

**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 a clear recommendation[s] 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 Notification for the proposed incorporation of Denmark Road, N8, into the Wood Green Outer Controlled Parking Zone.

Reason for relevant paragraph for authority under scheme of delegation

To seek approval to proceed with the recommendations set out in section 9.0 of this report.

Decision of Head of Sustainable Transport

I approve the recommendations set out in the attached report.

Signature



Date

4/8/11

1.0 Purpose

- 1.1 To report the feedback of statutory notification carried out in March / April 2011 for the proposed incorporation of Denmark Road, N8 into the Wood Green Outer Controlled Parking Zone (CPZ).
- 1.2 To seek approval to proceed with the recommendations as set out in section 9.0 of this report.

2.0 Background

- 2.1 Following an investigation of inconsiderate parking practices on Denmark Road, N8, it was revealed that Denmark Road is in fact public highway and not private as indicated by the existing signs; however the properties are owned and maintained by London & Quadrant Housing Association. Our proposal therefore is to incorporate Denmark Road into the neighbouring Wood Green Outer CPZ.

3.0 Statutory Notification

- 3.1 Statutory notification is the legal part of the process required before parking controls can be implemented. In summary, before making an order to implement parking alterations, the Council must notify the public of its intentions in the London Gazette, local press and on site in visible locations where the measures are proposed.
- 3.2 Approximately 100 statutory notification documents consisting of background information, location plan and a translation sheet were delivered, by hand, to all properties within a specified area surrounding the proposals. All documents were distributed on the 31 March 2011. At the same time Street Notices were erected at visible locations within the area of proposals.
- 3.3 The statutory notification period commenced on the 31 March 2011 and the closing date for responses was 21 April 2011. See Appendix I for a copy of the statutory notification document.
- 3.4 It should be noted that statutory notification was open to any interested party wishing to make comment on the council's intentions either in writing or alternatively by email. The address to submit these representations to was supplied in the statutory notification leaflet and the notice of intention published in the press.

4.0 Statutory Notification Feedback

- 4.1 During the statutory notification period we received four representations. Of these four representations received; three were opposed to the proposals whilst one was neither in support nor opposed.

- 4.2 All representations mentioned there would be a lack of available parking for residents and visitors if single yellow lines were implemented across the accesses to properties as part of the controls for the Wood Green Outer CPZ. The single yellow lines would have to be implemented in accordance with the regulations of the CPZ controls however London & Quadrant Housing Association have informed residents they will be able to park in the private sections of Denmark Road with valid London & Quadrant parking permits on a 'first come, first served' basis.
- 4.3 Two representations enquired as to the price of parking permits and the difficulties in parking should tradesmen need to visit properties in Denmark Road. Residents would need to approach London & Quadrant Housing Association or Haringey Council regarding tradesmen permits for parking in Denmark Road. Prices for CPZ permits would vary between £20 and £200 depending on the type of vehicles' CO2 emissions. Vehicles not parked on the public highway would not need a CPZ permit however; they would need a London & Quadrant parking permit.
- 4.4 One representation was concerned that there would be parking pressures all day Sundays and evenings after 6.30pm whereas at present the private enforcement arrangement eliminated this problem. Unfortunately the hours of the Wood Green Outer CPZ only operate Monday to Saturday, 8am to 6.30pm and do not include Sundays. After the hours of the CPZ, parking would have to be managed by the residents however; obstructive parking could still be enforced.
- 4.5 Please see Appendix II for all representations received.
- 4.6 **Statutory Bodies / Organisations:** As part of the Statutory Consultation period the views of the following bodies were sought: AA, London Transport, Police (local), Fire Brigade, London Ambulance Service, Freight Transport Association, Road Haulage Association, RAC, Metropolitan Police (traffic), Haringey Cycling Campaign and Haringey Accord. None of the parties listed made any representations during the statutory notification period.

5.0 Chief Financial Officer Comments

- 5.1 The costs of implementing the recommendations can be met from existing capital budgets.

6.0 Service Finance Comments

- 6.1 The total setup cost of Denmark Road is estimated at £9662.92, which will be funded from 2011 / 2012 parking plan capital budget. The projected income from the scheme will repay the set up cost within 2 years.

7.0 Comment of the Head of Legal Services

- 7.1 The relevant statutory notification and procedures to be followed in deciding whether to make the order are set out in paragraph 3.0 to this report, and it is noted in this respect that the decision maker must consider all objections duly made and not withdrawn, and must give careful consideration to the matters set out in section 3.0 before making a decision on this proposal. It appears from this report that satisfactory consultation has been undertaken and due consideration given to representations received. Therefore the Council is entitled to proceed with the order.

8.0 Equal Opportunities

- 8.1 The notification documents were distributed to all households/ businesses within an agreed area surrounding the proposals.
- 8.2 The notification document included a section offering translation into minority languages.
- 8.3 During statutory consultation any interested party is permitted to make representation regardless of where they live or work.

