

**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 Consultation for the extension of Highgate Station Outer CPZ

Reason for relevant paragraph for authority under scheme of delegation

1.0 Purpose

- 1.1 To report the feedback of statutory consultation carried out in May / June 2009 for an extension to the Highgate Station Outer CPZ. The report will set out officers' responses to the representations received during statutory consultation.
- 1.2 To seek approval to proceed with the recommendations as set out in section 12 of this report.

2.0 Background

- 2.1 The council's Cabinet, at its meeting of 15 July 2008, approved a report for a new approach to consultation for extensions to existing CPZs. The new approach involves proceeding directly to statutory consultation rather than first conducting an informal public consultation. This new approach is however subject to resident's first providing evidence of a high level of support, usually in the form of a petition, for the introduction of parking controls in their road.
- 2.2 In June 2007 the Council introduced the Highgate Station Outer CPZ to help reduce the amount of non-residents from parking in the area. Since the CPZ introduction, the Council has received representations from residents from Denewood Road and Stormont Road to consider including them in the existing zone.
- 2.3 In July 2008 it was agreed with Councillors that the Council would adopt the fast track approach for the extension of the Highgate Station

Outer CPZ. Although only two roads had expressed support for inclusion in the extension, under the fast track process we identified additional roads neighbouring the area of support for inclusion in statutory consultation, as this would allow residents of the neighbouring roads to decide whether or not they would also support inclusion, in the knowledge that the existing zone was to be extended and that they may experience a level of displacement parking.

2.4 The CPZ extension is in accordance with the following objectives:

a) Parking Service Business Action Plan

The introduction of CPZs, where required, will help create a cleaner, greener environment.

b) Local Implementation Plan (LIP)

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

A summary of PEP Policies are as follows:

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

c) Nottingham Declaration

Haringey Council has signed the Nottingham Declaration, committing itself to take positive steps to reduce the impact of local green house gas emissions on climate change. The introduction of parking controls will have an impact on CO₂ emissions by prioritising parking availability.

3.0 Statutory Consultation

3.1 Statutory consultation is the legal part of the process required before parking controls can be implemented. In summary, before making an order to implement parking controls, the Council must notify the public of its intentions in the form of a public notice which is published in the London Gazette, local press and on site in visible locations where the measures are proposed.

- 3.2 A total of 700 statutory notification documents consisting of background information, location plan and a translation sheet were delivered, by hand, to all properties where parking controls were proposed. All documents were distributed on the 28 May 2009. At the same time Street Notices were erected at visible locations within the area of proposals.
- 3.3 The statutory consultation period commenced on the 28 May 2009 and was originally open until 18 June 2009; however at the request of Ward Councillors the consultation period was extended until 10 July 2009. The extended consultation period was also intended to give sufficient time to LB Barnet and LB Camden to submit any representations they may have had to the proposals. See Appendix I for consultation documents.
- 3.4 It should be noted that statutory consultation 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 were supplied in the statutory consultation leaflet, the notices published in the press and the notices erected in visible locations in the street.

4.0 Statutory Consultation Feedback

- 4.1 This section of the report is divided into two sections, consisting of:
- a) A summary of representations received during statutory consultation
 - b) A summary of the key objections received together with the council's considered response. Each objection with the appropriate response is considered in turn.
- 4.2 Before making the relevant Traffic Management Orders the council must consider all duly made objections submitted in response to the consultation.

SUMMARY OF REPRESENTATIONS RECEIVED

- 4.3 A total of **310** representations were received during the statutory consultation period consisting of:
- **46** individual representations were received from within the consultation area in support of the scheme from all roads within the proposed parking area.
 - **30** individual representations were received from within the consultation area objecting to the proposals on various grounds
 - **68** individual representations were received from outside the consultation area objecting to the proposals on various grounds (**66** of these representations object specifically to the inclusion of

Hampstead Lane due to parking restrictions preventing access to Hampstead Heath and Kenwood House)

- **151** representations were the product of a standard template, predominantly from Highgate Primary School and Kenwood, Gaskell, Storey and Yeatman Roads, objecting to the proposals due to concerns with parking permit charges and that a CPZ is unnecessary.
- **10** representations were received that regarded conditions in the response.
- **5** representations were sent in referring to the Highgate Station CPZ, which is the neighbouring CPZ.

