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 Public Consultation - Proposed Controlled Parking Zone (CPZ) in the Alexandra ward

Reason for relevant paragraph for authority under scheme of delegation

Decision of Chief Officer

I approve the recommendations as set out in this report

Signature

Date 29.05.13

Concurrence of relevant Cabinet Lead Member

N Carried

I concur with the above decision.

Signature

Date 30.5, 13

1.0 Purpose

- 1.1 To report on the feedback received during the public consultation process on the possible introduction of a CPZ to roads within the Alexandra ward.
- 1.2 To seek approval to proceed with the recommendations as set out in section 8 of this report.

2.0 Background

- 2.1 The area consulted for the proposed CPZ in the Alexandra ward lies to the west of the Wood Green CPZ and residents have made representations to the Council requesting that we consider a CPZ due to the parking difficulties they regularly experience in their road.
- 2.2 In August 2011 residents of Palace Gates Road and Alexandra Park Road sent the Council a petition signed by over a 100 signatories imploring the Council to consider the implementation of a CPZ in their area as a priority.
- 2.3 To address the concerns of residents and businesses the Council convened a number of focus group meetings attended by the Cabinet Member for the Environment, ward councillors, local residents and council officers. The meetings were held on 12 December 2012 and 29 January 2013 at the Alexandra Park library. The purpose of the meetings was to discuss any parking pressures that were being experienced and how residents and businesses would like the council to proceed. It was generally agreed at the focus group meetings that attendees supported prompt action by the council. The minutes of the focus groups are contained within Appendix I.

2.4 Public Consultation process

- 2.5 Consultation documents, consisting of background information, location plan, and freepost envelopes, were delivered by hand, to all properties within the agreed consultation area on 22 February 2013. The deadline for responses was 18 March 2013. See Appendix II for consultation document.
- 2.6 As agreed at the focus groups information letters were distributed to roads surrounding the consultation area, these roads are indicated within the blue boundary on the plan in the consultation document. These letters outlined the council's consultation in roads within the area and encouraged residents and traders to participate in community focus groups to discuss any parking pressures they are currently experiencing or may experience as a result of the introduction of parking controls.
- 2.7 Drop-in sessions during Public Consultation.
- 2.8 During the consultation period, two drop-in sessions were held at Alexandra Park library on Thursday 28 February 2013 and Saturday 2 March 2013. The drop-in sessions gave local residents / traders the opportunity to speak to council officers prior to completing and returning their feedback forms. Approximately 25 members of the public attended the drop-in sessions.

- 2.9 At the request of businesses an additional drop-in session solely for traders and their representatives within the consultation area was held on Tuesday 12 March to discuss the proposals and better understand the concerns of businesses in the area. A total of 10 businesses attended the drop-in session and council officers explained how a CPZ might help local businesses.
- 3.0 Consultation Feedback (Consultation area)
- 3.1 As part of the consultation process residents and traders could respond via the freepost feedback form, email and the council's website. A total of 605 consultation documents were distributed to the consultation area with 182 valid responses received by the cut off date of 18 March. This represents a 30% response rate.
- 3.2 The **182** responses consist of **174** responses received via the questionnaire, **1** response via email and **7** via the online feedback form.
- 3.3 When asked what groups of people are responsible for restricting parking in their street respondents generally agreed a combination of commuters, local workers and trade vans contributed to existing parking stress.
- 3.4 A total of 62% felt that parking space for visitors is either 'very difficult' or 'difficult'. This is consistent with the level of support that was reported during consultation.
- 3.5 The response to question seven 'Do you think there is a need for parking controls in your street? was as follows:
 - 61 % Support
 - 39 % Object
- 3.6 Overall, the feedback indicates that the majority of those who responded are in support of the introduction of parking controls. This appears to confirm the strong support for a CPZ that was shown by over 100 residents who signed a petition submitted to the Council in August 2011.
- 3.7 Response to questions regarding potential operational factors
- 3.8 In reviewing the feedback to question 8 'If parking controls were introduced, what operational days would you like to see? The following is a break down of the response received.
 - 65 % Monday-Friday
 - 9 % Monday-Saturday
 - 8 % Monday-Sunday (all week)
 - 18% No valid response
- 3.9 This feedback indicates that a majority of responses supported the introduction of controls between Monday Friday.

