

**RECORD OF DECISION TAKEN
UNDER DELEGATED AUTHORITY**

All requests for action to be taken in accordance with established delegated authority must be accompanied by an appropriate report setting out all relevant considerations, in particular legal and financial considerations, and with clear recommendations for action, in order for an appropriate decision to be taken in accordance with the provisions of current legislation.

Log No.

Title of Report: Report of Statutory Consultation for the proposed introduction of the Haringey car club scheme at 22 locations across the borough.

Reason for relevant paragraph for authority under scheme of delegation

1.0 Purpose

- 1.1 To report the feedback from the statutory consultation carried out in January and February 2009 for the introduction of the Haringey car club scheme. The report will set out officers' responses to the objections and comments received during the statutory consultation and provide clear recommendations on which of the car club location proposals should be progressed.**
- 1.2 To seek approval to proceed with the recommendations as set out in section 11 of this report.**

2.0 Background

- 2.1 In April 2008, Transport for London (TfL) invited boroughs to submit funding applications to cover the costs for installing car club bays in the borough. Haringey Council submitted an application to TfL and were awarded £35K funding in 2008/09 to cover the installation costs of the car club parking bays, including the Traffic Management Order, consultation, signage and lining, initial parking permit and marketing costs.**
- 2.2 Haringey Council awarded Streetcar Ltd the contract to operate car club vehicles in appropriate locations across the borough. The contract with Streetcar is for a period of 3 years with a possible extension of a further 3 years to a maximum of 6 years subject to satisfactory performance in the first two years of the contract. The contract was awarded in July 2008 and the official commencement date for the contract is January 2009.**

- 2.3 In the event of Streetcar Ltd becoming insolvent or going into administration, Haringey Council will re-tender the car club scheme contract with the existing car club bay locations maintained as part of the condition of the contract. The cost of changing the operator logo on the existing car club bay signage and marketing material would be covered by the operator who wins the contract.**
- 2.4 The Council conducted a statutory consultation during January and February 2009 with ward councillors, residents and businesses in the vicinity of the proposals to introduce 41 car club vehicles at 22 locations across the borough. The consultation letter outlined the proposals to introduce the car club scheme and requested residents views on the locations proposed. The consultation document, attached in Appendix 1, provided details of the car club scheme, how it operates and the benefits it can provide for residents in terms of easing local parking and traffic congestion issues.**
- 2.5 The 22 location proposals consulted upon for the 41 car club vehicles are:**
- 1. Bryanstone Road, N8. Install double parking bays for two car club vehicles.**
 - 2. Church Road, N6. Install double parking bays for two car club vehicles.**
 - 3. Clarence Road, N15. Install single parking bay for one car club vehicle.**
 - 4. Collingwood Avenue, N10. Install double parking bays for two car club vehicles.**
 - 5. Cranbrook Park, Wood Green, N22. Install double parking bays for two car club vehicles.**
 - 6. Cromwell Avenue, N6. Install double parking bays for two car club vehicles.**
 - 7. Denton Road, N8. Install double parking bays for two car club vehicles.**
 - 8. Durnsford Road, N11. Install single parking bay for one car club vehicle.**
 - 9. Hillside Garden, N6. Install double parking bays for two car club vehicles.**
 - 10. Langham Road, N15. Install double parking bays for two car club vehicles.**
 - 11. Linzee Road, N8. Install double parking bays for two car club vehicles.**
 - 12. Mafeking Road, N17. Install double parking bays for two car club vehicles.**
 - 13. Muswell Avenue, N10. Install double parking bays for two car club vehicles.**
 - 14. Portland Gardens, N4. Install double bays for two car club vehicles.**
 - 15. Priory Gardens, N6. Install double parking bays for two car club vehicles.**
 - 16. Springfield Avenue, N10. Install double parking bays for two car club vehicles.**

17. **Stapleton Hall Road, N4. Install double parking bays for two car club vehicles.**
18. **Tariff Road, N17. Install double parking bays for one car club vehicle.**
19. **Terront Road, N15. Install single parking bay for one car club vehicle.**
20. **Tottenham Lane, N8. Install double parking bays for two car club vehicles.**
21. **Victoria Road, N4. Install double parking bays for two car club vehicles.**
22. **Winchelsea Road, N17. Install double parking bays for two car club vehicles.**

2.6 The location of the car club bays have been prioritised in the areas of the borough where there is high population density, high parking congestion and good public transport links. These initial localities will provide easy access to a car club for the majority of the borough's residents and employees. Additional bays will be added to these key locations as demand grows.

2.7 The recommendations in this report are in accordance with the following objectives:

a) Local Implementation Plan (LIP)

The Council's Local Implementation Plan (LIP) sets out the Council's intention to establish car club schemes in section 5.11 'Travel awareness and travel plans' section. Reference to car club scheme implementation is contained within the LIP's associated 'Update Form 1's, WTP Form 44', which refers to seeking funding for car clubs as part of travel plans.

The Council's Executive approved the submission of the Final LIP to the GLA/Mayor and TfL on 4th July 2006. Consultation on the draft LIP was undertaken in summer 2005.

b) Haringey Council's Supplementary Planning Guidance (SPG) 7c, Transport Assessment, sets out the Council's core planning policies in regard to setting up car clubs.

3.0 Statutory Consultation requirements

3.1 Statutory consultation is the legal part of the process required before modifying / implementing parking controls. In summary, before making an order to modify / implement parking controls, the council must notify its intentions in the London Gazette and local press providing a period of 21 days for any interested party to make representation. In addition, although not a requirement, it is also good practice to advertise on the site where the measures are proposed.