A full list of all the representations received is contained in Appendix II of this report

VIEWS FROM STATUTORY BODIES

- 4.4 **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 consultation period.
- 4.5 London Boroughs Barnet and Camden were consulted for their views. LB Camden requested that we give consideration to parking arrangements to Camden residents or businesses that live on Hampstead Lane who may be affected by the proposals. LB Barnet made no comments to the proposals.

OBJECTIONS RECEIVED WITH COUNCIL RESPONSE

- 4.6 **Objection:** The roads within the proposed area experience very little on-street parking there is always space available to park. The CPZ extension is unnecessary as commuters do not park in the roads within the proposed area.

Council's response: Although the petitions and requests for inclusion into the existing CPZ were received mainly from residents of Denewood Road, Stormont Road and Sheldon Avenue it was decided the other roads within the proposed boundary should also be included in this process, as they will inevitably suffer from displacement parking if omitted from the scheme, we asked residents to consider this in the statutory consultation leaflet. When considering parking controls, particularly CPZ controls, we will design our boundaries to minimise displacement parking and this will often mean including a road that may not currently experience problems or be in support of parking controls.

- 4.7 **Objection:** Access to Hampstead Heath and Kenwood House should not be restricted to visitors.

Council's response: As part of the initial proposal, it was proposed to introduce shared use parking bays along Hampstead Lane allocated for residents and motorists purchasing a ticket from a pay and display machine. However, in respect of the strength of objections received regarding Hampstead Lane it is recommended not to proceed with its inclusion into the Highgate Station Outer CPZ. The Council has already consulted in a separate proposal and now scheduled to introduce waiting restrictions in Hampstead Lane and therefore excluding Hampstead Lane from the CPZ extension will not have a detrimental effect on road safety regarding the junctions along Hampstead Lane within the area of proposals.

- 4.8 **Objection:** I would strongly disagree with the council's proposed operational hours of Monday – Friday 10am – 12noon and would be in favour of all-day operational hours or later in the afternoon such as 3pm – 4pm.

Council's response: The proposed CPZ extension is being incorporated into the existing Highgate Station Outer CPZ under the fast track approach and must therefore be the same operating hours as the existing CPZ. To effectively enforce a CPZ an operational time of at least 2 hours is required. An operational period of 1 hour would not allow sufficient time for civil enforcement officers to effectively carry out enforcement therefore not benefiting the resident's requirements.

- 4.9 **Objection:** The majority of residents in the proposed area have adequate off-street parking and parking on the road is never a problem.

Council's response: The results of the feedback from the consultation will be analysed on a road by road basis and take into consideration all representations received.

- 4.10 **Objection:** I fear the proposed CPZ extension may prove expensive as I have to purchase visitors permits.

Council's response: The cost of residents and visitors permits in Haringey is quite competitive compared to other London boroughs. For example, in Haringey the cost of a short-stay visitors permit (valid for 1 hour) is £2.40 for a set of 12 permits; the cost of a short-stay visitor's permit (valid for 2 hour) is 40p or £4.80 for a set of 12 permits; weekend visitors permits valid from noon on Friday for 72 hours cost £5.00. Residents over 60 or registered disabled pay half the corresponding costs above.

- 4.11 **Objection:** The proposed CPZ extension will cause difficulty especially for delivery drivers.

Council's response: Within a CPZ any vehicle may load and unload for a maximum period of 40 minutes in any part of the zone where, loading restrictions do not apply, as long as they give indication of their loading / unloading activity. We will also be providing pay and display bays at strategic locations within the CPZ to encourage short-stay parking to assist local businesses. Also it has to be noted the proposed scheme will only operate between 10am – 12noon Monday – Friday. Outside of these times parking is uncontrolled. Residents also have the option of providing traders with visitor permits

- 4.12 **Objection:** The proposed CPZ extension is a revenue raising exercise. Why should residents pay to park in their roads?