- 3.10 In reviewing the feedback to question 9 'If parking controls were introduced, what times of day would you like to see? The following is a breakdown of the response received.
 - 8% All day (e.g. 0900-18:30)
 - 58% Short period (e.g. 2 hours)
 - 18 % Medium period (e.g. 4 hours)
 - 17% No valid response
- 3.11 It can be seen from the feedback that a majority of respondents are in favour of a CPZ operating for a short period.
- 3.12 In reviewing the feedback to question 10, 'If parking controls were introduced, what would you like the CPZ to be called?' The following is a breakdown of the response received
 - 14 % Palace Gates
 - 45% Alexandra Palace
 - 18% Alexandra
 - 23% No preference

3.13 Rebuttal letter

- 3.14 The Council was made aware of an unsigned letter that had been circulated to residents in the consultation area misinforming them of the possible implications of a CPZ. The Council responded with a rebuttal letter which was distributed to residents to set the record straight.
- 3.15 Feedback from information area.
- 3.16 A total of 2000 documents were distributed to the information area. The council received a total of 224 responses representing an 11% response rate. The much lower response rate (compared to the consultation area's response rate of 30%) was unsurprising as no controls were proposed for the area. Of the 224 responses 170 (76%) were opposed to the scheme. A total of 17 (8%) responses were in favour of the scheme while 33 (15%) wanted to be included in the scheme and the remaining 4 responded with a different view.
- 3.17 Generally the feedback indicated concerns with parking displacement occurring from the potential introduction of parking controls to their nearby roads. Other salient comments included the following:
 - Excessive charges for permits and vouchers
 - CPZ is not wanted
 - Most parking problems occur in the evening when residents return from work.

3.18 Post consultation Focus Group feedback

3.19 It was agreed at the focus group meeting of 29 January 2013 that a post consultation focus group meeting would be convened to discuss the feedback from consultation and to outline the way forward. The focus group meeting was

- held on 14 May 2013. The minutes of the focus group meeting are contained with Appendix III.
- 3.20 Council officers presented the feedback from consultation and explained that based on the overall support from the consultation area, it will be recommended that a CPZ be implemented in the proposed consultation area.
- 3.21 Views from Statutory Bodies and Other Organisations
- 3.22 With the experimental order statutory bodies will have the initial 6 month period to submit comments to the council.
- 4.0 Chief Finance Officer Comments
- 4.1 Provision for the implementation of the proposed measures to the CPZ was made in the Parking Plan capital budget for 2013-14. Other costs around consultation can be contained within existing budgets.
- 5.0 Environmental Implications
- 5.1 Before reaching a decision to make the necessary Traffic Management Order to implement or amend 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 representations 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 paragraph 8 and 9 of the RTRA 1984.
- 5.3 The power of a local authority to make an order regulating or controlling vehicular and other traffic is contained within the ambit of section 6(2) of the 1984 Act. The power to make an experimental traffic order is contained in section 9 of the same Act. Experimental traffic orders generally have a lifespan of 18 months. During the initial 6 month period the council will register representations received and consider and implement where possible these requests during the second 6 month period, these amendments have a further 6 month period before being considered to be made permanent.
- 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.
- 5.5 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 position and statutory requirements for consultation are set out in Paragraph 5 of the report. Public consultation has been undertaken and due consideration given to representations by the public. As long as the statutory consultation is undertaken and due consideration similarly given to representations made, there is no reason why the Council should not be entitled to proceed with its proposals.

7.0 Equal Opportunities

- 7.1 Consultation documents were distributed to all households/ businesses within the area of the proposed scheme.
- 7.2 Information letters were distributed to all households/businesses within the agreed information area.
- 7.3 Any interested party can submit a representation regardless of where they live or work during the statutory notification period

7.4 Summary

- 7.5 The consultation was triggered by the receipt of a petition signed by over a 100 residents of Alexandra Palace Road and Palace Gates requesting that the Council consider parking controls in their road due to perceived parking stress. It should be noted that the petition was received from an area near the Wood Green CPZ boundary and Alexandra Palace main line station.
- 7.6 The feedback from consultation suggests there is strong support for a CPZ in the area consulted. Notwithstanding, 2 of the 5 roads within the consultation area were opposed to the introduction of parking controls. The 2 roads, namely, Alexandra Avenue and Palace Gates Road opposed controls by 5 to 2 and 28 to 25 respectively. However the overall feedback received from the adjoining roads

indicated broad support for the implementation of the proposals and to exclude both these roads would result in displacement parking.

