

## Purpose

- 1.1 To report the feedback of statutory notification carried out in June 2017 for the proposed introduction of waiting restrictions at various locations throughout the borough.
- 1.2 To set out officers' responses to the representations received.
- 1.3 To seek approval to proceed with the recommendations as set out in section 9.0 of this report.

## 1.0 Background

- 1.1 To address concerns raised by the public and public services regarding access, obstructive parking and congestion issues at isolated locations listed in Appendix I of this report, the Council has proposed the introduction of double yellow line restrictions (No waiting at any time – 24 hours a day) and single yellow line waiting restrictions, at the locations indicated on the plans contained in Appendix I of this report.
- 1.2 The restrictions are aimed at improving road safety and access for motorists, pedestrians, emergency services and public service vehicles, including the Council's refuse collection service, by removing obstructive/inconsiderate parking, particularly at road junctions.
- 1.3 It has previously been agreed in conjunction with the Council's Scrutiny Panel / board that the Council would facilitate a rolling programme for the introduction of waiting restrictions.

## 2.0 Statutory Notification

Statutory notification commenced in a single batch. As part of this process a Notice of Intention was published in the London Gazette, local press and erected on site where the restrictions were proposed. The statutory notification consisted of 64 locations.

- 2.1 Although not a legal requirement, statutory notification letters, informing of the process and proposals, were also posted to affected frontages located in close proximity of the proposals. See Appendix II for the statutory notification letter.
- 2.2 As part of the statutory process, the views of the following bodies were also sought: AA, London Transport, Police (local), Fire Brigade, London Ambulance Service, Freight Transport Association, Road Haulage Association, RAC, Metropolitan Police (traffic), London Travel Watch, and Haringey Cycling Campaign.

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

### **3.0 Statutory Notification Feedback**

- 3.1 A total of 45 individual representations were received during the statutory notification period as outlined below.
- 3.2 A list of all objections/representations received and the Council's responses are contained in Appendix III of this report.

### **VIEWS FROM STATUTORY BODIES**

- 3.3 No representations were received from the statutory bodies during the statutory notification period.

### **SUMMARY**

- 3.4 The restrictions are proposed following concerns raised by members of the public and council services regarding access and obstructive parking issues along certain lengths of the locations listed in Appendix I of this report. The council has therefore proposed to introduce waiting restrictions at these locations.
- 3.5 The council have considered all the objections and comments received during the statutory notification period. Officers recommend that the council introduce all the waiting restrictions as originally proposed except for Coppetts Road, View Close and Warberry Road. A summary of representations received is as follows:-
- 3.6 **Coppetts Road N10**  
Two objections received. One was a petition signed by 20 petitioners (none from Coppetts Road), the other objection was from Our Lady of Muswell Hill School.

Coppetts Road petition stated that additional parking restrictions would reduce parking provision and inhibit parents from dropping children off at the local school and suggested re-routing the bus route to avoid Coppetts Road or introducing reduced restrictions to run at peak times. Our Lady of Muswell Hill School stated that their parents have always had free parking and they would like this to continue.

### **Council Response.**

It must be noted that much of the congestion problems which have been reported are being caused by parents dropping off children. Evidence in the form of photo's taken by residents shows vehicles having to mount the kerb in order to avoid cars parked along Coppetts Road.

It should be noted that residents of Coppetts Road have requested the parking restrictions in order to stop the obstructive parking and incidents of dangerous driving and road rage outside their homes. Furthermore, no objections were raised by residents of Coppetts Road. However, after considering the points

raised by the objections the council now propose that a single yellow line be introduced in place of the originally proposed double yellow line. The hours of enforcement of the single yellow line will be Monday to Friday, 7am -10am and 3pm – 7pm inclusive. This will maintain traffic movements during peak times but allow parking outside of these.

#### **Craven Park Road N15**

Two objections received, both stating similar reasons for the objection. “We strongly object to the proposed traffic order. This will impact the already limited parking in the area.

#### **Council Response.**

The Highway Code states in Rule 243 that no vehicle should stop or park *“opposite or within 10 meters (32 feet) of a junction, except in an authorised parking space”*. Clearance is also needed for emergency vehicle access and to provide a safe crossing point for pedestrians.

We are aware of acute parking demands in the area and although the Highway Code states 10 meters, we are proposing to introduce the yellow lines at a length of 7.5 meters in light of the parking pressures.

We therefore plan to introduce double yellow line restrictions for 7.5m returns at the junction(s).

#### **Elm Park Avenue N15**

Five objections received. All objections stated that the restrictions would impact on already limited parking space. Also stated that a 7.5m Double Yellow Line is excessive.

#### **Council Response.**

The Highway Code states in Rule 243 that no vehicle should stop or park *“opposite or within 10 meters (32 feet) of a junction, except in an authorised parking space”*. Clearance is also needed for emergency vehicle access and to provide a safe crossing point for pedestrians.

We are aware of acute parking demands in the area and although the Highway Code states 10 meters, we are proposing to introduce the yellow lines at a length of 7.5 meters in light of the parking availability.