Council's response: Any CPZ implemented must be self financing. Any surplus funding is spent on highways improvements, highways maintenance and on concessionary travel. The charge is intended to cover the costs of operating and enforcing the scheme.

- 4.13 **Objection:** Why should residents be penalised for driving older cars? The Council's CO₂ charging structure for parking permits is a convenient stealth tax and unfair.

Council's response: The Council has a policy to actively encourage the use of vehicles with reduced CO₂ emissions. While the proposed banding structure will translate into an increase for some of the vehicles within the borough, the charges are still one of the lowest amongst other local authorities in London. Measures that discourage people from acquiring and using vehicles with higher CO₂ emissions will have a beneficial effect on air quality.

- 4.14 **Objection:** If it had not been for Street Notices erected on lamp columns within the area of the proposals or the vigilance of the Hampstead & Highgate Express I would not have been aware of the council's proposals for the CPZ extension.

Council's response: The Council's Statutory Consultation process involved delivering to all residencies and businesses within the boundary of the proposed scheme a consultation leaflet. Further to this the Council published notices in the local press (Hampstead & Highgate Express), London Gazette and placed copies of the Public Notice in visible locations within the area to inform of the Council's intentions. It is clear from the level of representations received that the proposals have reached not only residents in the area but interested parties outside / stakeholders outside of the area of proposals.

5.0 Chief Financial Officer Comments

- 5.1 The total capital programme in 2009/10 for the Parking Plan is £600k of which £87k is currently allocated to the extension of the Car Parking Zone in Highgate. Although detailed costings to implement the recommendations in this report are not yet available, the service has indicated that these will be within the available budget.

6.0 Service Finance Comments

- 6.1 The budget to deliver the proposals identified in this report is £86,450. The cost of the works must not exceed the budget provision within the parking plan budget. The service will need to carry out a financial appraisal on the proposed initiatives to determine the estimated revenue implications including pay back periods as appropriate, based on best information currently available.

7.0 Environmental Implications

- 7.1 Before reaching a decision to make the necessary Traffic Management Order to implement a CPZ scheme, the Council must follow the statutory consultation procedures pursuant to the Road Traffic Regulation Act ("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.

8.0 Comment of the Head of Legal Services

- 8.1 The legal position and statutory requirements are set out in Paragraph 6 of the report. The Statutory Consultation that has taken place as set out in the report complies with The Road Traffic Regulation Act 1984 and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996. It would be good practice for residents to be supplied with reasons when they are informed of the Council's decision.

9.0 Equal Opportunities

- 9.1 The consultation documents were distributed to all households/businesses within an agreed area.
- 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.

10.0 Summary of consultation feedback

- 10.1 It is clear that support for the CPZ extension mainly comes from residents in Denewood and Stormont Roads; this was expected as these are the roads where the initial requests for inclusion into the existing Highgate Station Outer CPZ originated. Residents in Denewood and Stormont Roads experience difficulties with obstruction from vehicles hindering access and egress of crossovers / driveways to residents' off-street parking. Denewood and Stormont Roads also suffer from an excessive amount of non-resident parking displaced from roads within the existing CPZ. In line with the council's fast-track policy, roads proposed for inclusion into a CPZ extension will be considered on a road by road basis from the representation received from the statutory consultation, therefore consideration for inclusion

into the Highgate Station Outer CPZ can be given to Denewood and Stormont Roads.