- 7.7 As part of the consultation process an information letter was sent to residents in roads surrounding the proposed consultation area. The information letter acknowledged the possible displacement parking that might occur following the introduction of controls in adjacent roads and requested residents fill in and return a feedback form telling us what they thought.
- 7.8 The greatest single response (23%) said they were opposed to the scheme because they feared displacement in their road. A further 12% said they would support the scheme if their road was included.
- 7.9 The recommendations as set out in this report are in accordance with 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.

- 7.10 Additionally research in Edinburgh helps to ratify the benefits of introducing a CPZ with the aim of controlling the use of cars and reducing vehicle emissions in Haringey. This research aimed to determine the likely mode shift resulting from a CPZ expansion, effectively creating a wider area of control for the Council. The research considered the impact of increasing the town centre CPZ by 0.5, 1 and 1.5 miles with the results showing a percentage reduction of those driving and seeking a free on-street parking space by 26.5, 69.4 and 75.5% respectively.
- 7.11 Should the introduction of the CPZ be approved it will be introduced under an Experimental Traffic Management Order. This can be in operation for up to 18 months. Changes such as extents, parking bay types or a decision to make the measures permanent, can be made after the initial 6 month period of the scheme however this would need to be in agreement with ward councillors and Cabinet Member for Environment. Changes, where possible, to the order will be subject to financial implications, for example should the hours of operation of the scheme be changed this will involve a substantial cost to amend traffic signage.

