - Operational Services
Section/Team - Traffic Management, Parking Infrastructure
Chief Operating Officer - Tracie Evans
Tel: 020 8489 0000
Fax: 020 8489 1251

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SITE: Hornsey South CPZ Extension		DRAWING NO.: NA	PROJECT NO.:	DATE: 6/6/2017
TITLE: PROPOSED PERMIT HOLDERS PARKING RESTRICTIONS		SCALE: 1:1250	CHECKED:	REVISION:
		DRAWN: DN		

Traffic Management

Ann Cunningham: Head of Traffic Management



11 December 2015

Public Consultation

Possible Extension of Hornsey South Controlled Parking Zone (CPZ) to include Oak Avenue and Ashford Avenue

Dear Resident or Business,

You may recall we carried out a review of Hornsey South CPZ in 2013. At the time, a majority of residents reported that the CPZ had helped and that they were generally satisfied with the current operating days and times which are weekdays (Mon-Fri) 11am to 1pm.

We are not suggesting any changes to the existing CPZ but, following requests from residents and after discussions with local ward councillors, we are considering extending the CPZ controls to include Ashford Avenue and Oak Avenue.

We would like to hear your views on the proposal to include these two additional roads and would appreciate it if you would fill in the brief questionnaire overleaf and return it to us in the enclosed freepost envelope. With the approach of the Christmas holiday season we are allowing extra time for the consultation. The closing date for receipt of completed questionnaires is 20 January 2016.

We will contact you again in the New Year to explain the outcome of this consultation. Detailed consultation results will also be published on the current parking consultations page of the website.

If you have questions about the consultation, email us at frontline.consultation@haringey.gov.uk or contact Greville Percival on 0208 489 1326.

With thanks for your attention, we look forward to hearing from you.

Yours faithfully,

A handwritten signature in black ink that reads "Ann Cunningham".

Ann Cunningham
Head of Traffic Management

Traffic Management
Level 5 Alexandra House
10 Station Road, Wood Green
London N22 7TR

020 8489 1000

www.haringey.gov.uk

Possible Extension of Hornsey South Controlled Parking Zone: Oak Avenue and Ashford Avenue

Q1 Your street name and house / property number (Individually details will not be published but we need the information for our analysis).

Q2 Are you responding as:

Resident Business

Q3 Do you use a car or other motor vehicle?

Yes No Occasionally

Q4 Is it difficult to park in your road?

Yes No Sometimes

Q5 Do any of these parking problems affect your road? (Tick those that apply)

- | | |
|---|--|
| <input type="checkbox"/> Commuter parking | <input type="checkbox"/> Shop customers / visitors |
| <input type="checkbox"/> Multi car households | <input type="checkbox"/> Shop / business staff |
| <input type="checkbox"/> Too many driveways | <input type="checkbox"/> Commercial vehicles / 'campers |
| <input type="checkbox"/> Other non local vehicles | <input type="checkbox"/> 'Displacement' from nearby CPZs |
| <input type="checkbox"/> N/A, no problems | |

Q6 Do you think your road should be included in Hornsey South CPZ (which currently operates weekdays 11am to 1pm)

Yes No

Q7 If you have any comments about parking issues, please use this space.

Thank you for completing this questionnaire. Now please return it in the prepaid envelope

REPORT

Public Consultation:

Possible Extension of Hornsey South Controlled Parking Zone (CPZ) to include Oak Avenue and Ashford Avenue

The consultation commenced 11 December 2015 and the closing date for receipt of completed questionnaires was 20 January 2016

RESPONSES

Q3 Are you responding as a resident or business?

		Count	%
Are you responding as:	Resident	25	93%
	Business	2	7%

Q4 Do you use a car or other motor vehicle?

		Count	%
Do you use a car or other motor vehicle?	Yes	24	89%
	No	2	7%
	Occasionally	1	4%
	Total	27	100%

Q5. Is it difficult to park in your road

		Is it difficult to park in your road?					
		Yes		No		Sometimes	
Road name		Count	Row %	Count	Row %	Count	Row %
Road name	Ashford Ave	9	90%	0	0%	1	10%
	Oak Ave	4	57%	1	14%	2	29%
	Priory Rd	4	40%	4	40%	2	20%
	Total	17	63%	5	19%	5	19%

Q6. Do any of these parking problems affect your road?