- 10.2 Sheldon Avenue is divided in the representations that were received. It is noted that a concentration of representations received from Sheldon Avenue originate from High Sheldon, the two blocks of residential flats with private off-street parking area. The main concern here is vehicles parked on Sheldon Avenue blocking the entrance to the High Sheldon off-street parking and hindering sightlines for vehicles exiting. This can be resolved by introducing 'At Any Time' waiting and loading restrictions at this access point.
- 10.3 From the feedback received from the consultation a large majority of representations originate from outside the area of proposals, specifically objecting to the inclusion of Hampstead Lane into the CPZ extension. These objections regard the introduction of parking controls in Hampstead Lane to be unnecessary and strongly object to the restriction of access to Hampstead Heath and Kenwood House for visitors and users of the Heath. It has to be noted that the Council has since introduced parking restriction measures (not related to the proposed extension to the CPZ) on the junctions along Hampstead Lane (with The Bishops Avenue, Sheldon Avenue and Stormont Road) and it is the Council's view that these measures will protect these junctions from obstructive parking and keep sightlines clear to oncoming traffic. This separate consultation was carried out in July 2009 and received no objections to the proposals. It must be noted that LB Camden's request to consider parking arrangements for Camden residents south of Hampstead Lane will be addressed with the exclusion of Hampstead Lane from the proposed extension.
- 10.4 A meeting was held during the consultation period between Council Officers and Highgate School. Highgate School owns the majority of properties in Bishopswood Road, there are only 7 non-Highgate School owned residential properties and these are sited at the entrance and exit of the road. Bishopswood Road itself is predominantly used by staff from the school to park; it does not share a road with local residents and businesses. There is the likelihood that if Bishopswood Road was excluded from the proposed extension some degree of parking displacement would occur with vehicles from previously unrestricted roads attempting to park in Bishopswood Road. Although with Bishopswood Road's inclusion into the CPZ extension there will be financial implications with regards to Highgate School being treated as a business and requiring permits for staff parking.
- 10.5 A total of 151 representations were the product of a standard template from residents mainly from Gaskell, Kenwood, Storey and Yeatman Roads and connected with Highgate Primary School, objecting to the inclusion of Gaskell, Kenwood, Storey and Yeatman Roads into the proposed CPZ extension, the majority of residents on these roads do not experience difficulty in parking and believe the CPZ to be

unnecessary. The residents from these roads report they have not suffered from displacement parking from when the original Highgate Station Outer CPZ was first introduced. Further to this with these roads are a self contained network of roads with access only from North Hill, there is no access from Sheldon Avenue or Denewood Road. It is unlikely that this network of roads will suffer from displacement parking if excluded from the proposed scheme.

11.0 Options for consideration

- 11.1 In consideration from the feedback from the consultation and in light of the mixed views received several options are available. However, if the scheme as initially proposed does not proceed, then officers recommend that in conjunction with an alternative option that waiting restrictions be introduced at; the entrance to High Sheldon on Sheldon Avenue and the north kerb after the entrance to Bishopswood Avenue, the western junction with Hampstead Lane. As previously mentioned clear access to the entrance of High Sheldon was a concern expressed by residents; and regards to Bishopswood Avenue as previously noted, the road narrows at this point and waiting restrictions introduced on the northern side will maintain unhindered access for emergency and refuse vehicles.
- 11.2 **Option 1:** To extend the Highgate Station Outer CPZ into all the roads in the area within the proposed scheme. This would be against the wishes of the overall majority who responded to the statutory consultation, who seem generally satisfied with the current parking situation and feel a CPZ extension to be unnecessary. Implementation cost for this option: £65,000.
- 11.3 **Option 2:** To extend the Highgate Station Outer CPZ to include Denewood Road and Stormont Road only where the majority of respondents feel that they have a parking problem and do support the introduction of a CPZ. This would address the needs of the majority of those residents, but would be against the wishes of the overall majority of those who responded during the consultation period. Introducing parking controls in Denewood Road and Stormont Road may cause some degree of displaced parking into surrounding uncontrolled roads. Implementation cost for this option: £20,000.
- 11.4 **Option 3:** Mark out white parking bays in Denewood Road and Stormont Road only and introduce 'At Any Time' waiting restrictions at strategic locations such as junctions and narrow sections of roads to maintain suitable visibility and sightlines. This option would encourage considerate parking to not block access to crossovers and address the concerns of residents in these roads who feel they have difficulties accessing their driveways because of vehicles parking across them and hindering access. It must be noted that the parking bay aspect of this option would not be legally enforceable and will depend largely on

considerate parking by individuals for the scheme to avoid losing its effectiveness. Implementation cost for this option: £3,000.

11.5 **Option 4:** Do nothing. This would be in line with the majority of representations received during the statutory consultation period. However, this would not address the concerns raised during the statutory consultation from residents in Denewood Road and Stormont Road and the Council's duty to provide a safe environment for all road users. Implementation cost for this option: nil.