9.0 Recommendations

- 9.1 Note the feedback of statutory notification.
- 9.2 Implement the proposed parking controls to Denmark Road, N8 thus incorporating Denmark Road into the neighbouring Wood Green Outer Controlled Parking Zone (CPZ).
- 9.3 Approve that the residents and businesses be informed of the Council's decision.
- 9.4 Approve for the Traffic Management Order to be made under section 6, 45, 46 and 124 and schedules 1 and 9 of the RTRA 1984 for the introduction of the proposals as revised and detailed in Appendix I of this report.

APPENDIX I
Statutory notification documents



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31 March 2011

Statutory Notification

Proposed incorporation of Denmark Road N8 into Wood Green Outer Controlled Parking Zone (CPZ)

Dear Resident,

Following an investigation of inconsiderate parking practices on Denmark Road, N8, I am now able to inform you of our intention to introduce waiting restrictions along Denmark Road, as shown on the attached plan.

The investigation revealed that Denmark Road is in fact public highway and not private as indicated by the existing signs. Our proposal therefore is to incorporate Denmark Road into the neighbouring Wood Green Outer CPZ.

Specifically, we propose to:

- Introduce double yellow lines at various junctions along Denmark Road to prevent obstructive parking. The restriction would be no waiting or loading at any time.
- Re-introduce single yellow lines that previously existed to comply with the controlled parking zone. Given the extent of off road parking spaces in this road; the restrictions should not lead to parking problems for residents but will help to remove the obstructive parking that currently occurs
- Amend the signage to offer a clear distinction between the areas of Denmark Road which are private road, and those which are part of the public highway. This too is so that the area will be compliant with Wood Green CPZ.

Further information is set out in the attached plan.

This notification letter signifies the start of a three week period during which we would like to hear your views on the proposal. It will help us considerably if you can provide brief reasons for your views – particularly if objecting to the proposal.

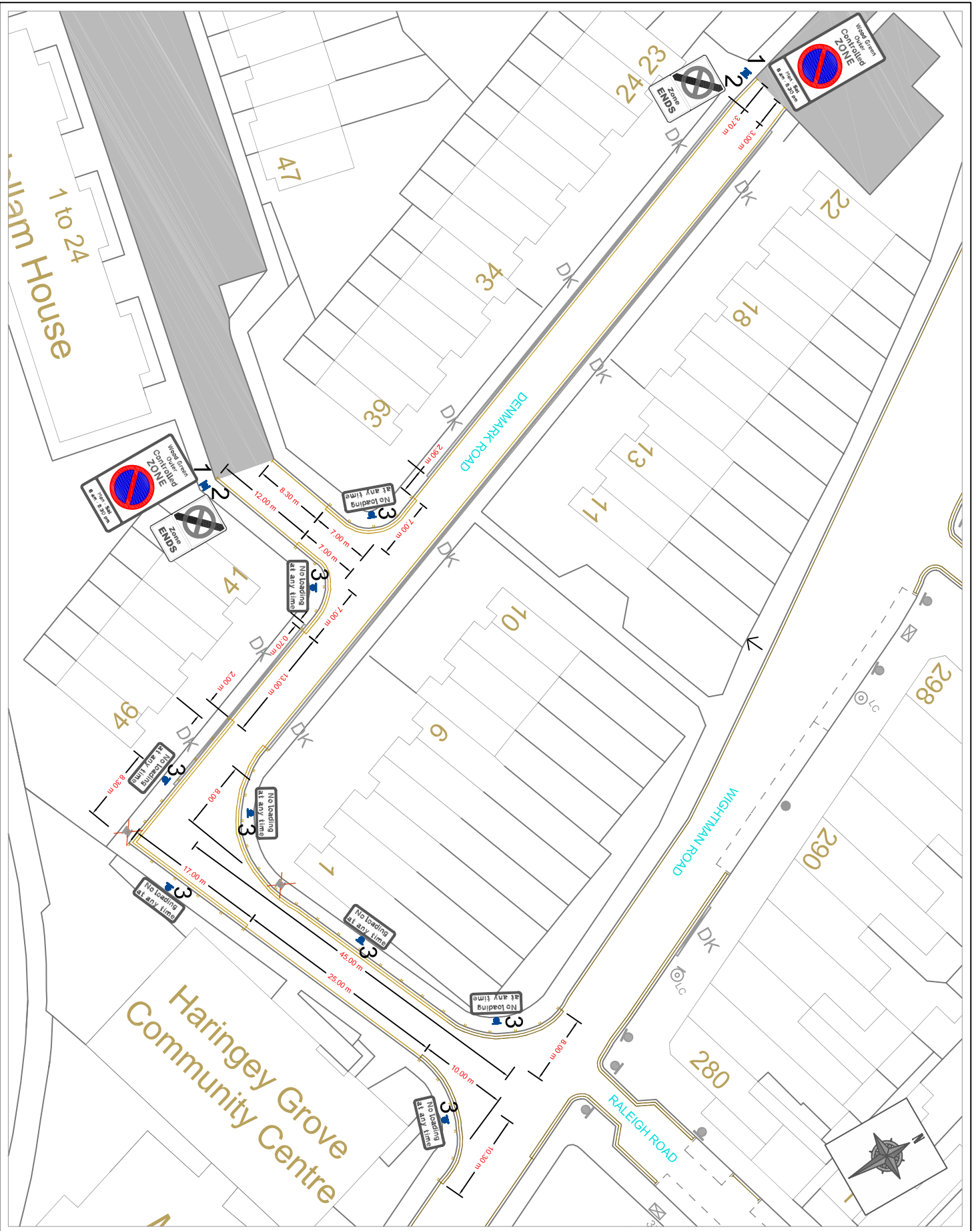
Please email us with your views at frontline.consultation@haringey.gov.uk or talk to the Project Engineer: Steve Pye on 0208 489 1324. Alternatively you can write to us at the address above. Please note that the closing date for submissions is 21 April 2011. All views and comments will be considered.