- 3.2** As part of the statutory process, the views of the following bodies are also sought: AA, London Transport, Police (local), Fire Brigade, London Ambulance Service, Freight Transport Association, Road Haulage Association, RAC, Metropolitan Police (traffic), Haringey Cycling Campaign, neighbouring boroughs and Haringey Enterprise.
- 3.3** Before making the relevant Traffic Management Orders the council must consider all objections submitted in response to the statutory consultation.
- 3.4** If the Council is satisfied that it has addressed all objections received, a Notice of Making can then be published in the London Gazette and local press notifying the date when the Traffic Management Order will come into operation. At this time, notification letters will also be distributed to all properties within the road/roads where parking controls are to be implemented. The notification letters will provide information of when the works will take place, the operational date of the new parking controls and how to apply for a permit.
- 3.5** A total of 5000 statutory consultation documents consisting of background information, location plan and a translation sheet were delivered on 14 & 15th January 2009, by hand, to all properties in the immediate vicinity of the 22 locations for the car club proposals. Every property in the road where the car club is proposed and in neighbouring roads (if these are within approximately 100 metres or a few minutes walk of the proposal) should have received the consultation letter. It was not considered necessary to consult the whole borough for proposals which affect only local parking in 22 locations.
- 3.6** The statutory notification period was from 15 January to 26th February 2009. However all representations received up 6th March have been considered and are included in this report. See Appendix II for consultation documents.
- 4.0** Representation received during Statutory Consultation
- 4.1** This section of the report consists of a summary of representations received during statutory consultation for each of the 22 proposal locations. The key objections and comments from respondents are provided together with the Council's considered response. A recommendation is provided on how each of the 22 proposals should proceed.
- 4.2** A full list of all the representations received with responses is contained in Appendix II of this report.
- 4.3** A total of 230 representations were received during the statutory consultation period. The responses and opinions varied greatly

depending on the locality. It included a petition from residents at one of the proposed locations and representations from Resident Associations.

These representations are summarised for each of the 22 locations as follows:

- 4.4 Bryanstone Road, N8. Proposal to install double parking bays for two car club vehicles. 13 of the 14 respondents objected to the proposals on the grounds that Bryanstone Road is already heavily parked and experiences high parking demand due to no parking restrictions and the close proximity to the shops in Crouch End town centre. The majority of the respondents commented that the removal of 2 parking spaces for use exclusively for 2 car club vehicles would exacerbate the parking difficulties currently experienced by residents. Despite the overwhelming objection to the car club location proposal for Bryanstone Road, several of the correspondents suggested relocating the car club in nearby roads or in Crouch Hall Road car park.**

Council's response: The 14 objections received from correspondents, the vast majority being residents of Bryanstone Road, and the low level of support received for the car club scheme to be located in this road led the Council to conclude that locating 2 car club vehicles in Bryanstone Road would be detrimental to the success of the scheme. Although the Council believe that locating a car club scheme in Bryanstone Road would assist in reducing private car ownership and as such would reduce the pressure on local parking spaces, the Council will not proceed with locating car club vehicles in a road where the majority of residents are opposed to the location of the scheme.

Recommendation: Not to proceed with the proposals to install double parking bays specifically for two car club vehicles in Bryanstone Road, N8.

- 4.5 Church Road N6. Proposal to install double parking bays for two car club vehicles. No correspondence was received during the consultation period regarding the car club proposals for Church Road.**

Recommendation: The Council has received no objections regarding the proposal so recommend that the location of double parking bays for two car club vehicles in Church Road is approved to proceed.

- 4.6 Clarence Road, N15. Proposal to install single bay for one car club vehicle. Two letters were received during the consultation period regarding the car club proposals for Clarence Road. One respondent supported the proposals, saying that reserving a space for a car club vehicle will not impact negatively on residents parking, since the controlled parking zone has reduced parking demand.**

One respondent objected to the proposal on the grounds that this section of Clarence Road is heavily parked and suggested alternative areas in Clarence Road and Fuller Road to relocate the car club bays.

Council response: The car club location proposals for Clarence Road are now redundant due to a pay and display bay being installed in the same parking space originally identified for the car club bay. As a result, the car club proposal for Clarence Road can not proceed in its current form and a new location within the local vicinity will need to be identified and consulted upon during the Autumn of 2009.

Recommendation: The Council can not proceed with the Clarence Road car club location proposals detailed in consultation exercise as these location plans are need revising with a new location identified and consulted upon.

- 4.7 Collingwood Avenue, N10. Proposal to install double parking bays for two car club vehicles. Fifty-five letters were received with 50 respondents opposed to the scheme. This included an opposition petition signed by 41 residents. Only 5 respondents were in favour of the proposal. The majority of respondents opposed to the location of car club bays in Collingwood Avenue said that the proposal would adversely impact on the parking needs of local residents and businesses. Several respondents commented that parking demand is already at capacity due to additional parking pressures from the recently expanded Tetherdown School. Several residents also questioned the benefit of the car club scheme and stated they would not use it.**

Council response: The overwhelming majority of correspondence objected to the scheme on the basis of the impact on existing parking pressures for residents and businesses. We therefore conclude that the location proposed for Collingwood Avenue is unsuitable, as it would be unpopular with the majority of residents, and should not be progressed. Consultation feedback does show some support for the concept of the car club scheme. Suggestions for locating the car club vehicles in more suitable neighbouring roads, where parking demand is less severe, will be considered as part of the public consultation for expanding the number of car club locations in the borough in the Autumn of 2009.

Recommendation: Not to proceed with the proposals to install double parking bays specifically for two car club vehicles in Collingwood Avenue, N10.

- 4.8 Cranbrook Park, Wood Green, N22. Proposal to install double parking bay for two car club vehicles. No correspondence was received during the consultation period regarding the car club proposals for Cranbrook Park.**

Recommendation: The Council has received no objections regarding the proposal so recommend the location of double parking bays for two car club vehicles in Cranbrook Park should proceed.

- 4.9 Cromwell Avenue, N6.** Proposal to install double parking bay for two car club vehicles. 11 letters were received with 6 objections and 5 respondents expressing support for the proposal. The 6 objections all share the view that the scheme will add to parking pressures for local residents in a section of the road which is already heavily parked. Concerns were also expressed regarding signage clutter in Cromwell Avenue.

Council response: None of the objections received regarding parking concerns are considered to represent valid reasons why the car club bays should not be implemented as proposed.

Cromwell Avenue is located within the Highgate Controlled Parking Zone which provides permit only parking from 10am to 12 Noon, Monday to Friday. Out of this 2 hour period, parking is free and unrestricted. The Council are aware of the parking demands this can cause in Cromwell Avenue and the conversion of 2 parking bays for use by 2 car club vehicles will initially reduce the availability of 2 parking spaces for other vehicles. However, the Council is of the opinion that as the car club vehicles become regularly used by local residents, the scheme will assist in reducing private car ownership and as a result will reduce the current pressure on parking spaces in Cromwell Avenue. The car club scheme will assist in easing local parking problems by offering residents access to a vehicle for essential use, which removes the need and cost for owning, insuring, maintaining and parking their own vehicle. The car club signage will be appropriately scaled in size in accordance with conservation area guidance, and the requirement for additional signage posts will be minimised by using and relocating existing signage posts where possible.