		Count	%
\$Problems	Commuter parking	13	48%
	Shop customers / visitors	14	52%
	Multi car households	10	37%
	Shop / business staff	9	33%
	Too many driveways	0	0%
	Commercial vehicles / campers	6	22%
	Other non local vehicles	14	52%
	'Displacement' from nearby CPZs	13	48%
	N/A, no problems	7	26%

Q7. Do you think your road should be included in Hornsey South CPZ?

		Count	%
Should road be included in Hornsey South CPZ?	Yes	14	52%
	No	10	37%
	Conditional	3	11%
	Total	27	100%

Responses marked 'conditional' have been so classified because they register support for inclusion in the CPZ but the support is conditional upon other factors being in place.

Views by Road

		Should road be included in Hornsey South CPZ?							
		Yes		No		Conditional		Total	
Road name		Count	Row %	Count	Row %	Count	Row %	Count	Row %
Road name	Ashford Ave	9	90%	1	10%	0	0%	10	100%
	Oak Ave	4	57%	3	43%	0	0%	7	100%
	Priory Rd	1	10%	6	60%	3	30%	10	100%
	Total	14	52%	10	37%	3	11%	27	100%

Q8 Comments

	Road name	Should road be included in Hornsey South CPZ?	Comments
	Ashford Ave	Yes	
	Ashford Ave	Yes	Drivers leave vehicles for long periods e.g. weeks and there are arguments with residents
	Ashford Ave	Yes	This road is used as a car park.. Commercial vans are often left for 2 weeks with the owners clearly taking advantage of free parking
	Ashford Ave	Yes	I often have to park on Priory Rd to collect a disabled relative because people from Crouch End CPZ park here all day to avoid charges and P&D
	Ashford Ave	Yes	11 - 1pm is not enough. People park here after 1pm and stay overnight. CPZ needs to run to e.g. 6:30pm. Also Saturdays are a problem as some people leave their cars from Friday pm until Sunday.
	Ashford Ave	Yes	
	Ashford Ave	Yes	Parking is a nightmare. Please introduce permit controls
	Ashford Ave	Yes	I don't have a car - There are constant wars here over parking - and some resentment that a cycle hangar takes up a car space! All the cycle spaces have however been taken! Yes Yes Yes to CPZ
	Ashford Ave	Yes	Need longer than 1 pm because no resident vehicles come and park in the afternoons regardless of residents' bays
	Ashford Ave	No	We think CPZ is just another tax
	Oak Ave	No	Don't want the expense and not sure that it would solve our parking problems which vary widely from one day to another. Sometimes we can park here, at other times we have to park 3 roads away
	Oak Ave	Yes	
	Oak Ave	Yes	Since Middle Lane became CPZ it's usually impossible to find a parking space in Oak Avenue and residents often have to find a space in adjacent streets
	Oak Ave	No	Object strongly to the proposal and to the loaded consultation
	Oak Ave	Yes	
	Oak Ave	No	If I hire a car, what sort of permit to I get? What about carers? Not needed here at all, as you created the problem. WERA are powerfully against your plans
	Oak Ave	Yes	Mostly I have to park in other roads. School run, local businesses using us as a free car park. It is so bad that we exchanged a car for a 'smart car', so as to be able to park in a very small space

		Priory Rd	No	Local businesses will suffer as customers won't be able to stay long. How will local family businesses park outside our own shops? Residents don't realise they are destroying their own neighbourhood
		Priory Rd	Yes	
		Priory Rd	No	Just remove all CPZs
		Priory Rd	No	
		Priory Rd	No	How much would it then cost?
		Priory Rd	No	
		Priory Rd	Conditional	Yes - as long as residents on Priory Road can have a permit.
		Priory Rd	No	CPZ would be a hassle, particularly when friends and family visit
		Priory Rd	Conditional	The only road I can park in is Oak Ave because I live on the main road. Would I be included with a parking permit or would I have to struggle even more than at present?
		Priory Rd	Conditional	Parking is one element of a wider strategy needed to develop a busy successful Hornsey High Street.....Increasing to these roads will just cause displacement to Rectory Gdns etc.