We therefore plan to introduce double yellow line restrictions for 7.5m returns at the junction(s) as originally proposed.

#### **Fairview Road N15**

Six objections received. All objections stated that they feel the restrictions are not needed. One objection stated that since raised speed tables were introduced safety is much better. One objection suggested the implementation of a CPZ.

#### **Council Response.**

The Highway Code states in Rule 243 that no vehicle should stop or park "*opposite or within 10 meters (32 feet) of a junction, except in an authorised parking space*". Clearance is also needed for emergency vehicle access and to provide a safe crossing point for pedestrians.

We are aware of acute parking demands in the area and although the Highway Code states 10 meters, we are proposing to introduce the yellow lines at a length of 7.5 meters in light of the parking availability.

We therefore plan to introduce double yellow line restrictions for 7.5m returns at the junction(s) as originally proposed.

#### **Grovelands N15**

One objection received. Objection stated that parking is already difficult and the yellow lines would make things worse.

#### **Council Response.**

The Highway Code states in Rule 243 that no vehicle should stop or park "*opposite or within 10 meters (32 feet) of a junction, except in an authorised parking space*". Clearance is also needed for emergency vehicle access and to provide a safe crossing point for pedestrians.

We are aware of acute parking demands in the area and although the Highway Code states 10 meters, we are proposing to introduce the yellow lines at a length of 7.5 meters in light of the parking availability.

We therefore plan to introduce double yellow line restrictions for 7.5m returns at the junction(s) as originally proposed.

#### **Lealand Road N15**

Six objections received. All objections contained similar wording "We strongly object to the proposals as the parking space is already limited".

#### **Council Response.**

The Highway Code states in Rule 243 that no vehicle should stop or park "*opposite or within 10 meters (32 feet) of a junction, except in an authorised parking space*". Clearance is also needed for emergency vehicle access and to provide a safe crossing point for pedestrians.

We are aware of acute parking demands in the area and although the Highway Code states 10 meters, we are proposing to introduce the yellow lines at a length of 7.5 meters in light of the parking availability.

We therefore plan to introduce double yellow line restrictions for 7.5m returns at the junction(s) as originally proposed.

#### **Norfolk Avenue N15**

Two objections received. Both from residents at the same postal address stating the reason for the objection is that already limited space will be squeezed further.

#### **Council Response.**

The highway code states in Rule 243 that no vehicle should stop or park "*opposite or within 10 meters (32 feet) of a junction, except in an authorised parking space*". Clearance is also needed for emergency vehicle access and to provide a safe crossing point for pedestrians.

We are aware of acute parking demands in the area and although the Highway Code states 10 meters, we are proposing to introduce the yellow lines at a length of 7.5 meters in light of the parking availability.

We therefore plan to introduce double yellow line restrictions for 7.5m returns at the junction(s) as originally proposed.

#### **Olinda Road N15**

One objection received. Reason for objection stated as having "a massive impact on already limited parking space"

#### **Council Response.**

The Highway Code states in Rule 243 that no vehicle should stop or park "*opposite or within 10 meters (32 feet) of a junction, except in an authorised parking space*". Clearance is also needed for emergency vehicle access and to provide a safe crossing point for pedestrians.

We are aware of acute parking demands in the area and although the Highway Code states 10 meters, we are proposing to introduce the yellow lines at a length of 7.5 meters in light of the parking availability.

We therefore plan to introduce double yellow line restrictions for 7.5m returns at the junction(s) as originally proposed.

#### **Pages Lane N10**

A petition was received containing 20 signatures objecting to the all day, single yellow line restrictions, especially in light of recent introduction for zebra crossing which resulted in loss of parking space.

#### **Council Response.**

The road suffers with heavy congestion, particularly at school drop off/pick up times and also during the 'rush hour' commute. The road is also a bus route and we have received many complaints relating to congestion, incidents of road rage and bus delays.

It should be noted that no objections were received from residents nearest to where the waiting resections are proposed. The residents of this area have off street parking.

However, in response to the petition received we propose to install a single yellow line waiting restriction which will operate from 7am-10am and 3pm-7pm, Monday to Friday – instead of all day. This will maintain traffic movement during peak times but will allow parking outside of these times.

#### **Riverside Road N15**

One objection received. Reason for objection stated as limited parking spaces will become squeezed.

#### **Council Response.**

The Highway Code states in Rule 243 that no vehicle should stop or park "*opposite or within 10 meters (32 feet) of a junction, except in an authorised parking space*". Clearance is also needed for emergency vehicle access and to provide a safe crossing point for pedestrians.

We are aware of acute parking demands in the area and although the Highway Code states 10 meters, we are proposing to introduce the yellow lines at a length of 7.5 meters in light of the parking availability.

We therefore plan to introduce double yellow line restrictions for 7.5m returns at the junction(s) as originally proposed.

#### **Rostrevor Avenue N15**

Six objections received. Several objectors stated that they have a disability and need to park where they are currently parking. Multiple objections from the same postal address received.

#### **Council Response.**

Initial response advised that if users are disabled they may apply for a blue badge and disabled bay

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We are aware of acute parking demands in the area and although the Highway Code states 10 meters, we are proposing to introduce the yellow lines at a length of 7.5 meters in light of the parking availability.