Recommendation: The Council has received no valid objections regarding the proposal and recommends the proposals for locating double parking bays for two car club vehicles in Cromwell Avenue is approved to proceed.

- 4.10 Denton Road, N8.** Proposal to install double parking bay for two car club vehicles. 4 letters were received from local residents regarding the scheme proposals. 2 objected to the proposals on the grounds of road safety concerns due to the close proximity of Western Park Nursery School, a residential home and a busy junction. Noise and security concerns have also been raised and one person expressed concern that the car club vehicles will add to parking congestion and not solve it. 1 letter is in full support of the proposal.

Council response: The road safety implications for introducing the car club vehicles in Denton Road are minimal in respect of additional traffic or parking demand in the area. The location proposed for the car club vehicles creates no more road safety risk than currently exists for road traffic using and parking in Denton Road. The Council are of the opinion that locating car club vehicles in Denton Road can assist with easing local parking problems, by offering residents access to a vehicle for essential use, which removes the need, and cost, for owning, insuring, maintaining and parking their own private vehicle. The location of the car club vehicles will also provide an accessibility opportunity for friends and relatives when visiting the care home residents.

Recommendation: The Council has received no valid objections regarding the proposal and recommends the proposals for locating double parking bays for two car club vehicles in Denton Road is approved to proceed.

- 4.11 Durnsford Road, N11. Proposal to install single bay for one car club vehicle.** One letter has been received during the consultation period, from Passmore Edwards Neighbourhood watch group, objecting to the proposal on behalf of 'a large number of' residents in Durnsford Road, Gordon Road, Rhys Gardens and Passmore Gardens. The objection is based on the ongoing parking difficulties experienced by residents' in Durnsford Road and Gordon Road, due to the limited hours of operation of the Bounds Green controlled parking zone and the close proximity to Bounds Green Underground station.

Council response: The Durnsford Road car club location proposals have become redundant since the consultation exercise was undertaken due to other traffic management schemes now being proposed for this section of Durnsford Road, relating to the A406 traffic management complimentary measures.

The Durnsford Road location for the car club proposal was specifically chosen for the close proximity to Bounds Green Underground Station, as TfL guidance recommends locating car club bays in areas with good public transport accessibility. The Council acknowledges residents concerns over current parking pressures and Council officers have met with the Passmore Edwards neighbourhood watch group to discuss extending the CPZ operational times. As a result, the car club proposal for Durnsford Road can not proceed in its current form and residents will be re-consulted to identify a new car club location within the local road network in the Autumn of 2009.

Recommendation: The Council can not proceed with implementing the Durnsford Road car club location as proposed.

- 4.12 Hillside Gardens, N6. Proposal to install double parking bay for two car club vehicles. 6 letters were received from local residents regarding the scheme proposals. 4 respondents objected on the grounds the proposal will remove residents parking in an area where parking is already inadequate. 1 respondent supported the scheme.**

Council response: None of the objections received regarding parking concerns are considered to represent valid reasons why the car club bays should not be implemented. Hillside Gardens is within the Highgate Station Controlled Parking Zone which provides permit only parking from 10am – 12pm Monday to Friday. Out of these times, parking is unrestricted and any vehicle can park in the road.

The Council are aware of the parking demands in Hillside Gardens and the conversion of 2 parking bays for use by 2 car club vehicles will initially result in the loss of these parking spaces for other vehicles. However, the Council is of the opinion that as the car club vehicles become frequently used by local residents, the scheme will assist in reducing private car ownership and will ease local parking pressures in Hillside Gardens.

Recommendation: The Council has received no valid objections regarding the proposal and recommends the proposals for locating double parking bays for two car club vehicles in Hillside Gardens is approved to proceed.

- 4.13 Langham Road, N15. Proposal to install double parking bay for two car club vehicles. A total of 2 letters were received regarding the scheme and both are in support of the proposal, and an alternative car club location in Mannock Road has been suggested.**

Council response: The suggestion to locate a car club vehicle in Mannock Road will be considered as part of the public consultation for expanding the number of car club locations in the Autumn of 2009.

Recommendation: The Council has received no objections regarding the scheme so recommend the proposals for locating double parking bays for two car club vehicles in Langham Road are approved to proceed.

- 4.14 Linzee Road, N8. Proposal to install double parking bay for two car club vehicles. A total of 18 letters were received with 17 respondents objecting to the proposals on the grounds that Linzee Road is already heavily parked and there are not enough parking spaces for residents, especially at weekends. The majority of the respondents commented that the removal of 2 parking spaces for use exclusively for 2 car club vehicles will exacerbate the parking difficulties currently experienced by residents. The general consensus is that the scheme has merits but should be located in more suitable neighbouring roads such as Priory**

Road, Park Avenue North or Warner Road, where parking demand is less severe.

Council's response: The 17 objections received from correspondents, the vast majority being residents of Linzee Road, lead the Council to conclude that locating 2 car club vehicles in Linzee Road would be detrimental to the success of the scheme. Although the Council is of the opinion that locating a car club scheme in such a location would assist in reducing private car ownership and reduce the current pressure on local parking spaces, the Council will not proceed with locating car club vehicles in a road where the overwhelming majority of residents are opposed to location. Consultation feedback does show support for the concept of the car club scheme and suggestions for locating the car club vehicles in more suitable neighbouring roads, where parking demand is less severe, will be considered as part of the public consultation for expanding the number of car club locations in the borough in the Autumn of 2009.

Recommendation: Not to proceed with the proposals to install double parking bays specifically for two car club vehicles in Linzee Road.

- 4.15 Mafeking Road, N17.** Proposal to install double parking bay for two car club vehicles. Two letters were received from Ward Councillors with general comments on the operation of the scheme and with recommendations for additional locations for car club vehicles. No objections were received during the consultation period.

Recommendation: The Council has received no objections regarding the proposal so recommend the proposals for locating double parking bays for two car club vehicles in Mafeking Road Park should proceed.

- 4.16 Muswell Avenue, N10.** Proposal to install double parking bay for two car club vehicles. A total of 17 letters were received with 15 respondents objecting to the proposals on the grounds that the scheme will impact adversely on the parking needs of local residents as Muswell Avenue is already heavily parked due to school generated traffic and the close proximity to the shops in Muswell Broadway. Several respondents stated the car club vehicles should be located in a car park such as Muswell Hill library car park.