11.6 In view of the feedback from the consultation and issues highlighted, officers would recommend **Option 2** as the most reasonable way forward.

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 one of the options set out in section 11.

12.4 Approve that residents be informed of the Council's decision

Decision of Cabinet Lead Member

I approve the recommendations as set out in this report and approve of option ____.

Signature



Date

19th January 2009

Decision of Chief Officer

I concur with the above decision.

Signature



Date

4th January 2010

Option 2 should be pursued

APPENDIX I

Statutory Consultation documents

STATUTORY CONSULTATION

Proposed Highgate Station Outer Controlled Parking Zone (CPZ) Extension

**Controlled
ZONE**



**Bishopswood Road, Denewood Road, Gaskell Road, Hampstead Lane,
Kenwood Road, Sheldon Avenue, Storey Road, Stormont Road and
Yeatman Road.**

Closing date: 18 June 2009

www.haringey.gov.uk



Haringey Council

Dear Resident or Trader,

In June 2007, following extensive consultation with the community we introduced the Highgate Station Outer CPZ to help reduce the amount of non-residents from parking in the area. Since introducing the CPZ, we have received requests from residents just outside the CPZ to consider including them in the existing zone.

In line with our commitment to listen to the local community's parking concerns, we are now proposing an extension to include the roads listed below into the existing Highgate Station Outer CPZ.

Our proposals

We are proposing an extension to the existing Highgate Station Outer CPZ to include the following roads. The extents of the proposed extension are shown on the attached plan.

- Bishopswood Road
- Denewood Road (between Stormont Road and Highgate Golf Club)
- Gaskell Road
- Hampstead Lane (Between the eastern arm of Bishopswood Road and Compton Avenue)
- Kenwood Road
- Sheldon Avenue
- Storey Road
- Stormont Road
- Yeatman Road

The proposed operating days and hours of the extension are **Monday to Friday, 10am to 12 noon** this mirrors the existing scheme operating in your area. The introduction of a CPZ will consist of designated parking bays and waiting restrictions predominantly at junctions, to help aid road safety and motorist and pedestrian visibility.

Have your say

To enable any parking controls to be legally enforceable, we are required to enter into a stage of consultation known as statutory consultation. This is the legal part of the process and takes the form of a Public Notice advertised in the local press and London Gazette. Copies of the Public Notice will also be placed in visible locations within the area to inform of the Council's intentions.

The legal notice will be advertised on **28 May 2009** and provides a 21-day statutory consultation period for interested parties to make representations regarding our proposal to implement parking controls. The closing date for comments is the **18 June 2009**. You should note that statutory consultation differs from public consultation in that any interested party can make their comments on our proposals. Responses are also analysed according to the comments made, rather than based on "Yes/No" responses. If you are a resident of a private road, you are receiving this letter for information, as the council will not be introducing parking controls to your road.

The purpose of statutory consultation is not a vote on whether the whole area should receive a controlled parking zone. Any representations received will be analysed on a road-by-road basis to help identify roads or areas that are in favour of parking measures.

Please bear in mind the impact of parking displacement on roads just outside a parking zone, particularly the increase in parking pressure that may be experienced in your road if a CPZ is introduced in your neighbouring roads. If your road is excluded from the CPZ after this statutory consultation process, we would not expect to propose parking controls to your road again for at least two years.

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, you can email us at frontline.consultation@haringey.gov.uk. If you have any questions on the scheme please contact the consultation officer, Charlene Santos on 020 8489 1326 or the project engineer, Barry Copestake on 020 8489 1723.

Please note: comments must be received no later than 18 June 2009.

What Happens Next?

Any representations received during this process will help inform us whether residents and traders in your road would like to be included in a CPZ. We will consider any representations or objections from your area.

If there are no formal objections to the proposals, we will then send you a further notice informing you when works will commence on site and when the scheme will come into effect. We will also provide a permit application form.