Response from Haringey advised that if users are disabled they may apply for a blue badge and disabled bay

#### **South Tottenham Area N15**

Four objections received but they did not specify which location they are objecting to. All make reference to the traffic order but do not give road names.

#### **Council Response.**

The Highway Code states in Rule 243 that no vehicle should stop or park *"opposite or within 10 meters (32 feet) of a junction, except in an authorised parking space"*. Clearance is also needed for emergency vehicle access and to provide a safe crossing point for pedestrians.

We are aware of acute parking demands in the area and although the Highway Code states 10m, we are proposing to introduce the yellow lines at a length of 7.5 meters in light of the parking availability.

We therefore plan to introduce double yellow line restrictions for 7.5m returns at the junction(s) as originally proposed.

#### **View Close N6**

The request to cut back the parking bay outside 1-3 View Close was made by the owner of No 2 View Close as he believes this parking bay obstructs his access to his driveway. In response we proposed to cut back the parking bay outside 1-3 View Close by 2 spaces.

One objection received. The objection raised the nett loss of parking in the road and the problem that parking is increasingly occupied by visitors to the Highgate Private Hospital.

#### **Council Response.**

After considering the points raised in the objection a revised proposal has been circulated. The parking bay outside property numbers 1-3 will be reduced by 1 parking space, not 2 as originally proposed. Double yellow lines will replace the parking bay moved from the eastern side. As we are also providing an additional space in View Close this will result in no nett loss of parking and will allow for reasonable access to No2 View Close.

#### **Warberry Road N22**

Two objections received. Both stated that the single yellow line should remain until such time that Warberry Road is incorporated into Wood Green Inner CPZ.

#### **Council Response.**

After considering the points raised in the objections, the council has decided to leave the single yellow line in place until such time that Warberry Road becomes part of the Wood Green Inner CPZ.

#### **Wargrave Avenue N15**

Two objections received. Both objections stated that already limited parking space will be more difficult to find.

#### **Council Response.**

The Highway Code states in Rule 243 that no vehicle should stop or park "*opposite or within 10 meters (32 feet) of a junction, except in an authorised parking space*". Clearance is also needed for emergency vehicle access and to provide a safe crossing point for pedestrians.

We are aware of acute parking demands in the area and although the Highway Code states 10m, we are proposing to introduce the yellow lines at a length of 7.5 meters in light of the parking availability.

We therefore plan to introduce double yellow line restrictions for 7.5m returns at the junction(s) as originally proposed.

### **Wellington Avenue N15**

Four objections received. All objections contain similar wording. All suggest that parking space is already limited and new restrictions will make it even harder to find a space.

#### **Council Response.**

The Highway Code states in Rule 243 that no vehicle should stop or park *"opposite or within 10 meters (32 feet) of a junction, except in an authorised parking space"*. Clearance is also needed for emergency vehicle access and to provide a safe crossing point for pedestrians.

We are aware of acute parking demands in the area and although the Highway Code states 10m, we are proposing to introduce the yellow lines at a length of 7.5 meters in light of the parking availability.

We therefore plan to introduce double yellow line restrictions for 7.5m returns at the junction(s) as originally proposed.

#### **5.0 Chief Financial Officer Comments**

- 5.1 The capital costs of measures outlined in this report can be met from the Parking Plan funding which forms part of the 2016-17 budget.

#### **6.0 Legal Requirements**

- 6.1 Before reaching a decision to make the necessary Traffic Management Order to implement the waiting restrictions, the council must follow the statutory notification procedures pursuant to the Road Traffic Regulation Act ("RTRA")1984 and the Local Authorities Traffic Orders (Procedure)(England and Wales) Regulations1996. In carrying out the notification the council must comply with the principles ("Sedley Principles") set out also by the courts which are: that notification must be at a time when proposals are still at a formative stage; that the proposer must give sufficient reasons for any proposal to permit of intelligent consideration and response; that adequate time must be given for consideration and response; and that the product of notification must be conscientiously taken into account in finalising any statutory proposals. All objections received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
- 6.2 The council's powers to make Traffic Management Orders arise mainly under sections 6, 122 and 124 and schedules 1 and 9 of the RTRA 1984.
- 6.3 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.

#### **7.0 Comment of the Head of Legal Services**

- 7.1 Other than the requirements set out in section 6 above there are no other legal implications arising out of this report.

#### **8.0 Equal Opportunities**

- 8.1 During the statutory notification period any interested parties are permitted to make representations regardless of where they live or work.

#### **9.0 Recommendations**

- 9.1 It is recommended that the Cabinet Member for Environment and Head of Operations:
- 9.2 Note the feedback of the statutory notification process and consider the representations submitted in response.
- 9.3 Approve implementation of all the proposals as per plans in Appendix III and amended plans in Appendix IV.
- 9.4 Approve that residents and businesses be informed of the council's decision.

# **APPENDIX I**

## **Location Plans**

## **APPENDIX II**

### **Statutory Notification Document**

## **APPENDIX III**

### **Representations Received with Council's Responses**