Council's response: The 15 objections received, the vast majority being residents of Muswell Avenue, lead the Council to conclude that locating 2 car club vehicles in Muswell Avenue would be detrimental to the success of the scheme. Although the Council believe that locating a car club scheme in such a location would assist in reducing private car ownership and reduce the current pressure on local parking spaces, the Council will not proceed with locating car club vehicles in a road where the overwhelming majority of residents are opposed to location. Consultation feedback suggests off street car park locations

should be identified for locating car clubs, as parking demand is less severe than in residential roads. Car parks will be considered as part of the public consultation for expanding the number of car club locations in the borough in the Autumn of 2009.

Recommendation: Not to proceed with the proposals to install double parking bays specifically for two car club vehicles in Muswell Avenue.

- 4.17 Portland Gardens, N4.** Proposal to install double parking bay for two car club vehicles. 6 letters were received of which 5 are opposed to the location of the car club, but in favour of having the scheme in the local neighbourhood. Portland Gardens is considered to be an inappropriate location for the car club vehicles as it is a very short, one-way entry road, requiring vehicles to turn around or reverse. Existing parking demand is inadequate for local residents' requirements and the parking demand is increased by the daily activities taking place at the Kurdish Centre, located in Portland Gardens. This centre attracts high volumes of traffic, causing congestion. It was suggested that car club bays should be located in the interlinking roads such as Essex Gardens, Sussex Gardens or Cleverland Gardens.

Council response: Responses make valid reasons why Portland Gardens is unsuitable for the location of the car club vehicles. Traffic and parking demand in Portland Gardens is difficult due to resident needs competing with the traffic demand created by the Kurdish Centre. Council officers will review the local area in order to identify an alternative location for the car club vehicles, such as the interlinking 'Gardens' roads, as suggested from the consultation feedback. Residents will be consulted on these alternative options as part of the public consultation for expanding the number of car club locations in the borough in the Autumn of 2009.

Recommendation: Not to proceed with the proposals to install double parking bays specifically for two car club vehicles in Portland Gardens.

- 4.18 Priory Gardens, N6.** Proposal to install double parking bay for two car club vehicles. 17 letters were received with 10 respondents in favour of the scheme, 6 respondents opposed and 1 Ward Councillor with general comments regarding the operation of the scheme. The objections received are based on concerns regarding loss of residential parking spaces within the CPZ. Safety concerns were expressed regarding the movement of car club vehicles having to turn round in Priory Gardens.

Council response: The introduction of 2 car club vehicles will require the removal of 2 residents parking bays. However the long term aim of introducing the car club vehicles is to reduce dependency on car

ownership and as such reduce the current pressure on local parking spaces. With regard to car club vehicles being required to turn round in Priory Gardens, this is not a valid objection as all vehicles entering Priory Gardens cul-de-sac are required to turn around, so there is no additional safety issue generated by the car club vehicles being located here. The majority of respondents, who are all Priory Gardens residents, are in support of the scheme being located in their road.

Recommendation: The Council has received no valid objections regarding the scheme and recommends the proposals for locating double parking bays for two car club vehicles in Priory Gardens is approved to proceed.

- 4.19 Springfield Avenue, N10. Proposal to install double parking bay for two car club vehicles. 6 letters were received with 3 respondents in favour of the scheme, 2 respondents opposed and 1 with general comments regarding the operation of the scheme.**

Council response: The 2 objections received are not considered to be valid, as the proposal is suitable located not to adversely affect existing residents parking and is within walking distance to Muswell Hill town centre.

Recommendation: The Council has received no valid objections and recommends the proposals for locating double parking bays for two car club vehicles in Springfield Avenue is approved to proceed.

- 4.20 Stapleton Hall Road, N4. Proposal to install double parking bay for two car club vehicles. 30 letters were received with 19 respondents opposed to the scheme location, 10 respondents in favour and 1 with general comments regarding the operation of the scheme. The majority of respondents highlight their support for the concept of the car club scheme however there is strong opposition regarding the location chosen, as the scheme will adversely impact on the parking needs of local residents and businesses, in an area which already has acute parking shortages. The consensus amongst the majority of respondents, including the Stroud Green Residents Association and a Ward Councillor is to locate the car club vehicles on the railway bridge in Oakfield Road CPZ as this area of parking is unused on a daily basis.**

Council response: Two thirds of respondents have objected to the proposal on the grounds of the location. Despite this objection, the majority of respondents stated support for the principal of introducing the car club vehicles and have identified a better suited location for the car club on Oakfield Road, in the unused section of the CPZ on the railway bridge, which would not impact adversely on local residents parking requirements. Although the Council still believe that locating a

car club scheme in the proposed location in Stapleton Hall Road would assist in reducing private car ownership and as such reduce the current pressure on local parking spaces, the Council will not proceed with locating car club vehicles in a road where the overwhelming majority of residents are opposed to location. The Oakfield Road rail bridge section will be considered for locating the car club vehicles as part of the public consultation for expanding the number of car club locations in the borough in the Autumn of 2009.

Recommendation: Not to proceed with the proposals to install double parking bays specifically for two car club vehicles in Stapleton Hall Road, with the view to re-consult residents on locating the car club vehicles in Oakfield Road, as part of the public consultation for expanding the number of car club vehicles in the borough in the Autumn of 2009.

- 4.21 Tariff Road, N17. Proposal to install double parking bay for two car club vehicles. One correspondence has been received from a Ward Councillors with general comments on the operation of the scheme. No objections were received during the consultation period.**

Recommendation: The Council has received no objections regarding the scheme so recommend the proposals for locating double parking bays for two car club vehicles in Tariff Road should proceed.

- 4.22 Terront Road, N15. Proposal to install single bay for one car club vehicle. One correspondence has been received which is in favour of the scheme being introduced. No objections were received during the consultation period.**

Recommendation: The Council has received no objections regarding the scheme so recommend the proposals for locating a single parking bay for one car club vehicle in Terront Road should proceed.

- 4.23 Tottenham Lane, N8. Proposal to install double parking bay for two car club vehicles. No correspondences were received during the consultation period regarding the car club proposals for Tottenham Lane.**

Recommendation: The Council has received no objections regarding the scheme so recommend the proposals for locating double parking bays for two car club vehicles in Tottenham Lane should proceed.