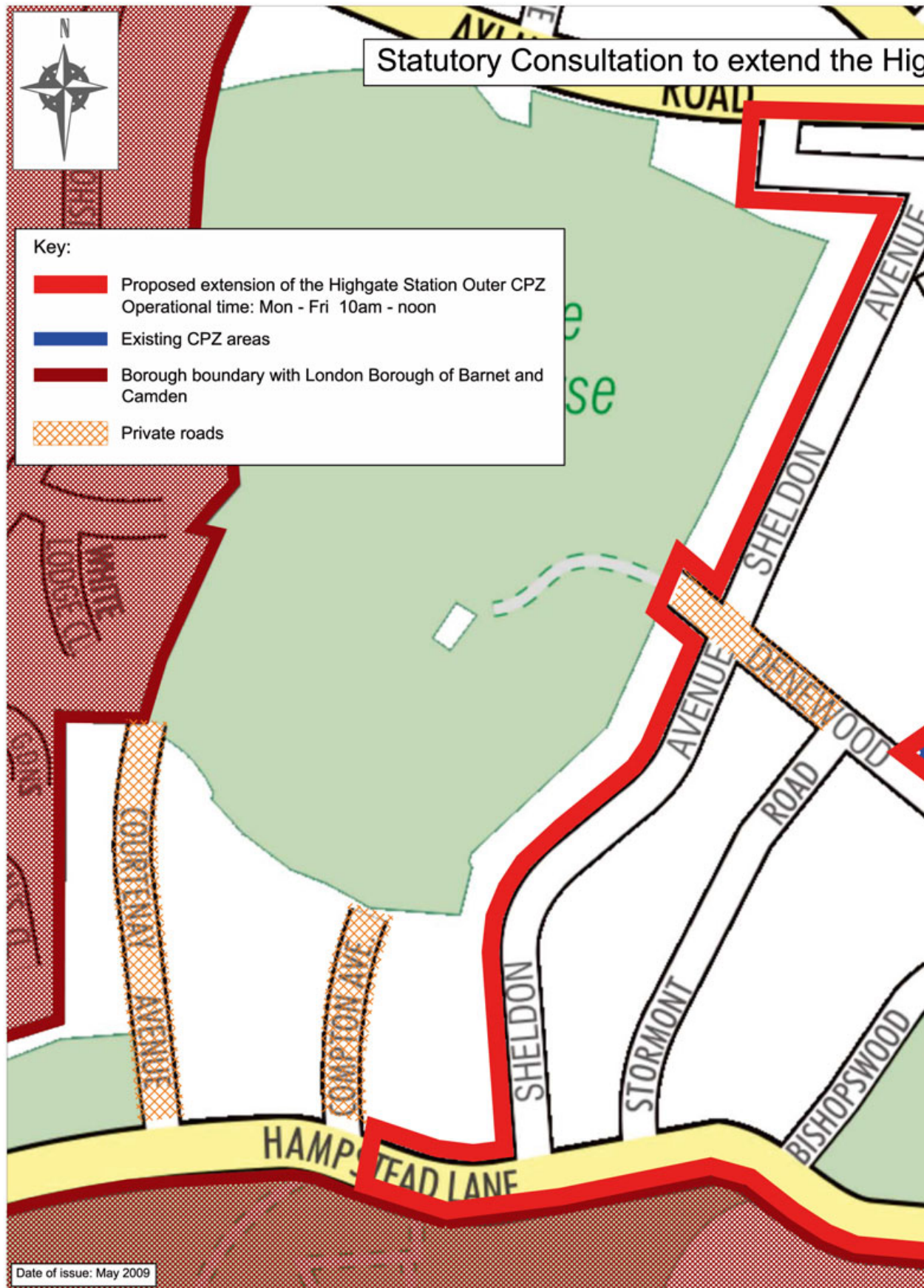
Thank you in advance for taking time to read this letter and please take the time to make a representation on our proposal.

Yours faithfully,



Joan Hancox
Head of Sustainable Transport

Proposed Highgate Station Outer Controlled Parking Zone (CPZ) Extension



What is a Controlled Parking Zone (CPZ)?

A Controlled Parking Zone (CPZ) is an area where all on-street parking is controlled either by yellow lines or designated parking bays.

CPZs give priority to residents and local businesses, and their visitors, who must display permits or vouchers to show their entitlement to park.