We look forward to hearing from you.

Yours sincerely,

Joan Hancox
Head of Sustainable Transport





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NOTES:

- KEY:**
- Existing single yellow lines.
 - Existing double yellow lines.
 - Existing lamp column.
 - Existing dropped kerbs.
 - Existing parking bays.
 - Existing post and sign.
 - Existing pay and display machine.
 - Proposed single yellow lines.
 - Proposed double yellow lines.
 - Proposed loading restrictions (double slips).
 - Proposed post and sign.

NO.	DESCRIPTION	COMPLETION DATE

COMPLIANCE WORKS
2010/2011

PROPOSED EXTENSION OF THE WOODGREEN CONTROLLED PARKING ZONE INTO DENMARK ROAD, N8 WITH DIMENSIONS

DATE	BY	REVISIONS
12/08 @ A1	SJP	AUGUST 2010
12/08 @ A1	SJP	AUGUST 2010

TRIS / 1001
FRONTLINE SERVICES
TRANSPORT POLICY & PROJECTS

1001/001



APPENDIX II

Representations Received

Representation:

We have mixed reviews on whether this will be a good idea for us. Currently we have a private firm who seem to think clamping a Tesco delivery van whilst delivery my shopping is acceptable. This is one of many bullying tactics that we have had to put up with over the last few years.

To not have these awful people controlling our estate would be good but then having Haringey Council then take over, is this going to benefit us, or is this just another way of making up your loss from the recent Government budgets?

At the moment we are allowed to park across our driveway but if you paint yellow lines back then we wont be able to do this, which means houses which have more than one car in its household will be struggling to find places on the estate to park. There are many of us that have more than one car in our household.

Also how much are the residents and visitor permits going to cost us each year, currently we don't have to pay anything for our permits from our Housing Association.

Representation:

With the double yellow lines and no waiting or loading at any time, this will affect deliveries to residents from supermarkets, retail outlets, London and Quadrant workmen or engineers or private workmen having to park to do repairs to peoples' houses as sometimes there is no other parking spaces and this is unfair to them. Also residents may have taxis or minicabs or other vehicles waiting to pick them up and drop them back home (some residents are elderly or have a disability, or have young children) and it's not right to penalise these people. Also with the single yellow lines being reinstated outside everyone's houses, I am concerned that this means residents will not be able to have visitors parked directly outside their houses on the road at any time for fear of being fined, clamped or towed away, also as stated above workmen and deliveries to people will be effected.

Representation:

I am against it for simple reason as there are not enough parking spaces on the estate. I would be for it if the existing HA parking permits and visitor ones would be valid on Denmark Road, otherwise there would be a mess and only generate income for council but not solve the problem (if there was one).

Representation:

The proposed scheme is Mon-Sat 8am-6.30pm and no Sunday this will give drivers the right to park after 6.30pm and all day Sundays, when there are religious festivals and local shops traders, the residents/visitors of Denmark Road will have

nowhere to park our cars, this will also cause antisocial behaviour on this road. Residents will be charged for having a car/visitor permit to park in Denmark Road. These properties are owned by London and Quadrant, when work is carried out by their contractors we will have to pay for permits for them to carry out work in our properties this will be an unnecessary financial burden on us. Because we have off-road parking spaces, the CPZ will lead to parking problems on Denmark Road, cars will park in the off-road spaces outside the controlled times. The only obstructive parking that I have seen is on Wightman Road leading to Denmark Road, this is because the traffic wardens have been non-existent for years and obstructive parking is only caused by local shop traders and religious festivals who just want to park for free. My suggestion is to put lines on both sides of the community centre and leave the current controlled parking scheme in place.