- 4.24 Victoria Road, N4. Proposal to install double parking bay for two car club vehicles. Two correspondences has been received which are both in favour of the scheme being introduced. No objections were received during the consultation period.**

Recommendation: The Council has received no objections regarding the scheme so recommend the proposals for locating double parking bays for two car club vehicles in Victoria Road should proceed.

- 4.25 Winchelsea Road, N17. Proposal to install double parking bay for two car club vehicles. Two correspondences has been received which are both in favour of the scheme being introduced. No objections were received during the consultation period.**

Recommendation: The Council has received no objections regarding the scheme so recommend the proposals for locating double parking bays for two car club vehicles in Winchelsea Road should proceed.

- 4.26 21 general letters in favour of the car club scheme have been received, with many of these respondents requesting additional locations for car club vehicles to be introduced. There were 4 with general objections to the scheme and a further 8 with general comments and questions regarding the scheme. A full list of all the representations received is contained in Appendix II of this report.**

- 4.27 Following consultation feedback the car club signage proposals have been simplified to fit in more appropriately with the existing streetscape. The revised signage proposal for the scheme is shown in Appendix III. This signage plate will be erected by the car club parking bays, and will replace the signage proposal displayed in the consultation document, in Appendix I.**

5.0 Views from Statutory Bodies and other Organisation

- 5.1 Statutory Bodies - As part of the statutory notification process 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 the London Borough of Islington. To date none of the statutory bodies have provided comment.**

6.0 Financial implications: Chief Finance Officer Comments

- 6.1 Cabinet authorisation for the implementation of a Haringey car club scheme was given through the approval of Haringey's Local Implementation Plan.**
- 6.2 Haringey Council were rewarded £35K funding from TfL for 2008/09 to cover the installation costs of the car club parking bays, including the Traffic Management Order, consultation, signage and lining, plus costs to cover any initial parking permit and marketing costs. A further**

£100k TfL funding has been received to cover the costs of installing additional car club bays during 2009/10 and 2010/11.

- 6.3 The Council is not incurring financial costs in implementing the scheme. Funding for provision of the bays and infrastructure and associated legal costs are being met by TfL. Some staff time has, and will continue to be used to manage the tenderer over the period of the contract. All additional operational, maintenance, marketing and annual parking permit costs are covered by the car club operator, Streetcar, which owns all the car club vehicles in use.**
- 7.0 Traffic Management Order process**
- 7.1 Before reaching a decision to make the necessary Traffic Management Order to implement the car club parking bays, 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) Regulations1996. All objections received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.**
- 7.2 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.**
- 7.3 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.**
- 7.4 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.**

8 Legal Implications: Comments of the Head of Legal Services

8.1 The Head of Legal Services has been consulted and agrees with the recommendations and sees no legal objection to the recommendations

9 Equal Opportunities

9.1 The consultation documents were distributed to all households and businesses within an agreed area, in accordance to the Council's consultation procedures.

9.2 The consultation document included a section offering translation into minority languages.

9.3 During statutory consultation, any interested party is permitted to make representation regardless of where they live or work.

10 Staff Side Comments

10.1.1 n/a

11.0 Summary of general enquires during Statutory Notification and the Council's response.

11.1 Funding the set up and operational costs for the car club scheme:

The Council is not incurring financial costs in implementing the scheme. Funding for provision of the bays and infrastructure and associated legal costs are being met by TfL. Some staff time has, and will continue to be used to manage the tenderer over the period of the contract. In April 2008, Transport for London (TfL) invited Haringey Council to submit funding applications to cover the costs for installing car club bays in the borough. Haringey Council submitted an application to TfL and were rewarded £35K funding to cover the installation costs of the car club parking bays, including the Traffic Management Order, consultation, signage and lining, plus costs to cover any initial parking permit and marketing costs. After these initial set up and first year parking permit costs are covered by the TfL funding, all further operational, maintenance, marketing and annual parking permit costs are covered by the car club operator, Streetcar, which owns all the car club vehicles in use.

11.2 Parking permit charges being paid by the operator, Streetcar:

For car club parking bays located in controlled parking zones, the car club operator, Streetcar, will pay Haringey Council Parking Services for the cost of the annual resident parking permit charges within CPZ's, which are based on the CO₂ emissions of vehicles registered on or after 23 March 2001. For vehicles registered before 23 March 2001 the charges are based on engine size. This annual permit charge is currently £60 per vehicle, for the VW Golf Blue motion and VW Polo fleet of vehicles used by Streetcar.

11.3 Revenue generated from the car club contract with Streetcar:

All revenue generated from using the car club is the source of income for the car club operator. Like all commercial car club operators, Streetcar generate their revenue solely from annual car club membership subscription fees and from usage charges generated from members using the car club vehicles. Any profit or losses associated with operating the car club scheme in Haringey are the sole responsibility of the car club operator, streetcar. The Council will receive no revenue from the car club operation.

11.4 Legislation entitling the Council to allocate space on the Public Highway to a privately owned company:

The Council is the Highway Authority for the majority of the borough's public highways (excluding TfL managed roads) and can allocate space to a car club scheme on the public highway by following the statutory consultation process for traffic management orders as set out under sections 6, 45, 46, 49 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984. In order to introduce the car club bays and legally enforce their use, the Council, as the Highway Authority, is required to enter into a period of consultation, known as statutory notification. This is the legal part of the process and takes the form of a public notice advertised in the local press, London Gazette and at visible locations within the proposed area to inform residents of the Council's intentions.

11.5 The tender process for awarding the car club contract:

Haringey Council carried out a rigorous tender process in awarding the car club contract and invited four accredited car club operators in London to submit tenders. Only two car club operators submitted tenders to operator the scheme in Haringey, these being Streetcar and City Car Club.

The tenders were assessed against a wide range of criteria.

11.6 Why Streetcar awarded the contract:

Streetcar were chosen to operate Haringey's Car club scheme because they demonstrated, through the tender submission process, the ability to offer best value for money for local residents and businesses, a proven ability to attract members and to operate the best quality service. A full analysis of cost was done on the car clubs that tendered for the contract and Streetcar came out extremely well in this analysis. Streetcar's pricing structure we found to be simple and transparent.