Outside the hours of operation parking remains unrestricted, unless otherwise stated by additional time-plates stating the extended restrictions.

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

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

CPZs ease congestion caused by illegal and obstructive parking.

Some roads further away from the source of the problem are included in the zone to prevent displaced motorists from moving into these roads.

A permit for one CPZ does not allow the holder to park in any other CPZ.

How do Controlled Parking Zone (CPZ's) work?

CPZs work by ensuring that vehicles park in designated bays at certain times of the day. Any vehicles that are parked illegally are liable to receive a Penalty Charge Notice.

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

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

- Residential - for residents of the roads in the area, and their visitors, displaying a valid parking permit.
- Business – for businesses that require a vehicle for business use.

During the hours of operation of the CPZ, all vehicles must be parked in the appropriate bays. At other times the parking bays do not apply and parking is unrestricted except where yellow lines operate for longer periods.

Types of Parking Permits

Parking permits are only needed within the hours of operation of the CPZ.

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

Applications may be sent and received by post.

Permits may also be obtained on the day over the counter at the Parking Shop, 247 High Road, Wood Green N22 8NZ.

Visitor permits in the form of scratch cards may be purchased in advance from the parking shop.

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

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

Short-stay Visitor Permits - people visiting the area (friends, relatives, health visitors or trades people etc.) have a number of options. They can:

- Park in a shared-use bay and purchase a pay and display ticket from a machine.
- Obtain a visitor's permit from the resident they are visiting and display it in their windscreen. (Visitors' permits will need to be purchased in advance by residents).

Weekend Visitor Permits (only applicable if the scheme operates on weekends) - people wishing to visit residents within the zone for a weekend may use a weekend permit. (These permits will need to be purchased in advance by residents).

Long-stay visitor Permits - people visiting residents for longer periods (including trades people) may use long term visitor permits, which allow parking for 2 weeks. Residents who hire a car for a short period can also purchase these permits. (These permits will need to be purchased in advance by residents).

Business Permits - a number of parking bays will be provided for businesses within the area to provide regular parking for vehicles used in the course of business.

Further Features of a CPZ

Parking for Businesses, Services and Community Users

One of the major aims of a Controlled Parking Zones is to give some priority to the parking needs of residents. It is clear that businesses, services and community users also have legitimate parking requirements that need to be catered for. In existing controlled parking zones the Council operates a business Parking Permit scheme that enables businesses to purchase permits which allows them to park in business bays or a shared used permit holder bays. The criteria for Business Permits are strict and may be defined as follows:

- Require regular and unavoidable use of a vehicle to run their business
- Transport bulky and, or high value goods on a regular and unavoidable basis
- Work unsociable hours (when public transport is not readily available)

Permits are not available just for travelling to work by car (unless these journeys have to be made at unsociable hours). Nevertheless, they are not only available for commercial businesses: other employers - e.g. local schools and health providers - may also apply, though the same criteria must be satisfied.

Loading and Unloading

A vehicle may load and unload for a maximum period of 40 minutes in any part of the zone when delivering or collecting goods, unless loading /unloading restrictions are in place. Loading/unloading must be continuous and must involve heavy/ bulky goods (not normally shopping).

An exception to this is for moving house, when vehicles may wait longer than 40 minutes, whilst being loaded/ unloaded, provided they are not causing an obstruction.

Suspension of Parking Places

In certain circumstances the Police or the Council may suspend parking bays, for example to allow for building operations, domestic removals, weddings, funerals or special events etc.

Vehicle Crossovers (Driveways) & recommended pedestrian road crossing points

Parking bays will not be placed in front of a foot-way crossover where vehicle access has been provided for a property, or at recommended pedestrian road crossing points.

A yellow line will be provided to enable the Council and the Police to carry out enforcement during the operational hours of the CPZ.

Enforcement of Regulations

Any driver who parks a vehicle in contravention of parking restrictions will be issued with a Penalty Charge Notice (parking ticket).

Haringey Council is responsible for enforcing parking restrictions and uniformed parking attendants would regularly patrol the area to ensure that adequate enforcement takes place.

