

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: Belmont CPZ - Representations during the final six month period of the experimental traffic order

Reason for relevant paragraph for authority under scheme of delegation

1.0 Purpose

1.1 To report the feedback of the final six months of the experimental period of the Belmont CPZ. The report will set out officers' responses to the comments received during this period.

1.2 To seek approval to proceed with the recommendations as set out in section 9 of this report.

2.0 Background

2.1 The Belmont CPZ was introduced under experimental powers in May 2010.

2.2 An experimental traffic management order is much like a permanent traffic management order in that it is a legal document which regulates traffic and parking restrictions on the public highway. However, unlike a permanent order an experimental order can only remain in force for a maximum of 18 months while its effects are monitored and assessed (and changes made if necessary), before the Council decides whether or not to continue the experimental order on a permanent basis. If after 6 months changes are made (perhaps due to representations received during the first 6 months of the orders coming into effect) then any further representations or objections must be made within 6 months of the orders being changed.

2.3 As a response to the representations received during the first 6 months of the experimental order we made some changes to the

scheme. These changes have now been in operation for the statutory 6 months. The details of the changes are contained in the letter sent out to residents and businesses in Belmont CPZ on May 2011. Please see Appendix I.

3.0 Representations received during the final 6 months of the experimental period

3.1 A total of 4 individual representations were received during the final 6 months of the experimental order consisting of:

- 2 individual representations were received from within the CPZ in support of the scheme
- 2 individual representations were received opposed to the scheme

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

3.2 No representations have been received from the statutory bodies consulted as part of this process.

3.3 Summary of objections with Council response

3.4 In total the Council received 2 objections. Both have been summarised below.

3.5 Objection: It is not only my view but also the view of many of the residents that this has been imposed upon us primarily as a money making venture by the council and has very little to do with improving the parking capabilities of the residents.

3.6 Council's response: We do not accept that the Belmont CPZ was introduced for financial reasons. Following the initial consultation carried out in March 2009 it was decided to proceed to statutory consultation in an area on the periphery of the Wood Green Outer CPZ where there was clear support for parking controls.

4.0 Chief Finance Officer Comments

4.1 The costs of the necessary work in implementing the recommendations can be met from existing budgets. Any income generated will support the wider Parking budget.

5.0 Environmental Implications

5.1 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.

- 5.2 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 and 9 of the RTRA 1984.
- 5.3 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.
- 5.4 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.
- 6.0 Comments of the Head of Legal Services
- 6.1 The legal requirements for consultation in these circumstances are set out in paragraphs 2.2, 2.3 and 5 of this report. The Council must take into account the representations received following the consultation exercise and this has been done in paragraphs 3.1 to 3.6.
- 7.0 Equal Opportunities

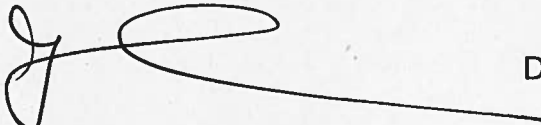
- 7.1 The documents were distributed to all households/ businesses within an agreed area
- 7.2 Any interested party can submit a representation regardless of where they live or work during the consultation period
- 8.0 Summary
- 8.1 In view of the fact the Council only received two formal objections to the operation of the Belmont CPZ during the final 6 months of the experimental period, it is fair to conclude that residents are fairly happy with the current arrangements.
- 8.2 The objections centred on the perception that the CPZ was mainly a means to raise revenue for the Council. These objections are addressed in Section 3 of this report.
- 8.3 At the beginning of the final 6 month period of the experimental order we made some changes to the scheme as a result of representations received within the first year of the experimental order. One of the changes, the incorporation of Colton Gardens into Belmont CPZ, was made as a result of a petition received from a majority of residents in that road and appears to be working well. We also converted some underused pay and display bays on Crawley Road into shared use bays following a petition, signed mainly by residents of Boundary Road and Crawley Road. This change also appears to be working well.
- 8.4 The objections received have been addressed in this report and should not prevent the experimental orders being made permanent. Due consideration has been given to each objection received and no objections have been upheld.
- 8.5 The recommendations as set out in this report are in accordance with the Section 3.3.3 of the Local Implementation Plan part of which states:

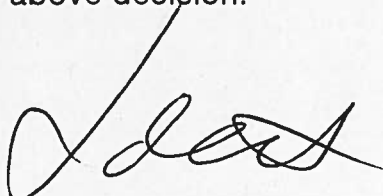
The availability of parking is a key determinant of car usage and local traffic congestion which can affect the potential uptake of more sustainable modes of travel. Local parking policy is an important demand management tool in controlling local traffic congestion and influencing choice of transport. CPZs are one of several parking policies, along with low parking standards for new developments, charging, and use of workplace parking levies, which can be used to influence travel behaviour. CPZs specifically prioritise parking for residents and can ease local parking pressures, reduce traffic congestion, improve road safety and encourage the use of more sustainable forms of transport

9.0 Recommendations

9.1 It is recommended the Director and Cabinet Member approve the following :

- (i) Approve making the current Belmont CPZ experimental order a permanent order.
- (ii) Approve an increase to the current permit charges in Belmont CPZ so they are brought in line with the new charges introduced across the borough in April 2011.
- (iii) Approve that residents be informed of the delegated decision.

Decision of Chief Officer	
I approve the recommendations set out in this report.	
Signature 	Date 14.11.11.

Concurrence of relevant Cabinet Lead Member	
I concur with the above decision.	
Signature 	Date 14.11.11.

APPENDIX I

Statutory Consultation Documents



5 May 2011

Dear Resident/Occupier

Changes to the Belmont Controlled Parking Zone (CPZ)

The Belmont CPZ was introduced under experimental powers on 20 May 2010. The experimental powers can last for up to 18 months and within this time the Council has to decide if the CPZ will become permanent.

We announced in May 2010 that the first six months of the experimental period allowed any interested party, regardless of where they lived or worked, the opportunity to comment on the CPZ to indicate support, opposition or suggest changes they felt would improve the zone. I would like to thank all those who commented.

As a result of the feedback received we propose to make some changes to Belmont CPZ. We will also provide a further six month period, from the date of this letter, to enable any interested party a final opportunity to make comment prior to deciding if the zone should be made permanent. The changes are:

- The incorporation of Colton Gardens into the Belmont CPZ.
- The re-designation of pay and display bays on Crawley Road to shared use (residents / pay and display) bays.

Notification of the changes will be published in the local press and in the local area on **5 May 2011, and the measures will take effect from 12 May**. Copies of the experimental order, Statement of Reason and plans are available for inspection at the address above.

To have your say on the proposals please email us at frontline.consultation@haringey.gov.uk or use the online comment form on the website: www.haringey.gov.uk > Environment & Transport > Parking > Parking consultations > current parking consultations. For queries please contact the project engineer Vincent Adenowo on 020 8489 5143.

Yours faithfully,

Joan Hancox
Head of Sustainable Transport

APPENDIX II

Summary of Representations

Date	Road	Comments	Email or Letter
10-Jun	Rusper Road	It [CPZ] has made such a huge difference to us. We no longer suffer from cars/van parking for weeks on end and the road is much quieter now.	Email
08-May	Colton Gardens	I appreciate that the council has made the decision to include our street in the controlled Parking Zone to help us cope with the problems we have been having since nearby streets were included in the Zone, resulting in our road being flooded with cars to the point where we have often been unable to find a place to park, and the garbage truck being unable to do collections on one occasion as they couldn't find space to turn	Email

Date	Road	Comments	Email or Letter
21-May	Sandringham Road	<p>It is not only my view but also the view of many of the residents that this has been imposed upon us primarily as a money making venture by the council and has very little to do with IMPROVING the parking capabilities of the residents.</p>	Email
09-Aug	Westbury Avenue	<p>Can you please do away with the CPZ as it has not helped the parking situation at all. All it has accomplished is revenue for Haringey Council.</p>	Email