Streetcar also scored highly in terms of performance and number of vehicles in operation elsewhere. There are approximately 60,000 car club members nationwide, and 50,000 of these members are registered to Streetcar, making it the UK's leading car club operator. Streetcar also has the added advantage of already having over 1,000 Haringey residents registered as streetcar members which proves there is already a demand in the borough to access their vehicles.

All three references received for Streetcar were from London boroughs providing similar single operator car club contracts and all were strongly supportive of Streetcars management and performance.

11.7 The length of the contract period with Streetcar:

The contract with Streetcar is for a period of 3 years with a possible extension of a further 3 years to a maximum of 6 years subject to satisfactory performance in the first two years of the contract. The contract was agreed in July and the official commencement date for the contract was scheduled for January 2009.

11.8 Reasoning for introducing a single operator contract for the car club scheme:

When establishing whether to introduce a car club contract allowing multi car club operators or a single car club operator to run the on street car club bays for Haringey's scheme, the Council took advice from Transport for London and other London Boroughs.

Like the majority of London Boroughs operating car club schemes, Haringey Council decided to introduce a single operator contract for all on street car club vehicles, which offers certainty and simplicity to residents. The way that car clubs work is by building a network approach so that if your first choice car is not available you will have a 2nd, 3rd, 4th within easy access. Almost all car club members only ever join one car club so it is vital to them that they have the best choice of cars to use. These are Haringey's first on-street car club bays and were we to have split the 22 locations between a number of operators

all we would have been doing would be to limit the amount of bays each resident could use to a level where no real network exists.

11.9 The consultation distribution area:

Residents and businesses were consulted in the vicinity of each car club bay proposal. On Thursday 15th January, consultation letters were delivered to every household within the road where the bay(s) are proposed and in neighbouring roads if these are within approximately 100 metres or a few minutes walk of the proposed car club bay location. It was not deemed necessary to consult the whole borough for proposals which effect localised areas of parking in 22 locations.

11.10 Demand for a car club scheme in Haringey:

Car club membership in Haringey is growing year on year, up from 500 streetcar members in 2007 to over 1000 members in January 2009 and there is a rising demand from Haringey residents for access to car club vehicles.

11.11 Car club expansion plans in Haringey:

In January, 2009, Haringey Council successful applied for £100K additional TfL funding to cover the costs of expanding the number of car club locations in the borough between 2009 to 2011. Haringey Council will use this funding to increase the number of car club vehicle locations in the borough, with a target of having 80 operational car clubs bays by the end of 2010-2011. This will create a borough wide service where every resident and business would be within a 5 minute walk of a car club vehicle.

Ward councillors, residents associations and all households in the borough will be consulted regarding where additional car club bays should be located and this feedback will assist in the process of identify suitable locations to expand the car club scheme. Further details regarding the consultation process for installing additional car club bays in 2009/10 will be announced in the summer of 2009 after the current proposals are installed and operational.

12.0 Recommendations

12.1 It is recommended that the Lead Member and Director:

12.2 Note the feedback of the consultation set out in this report.

12.3 Approve the introduction of car club parking bays at 14 locations, as follows:

- **Church Road, N6. Installation of double parking bays for 2 car club vehicles.**

- Cranbrook Park, Wood Green, N22. Installation of double parking bay for two car club vehicles.
- Cromwell Avenue, N6. Installation of double parking bay for two car club vehicles.
- Denton Road, N8. Installation of double parking bay for two car club vehicles
- Hillside Gardens, N6. Installation of double parking bay for two car club vehicles.
- Langham Road, N15. Installation of double parking bay for two car club vehicles
- Mafeking Road, N17. Installation of double parking bay for two car club vehicles.
- Priory Gardens, N6. Installation of double parking bay for two car club vehicles
- Springfield Avenue, N10. Installation of double parking bay for two car club vehicles.
- Tariff Road, N17. Installation of double parking bay for two car club vehicles.
- Terront Road, N15. Installation of single bay for one car club vehicle.
- Tottenham Lane, N8. Installation of double parking bay for two car club vehicles.
- Victoria Road, N4. Installation of double parking bay for two car club vehicles.
- Winchelsea Road, N17. Installation of double parking bay for two car club vehicles.

12.4 Reject the remaining proposals for car club parking bays at the following 8 locations, for the reasons outlined in section 4 of this report:

- Bryanstone Road, N8. Proposal to install double parking bays for two car club vehicles.
- Clarence Road, N15. Proposal to install single bay for one car club vehicle.
- Collingwood Avenue, N10. Proposal to install double parking bays for two car club vehicles.
- Durnsford Road, N11. Proposal to install single bay for one car club vehicle.
- Linzee Road, N8. Proposal to install double parking bay for two car club vehicles
- Muswell Avenue, N10. Proposal to install double parking bay for two car club vehicles
- Portland Gardens, N4. Proposal to install double parking bay for two car club vehicles.
- Stapleton Hall Road, N4. Proposal to install double parking bay for two car club vehicles.

Alternative, more suitable, car club locations will be identified through consultation in the summer and autumn of 2009.

12.5 Approve the revised signage proposal for the scheme as shown in Appendix III. This signage plate will be erected by the car club parking bays. The car club signage proposals has been simplified and scaled down, from the version in Appendix I, to fit in more appropriately with the existing streetscape.

12.6 Approve that all households and business premises within the consultation area for each of the 22 proposed locations are informed of the delegated decision. Also, all respondents to the consultation are to be informed of the delegated decision.

Decision of Chief Officer

I approve the recommendation as set out in the attached report.

Signature

Date

Concurrence of relevant Cabinet Lead Member

I concur with the above decision.

Signature

Date

Report of Statutory Consultation for the proposed introduction of the Haringey car club scheme at 22 locations across the borough.

Summary

1.1 To report the feedback from the statutory consultation for the introduction of the Haringey car club scheme. The report sets out officers' responses to the objections and comments received during the consultation period and provides clear recommendations on which of the 22 car club location proposals should be progressed.

1.2 Approval is required for the recommendations set out in section 11 of the report, to proceed with 14 of the 22 proposed car club locations for provision of 27 car club vehicles.