Signs and Environmental Issues

Signs will be placed on existing lamp columns or on boundary walls of properties where possible, subject to Statutory consultation. This is to reduce the amount of street furniture. Only where it is absolutely necessary will sign posts be erected for signs.

Special Parking Groups

Disabled Badge Holders (blue / orange badge holders) - Any vehicle displaying a Disabled Badge will be able to park without a permit:

- in any residents' bays within the zone;
- on yellow lines without loading restrictions for a maximum of 3 hours provided they are not causing an obstruction;
- in any Disabled Bay, for a maximum of three hours.

Doctors - the existing designated doctors parking bays provided for exclusive use by doctors will remain and no additional charges will be made.

Motorcycles - these can park in any of the parking bays, free of charges, apart from designated disabled or doctor parking bays.

Current Cost of permits

The charging structure proposed is as follows for vehicles registered on or after 23 March 2001

Band	First Permit (annual)	Second and subsequent permit per household
1 (up to 100 CO2 g/km)	£15	£15
2 (101 – 150 CO2 g/km)	£30	£60
3 (151 – 185 CO2 g/km)	£60	£100
4 (186 CO2 g/km & over)	£90	£150

The charging structure proposed is as follows for vehicles registered before 23 March 2001, where CO2 emissions are not documented. The charging structure is based on the vehicles engine size.

Engine size	First Permit (annual)	Second and subsequent permit per household
1549cc or less	£30	£60
1550cc to 3000cc inclusive	£60	£100
3001cc and above	£90	£150

The new parking charges policy will:

- Encourage the use of vehicles with lower CO2 emissions
- Increase the use of alternatives modes of transport, such as, walking and cycling; and
- Promote the use of public transport

To view more information on proposed changes in Parking Fees and Parking Charges please visit: www.haringey.gov.uk/parking_charge_review.htm

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

Proposed Highgate Station Outer Controlled Parking Zone (CPZ) Extension

Proposed Highgate Station Outer Controlled Parking Zone (CPZ) Extension



Shqip



Për një kopje në gjuhën tuaj të kësaj letre konsultimi që përmban informata mbi zgjerimin e Propozuar të Zonës së Kontrolluar të Parkimit të Highgate Station, ju lutem shënjoni ✓ kutinë, plotësoni formularin dhe dërgojeni tek adresa e mëposhtme me postim falas.

Polski



Niniejsza publikacja jest oficjalnym dokumentem konsultacyjnym zawierającym informacje na temat proponowanego rozszerzenia Strefy Kontrolowanego Parkowania CPZ wokół stacji metra Highgate. Jej tekst w języku polskim można otrzymać po zaznaczeniu odpowiedniej rubryki i przesłaniu formularza na podany poniżej adres zwolniony od opłaty pocztowej.

Français



Pour obtenir un exemplaire de cette lettre de consultation statutaire qui contient des informations sur l'extension proposée de la Zone de stationnement contrôlé de la gare de Highgate dans votre langue, veuillez cocher la case, compléter le formulaire et le renvoyer à l'adresse en port payé ci-dessous.

Soomaali



Si aad u hesho koobbi ah warqaddan ah wadatashiga qaanuniga ah ee ay ku qoranyihiin macluumaadka ku saabsan kordhinta mandaqadda baarkinka xadaysan ee Highgate Station oo ku qoran luqaddaada, fadlan calaamadi sanduuqa, buuxi foomka kuna soo celi cinwaanka boostiisu lacag la'aanta yahay ee hoose.

Kurdî Kurmancî



Heke hun kopîyeke vê nameya şewirdarîya hiqûqî ya pêşniyara firehkirina Herêma Kontrola Parka Wesayîtan a Highgate Station bi zimanê xwe dixwazin, ji kerema xwe qutîkê îşaret bikin, formê tije bikin û ji navnîşana posta bêpere ya jêrîn re bişînin.

Türkçe



Highgate İstasyonu Kontrollü Araç Park Bölgesinin genişletilmesi önerisi hakkında bilgiler içeren bu yasal danışma mektubunun kendi dilinizde bir kopyasını istiyorsanız lütfen kutuyu işaretleyip formu doldurun ve aşağıdaki ücretsiz posta (freepost) adresine yollayın.

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

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