These 14 locations are:

- **Church Road N6 for 2 vehicles**
- **Cranbrook Park N22 for 2 vehicles**
- **Cromwell Avenue N6 for 2 vehicles**
- **Denton Road N8 for 2 vehicles**
- **Hillside Gardens N6 for 2 vehicles**
- **Langham Road N15 for 2 vehicles**
- **Mafeking Road N17 for 2 vehicles**
- **Priory Gardens N6 for 2 vehicles**
- **Springfield Avenue N10 for 2 vehicles**
- **Tariff Road N17 for 2 vehicles**
- **Terront Road N15 for 1 vehicle**
- **Tottenham Lane N8 for 2 vehicles**
- **Victoria Road N4 for 2 vehicles**
- **Winchelsea Road N17 for 2 vehicles**

1.3 Car club signage and lining infrastructure will be scheduled for installation in early June, with the car club vehicles operational by the end of June.

1.4 The 8 car club location proposals which are recommended not to be progressed are Bryanstone Road, N8, Clarence Road, N15, Collingwood Avenue, N10, Durnsford Road, N11, Linzee Road, Muswell Avenue, N10, Portland Gardens, N4 and Stapleton Hall Road, N4. The intention is to relocate these 8 proposals in more suitable locations and consult again in the Autumn of 2009.

1.5 Following the decision on the recommendations of this report, all properties within the consultation areas will be informed of the outcome and the report will be placed on the council's website.

APPENDIX I

Statutory Consultation documents

Shqip

Për një kopje në gjuhën tuaj të kësaj letre konsultimi Ligjor që përmban informata mbi vendet e parkimit të Klubit të Makinave, ju lutem shënjoni ✓ kutinë, plotësoni formularin dhe dërgojeni tek adresa e mëposhtme me postim falas.

Polski

Niniejszy list wystosowany w ramach ustawowych konsultacji zawiera informacje na temat alejek parkingowych dla członków Klubu Samochodowego. Jego kopię w języku polskim można otrzymać po zaznaczeniu odpowiedniej opcji, wypełnieniu formularza oraz przesłania go na podany poniżej adres zwolniony z opłaty pocztowej.

Français

Pour obtenir un exemplaire de cette lettre de consultation statutaire, qui contient des informations sur les emplacements de parking du Club de voitures dans votre langue, veuillez cocher la case, compléter le formulaire et renvoyez-le à l'adresse en port payé ci-dessous.

Soomaali

Si aad u hesho koobbi ah warqaddan ah wadatashiga qaanuuniga ah ee ay ku qoranyihiin macluumaadka ku saabsan baarkinka baabuurta ee Car Club oo ku qoran luqaddaada, fadlan calaamadi sanduuqa, buuxi foomka oo ku soo jawaab cinwaanka boostiisu lacag la'aanta yahay ee hoose.

Kurdî Kurmancî

Heke hun kopîyeke vê nameya şewirdariya hiqûqî ku li ser cîhên parkirinê yên Kluba Ereban agahîyê dide bi zimanê xwe dixwazin, ji kerema xwe qutîkê îşaret bikin, formê tije bikin û ji navnîşana posta bêpere ya jêrîn re bişînin.

Türkçe

Car Club araç parkı yerleri ile ilgili yasal görüş alışverişi hakkında bilgi içeren bu mektubu Türkçe olarak edinmek istiyorsanız, lütfen kutucuğu işaretleyin, formu doldurun ve aşağıdaki ücretsiz posta adresine gönderin.

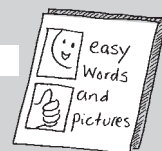
Please tell us if you would like a copy of this letter in another language that is not listed above or in any of the following formats, and send the form to the Freepost address below.

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

Haringey Council offers this translating and interpreting service to Haringey residents. We can translate this document into one language per resident ONLY.

Car Club Scheme Letter

published by Haringey Council's Communications Unit 21433UE • 01/09

Transport Policy and Projects

1st Floor, River Park House, 225 High Road, Wood Green, London N22 8HQ

Tel: 020 8489 5351 Fax: 020 8489 1433 Minicom: 020 8489 4445

www.haringey.gov.uk

Manager Tony Kennedy



Haringey Council

STATUTORY CONSULTATION

Haringey Car Club Scheme

5 February 2009

Dear Resident,

We are proposing to introduce a car club scheme at 22 locations across the borough for the use of residents and businesses.

One or two car club vehicles will be located on or near your road. This will require the installation of car club parking bays for the specific use of these vehicles. The attached plan shows the proposed location of the car club parking bays and an example of the signage that would be used. This will involve changing existing parking arrangements for these bays.

What is a car club?

A car club is a membership scheme that offers the use of a car on a pay-as-you-go basis, from £4.95 per hour. The scheme saves you the cost and inconvenience of owning or using your own car, and provides easy access to a car for those occasional journeys when you need one.

We have awarded Streetcar, the UK's leading car club operator, the contract to operate Haringey's car club scheme which will offer members access to over 40 car club vehicles at 22 locations across the borough. The 22 borough locations proposed for the car club vehicles are listed on page 2 of this document.

What are the benefits of using a car club?

Car club vehicles provide residents with the convenience of a vehicle close by without the costs of owning, insuring, maintaining and parking a vehicle. A car club vehicle is also a step towards easing parking problems, reducing pollution and carbon dioxide emissions. Transport for London figures show that one car club vehicle located in a London street can replace the need for 10 privately owned vehicles, resulting in less parking demand and congestion in your local area. Membership of a car club is not suitable for everyone, but if you do not use a car very often it can be an attractive alternative to car ownership, or to having a second car in the household.

Why does a car club require a reserved parking bay?

Members of the car club need to know precisely where the car is for them to be able to pick it up and drive away. They also need to be assured that the space is available for them to return the car so that the next user can find it. Because the cars in the club are available 24 hours a day, the bays in which they are situated must also be available for the sole use of the car club at all times and these will be enforced as such.



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Why choose this location?

In choosing the car club bay locations we are conscious of the need to locate the bays in areas of high population density which will not adversely impact on the parking needs of local residents and businesses. If the car club is successful, as we anticipate, the provision of a car locally will help reduce the number of cars in the area, as people make the choice to give up ownership of a vehicle, or defer purchase of one. In this way a car club can help alleviate parking pressure.

How can I join the car club and find out more?

Streetcar's website www.streetcar.co.uk gives full details of how the car club works, and how to join. Alternatively you can call their customer services line on 0845 644 8475. (Open 7am to 10pm, 365 days a year)

The simple steps to join and book a car are:

- Register with Streetcar to receive a smartcard and PIN
- Book your car out for any duration from an hour upwards
- Swipe your smartcard to gain access to your car and enter your PIN
- Return the car to its dedicated parking bay when you are finished

What Happens Next

In order to introduce the car club bays and legally enforce their use, we are required to enter into a period of consultation known as Statutory Notification. 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 residents of the Council's intentions.

The legal notice will be advertised on 15 January 2009 and provides a consultation period for interested parties to make representation regarding our proposal to introduce the car club bays. The closing date for comments is 26 February 2009.

If you would like to make comments or submissions, whether agreeing or objecting to the proposals, please make them in writing to:

Haringey Council
Transport Policy and Projects Group
River Park House, 1st Floor South
225 High Road
Wood Green
London N22 8HQ

Alternatively e-mail us at frontline.consultation@haringey.gov.uk. If you have any questions regarding the scheme please contact the transportation officer, Edwin Leigh on 020 8489 1492.

Comments must be received no later than 26 February 2009.

Haringey Car Club bay locations

Bryanstone Road (N8) –

Install double bays for 2 car club vehicles.

Church Road (N6) –

Install double bay for 2 car club vehicles.

Clarence Road (N15) –

Install single bay for 1 car club vehicle.

Collingwood Avenue (N10) –

Install double bay for 2 car club vehicles.

Cranbrook Park, Wood Green (N22) –

Install double bay for 2 car club.

Cromwell Avenue (N6) –

Install double bay for 2 car club vehicles.

Denton Road (N8) –

Install double bay for 2 car club vehicles.

Durnsford Road (N11) –

Install one bay for 1 car club vehicle.

Hillside Gardens (N6) –

Install double bays for 2 car club vehicles.

Langham Road (N15) –

near Turnpike Lane Underground Station.
Install double bay for 2 car club vehicles.

Linzee Road (N8) –

Install double bay for 2 car club vehicles.

Mafeking Road (N17) –

Install double bay for 2 car club vehicles.

Muswell Avenue (N10) –

Install double bay for 2 car club vehicles.

Portland Gardens (N4) –

Install double bays for car club vehicles

Priory Gardens (N6) –

Install double bay for 2 car club vehicles.

Springfield Avenue (N10) –

Install double bay for 2 car club vehicles.

Stapleton Hall Road (N4) –

Install double bays for 2 car club vehicles.

Tariff Road (N17) –

Install double bay for 2 car club vehicles.

Terront Road (N15) –

Install single bay for 1 car club vehicle.

Tottenham Lane (N8) –

Install double bay for 2 car club vehicles.

Victoria Road (N4) –

Install double bay for 2 car club vehicles.

Winchelsea Road (N17) –

Install double bays for car club vehicles

Borough wide introduction of 41 car club vehicles located in 22 locations.

Implementation schedule

If consultation feedback is positive, the signage and road markings for the car club parking bays will be installed during March and April 2009. After this you must avoid parking your own vehicle in the car club bays, or you will be liable to receive a Penalty Charge Notice and your vehicle may be moved from the space and relocated elsewhere.

The car club vehicles will be delivered and available for members to use from May 2009. Prior to this, local residents and members will be contacted regarding the specific launch date for the car club vehicles and membership discount incentives.

Thank you in advance for taking time to read this letter.

Yours faithfully,



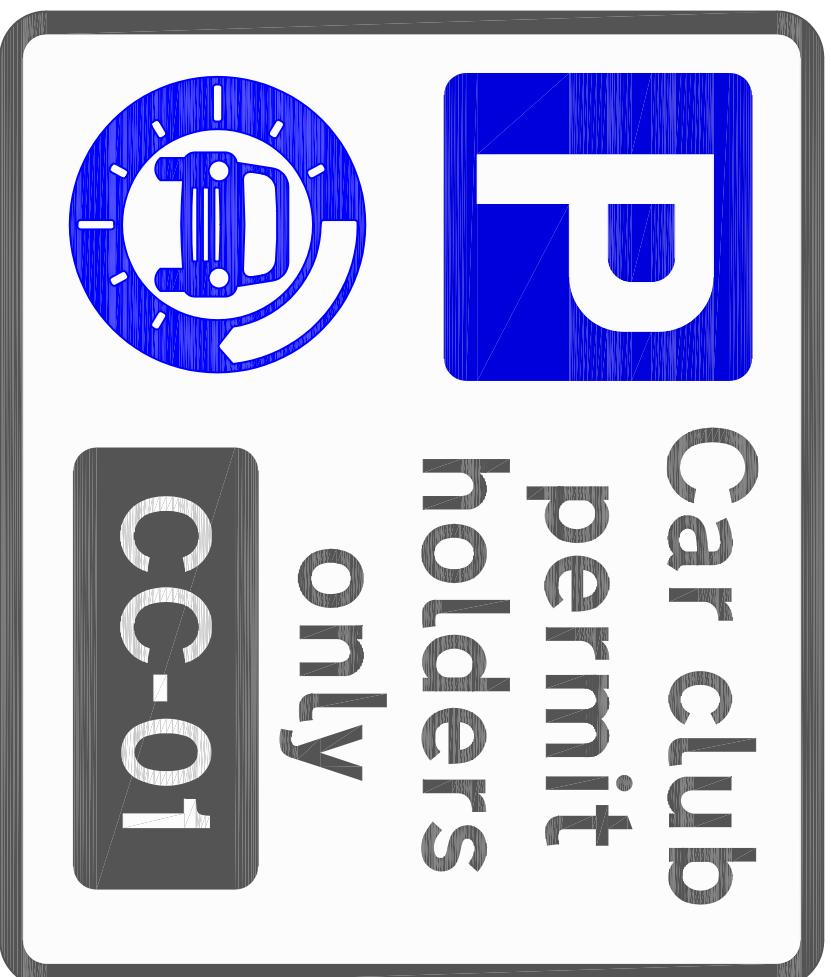
Joan Hancox
Head of Sustainable Transport

APPENDIX II

Summary of Representations

APPENDIX III

REVISED CAR CLUB SIGNAGE



Scheme Ref. Car Club Sign		
Sign	Ref. 660.3A	x-height 20.0
Letter colour	BLACK	SIGN FACE
Background	WHITE	Width 315mm
Border	BLACK	Height 270mm
Material	Class 2 (12899-1:2001)	Area 0.08sq.m