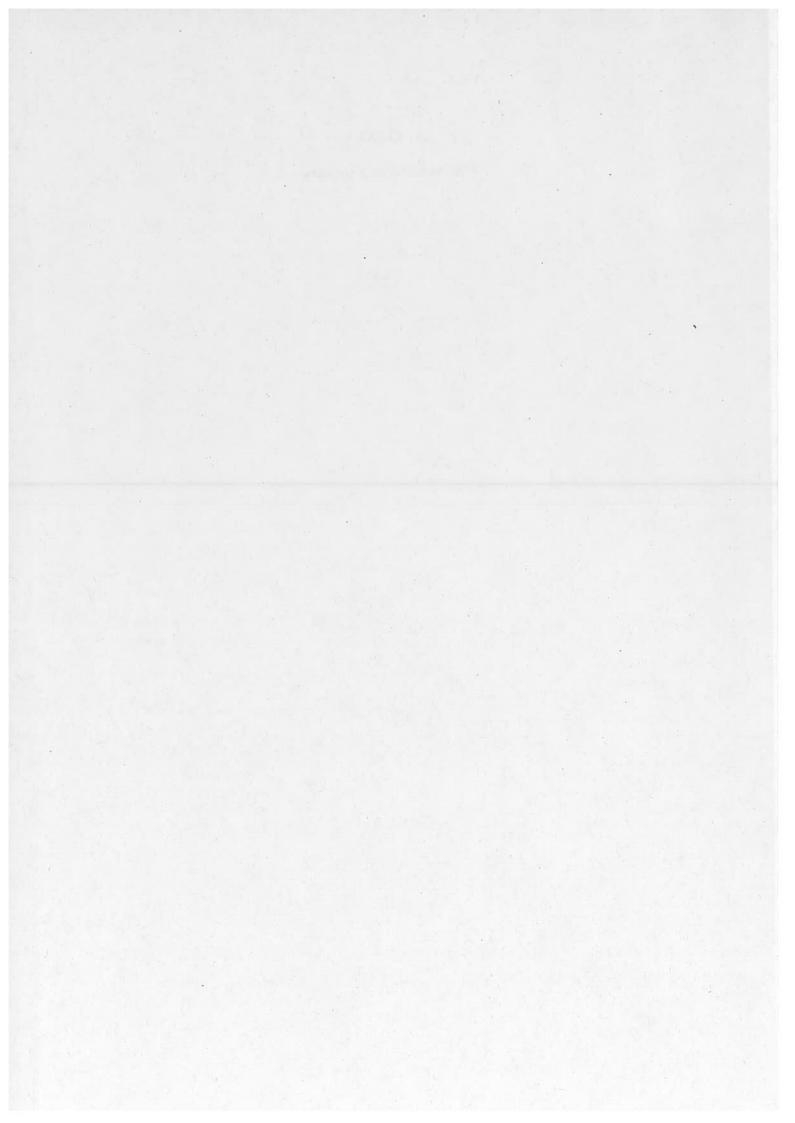
8.0 Recommendations

- 8.1 It is recommended that the Cabinet Member and Director:
- 8.2 Note the feedback of the public consultation set out in this report.
- 8.3 Approve for the introduction of Alexandra Palace CPZ to operate between Monday Friday, Noon 2pm in the following roads:

- Alexandra Palace Road (between Bedford Road and Palace Gates Road)
- Palace Gates Road
- Bedford Road
- Crescent Road (Nos. 1 43, 2 28)
- Alexandra Avenue
- 8.4 Approve the introduction of pay and display parking along Bedford Road, Palace Gates Road and Crescent Road, N22 to operate between Noon 2:00pm at the Council's medium tariff.
- 8.5 Approve that residents / traders be informed of this decision
- 8.6 Approve that residents be sent a works notice informing them of the different processes available to apply for a permit, informing them of the Council's decision and the timescales for the implementation of the CPZ.

APPENDIX I

Minutes of focus groups



FRONTLINE SERVICES SUSTAINABLE TRANSPORT

Notes

Title

Alexandra Palace area focus group

Date

12 December 2012 6.30pm - 8pm

Venue

Alexandra Park Library, Alexandra Park Road, N22

Cllr Nilgun Canver, Cllr Nigel Scott, Cllr David Beacham, Chris

Present

: Roberts-Wray (Traffic Management), Vincent Adenowo (Traffic

Management)

Apologies

Cllr Juliet Solomon, Gary Weston

Minutes

Chris Roberts-Wray, Vincent Adenowo

Distribution

: Above plus Ann Cunningham and focus group attendees

ITEM NO	ITEM	ACTION by
	Introduction	
	Councillor Canver introduced herself and set out the objectives of the meeting. She explained that the meeting was not convened at the behest of the Palace Gates Residents Association or any other group but as a result of a petition received by the Council and signed by over 100 residents of Alexandra Park Road and Palace Gates Road.	
	Following introductions Cllr Canver opened the floor for discussion.	
	A resident from Palace Gates Road explained that the area adjacent to Alexandra Palace main line station is the only area in Haringey where residents have no protection whatsoever from commuter parking and that it was imperative the Council redressed the situation now. She stated that the problems parking in her street have been getting progressively worse over the years and the latest petition was the third submitted requesting the Council consider controlled parking in her area. Sometimes she has to double park to drop off her mum.	
	A resident from Palace Gates Road commented that commuter parking is a problem in Palace Gates Road	
	A resident who was acting as a spokesperson for local traders claimed that businesses in the area are finding it very difficult as their customers cannot park due to the large number of parking spaces occupied by commuters. He stressed that it was important the Council addressed the problem otherwise local traders might go out of business.	

A couple of residents claimed that there were no daytime parking pressures in Outram Road and Princes Avenue and Victoria Road. Most problems, they reported, occurred in the evening when residents returned from work. Consequently, a CPZ will not resolve any parking issues they may have.

A resident raised the point that there was no problem parking in the upper part of Alexandra Park Road.

Residents accepted that they do not have a legal right to park outside their property but would like the Council to prioritise parking for them.

A fear of displacement parking if a CPZ was implemented was raised.

Parking across driveways is not uncommon in the area.

There are no daytime parking pressures in Outram Road. The only parking pressures exist in the evening.

Residents sometimes have to park 2 or 3 streets away due to parking pressures.

It was suggested that the parking problems might be solved by a car park on station land.

Some residents would support a CPZ with short hours.

A resident raised the issue of dumped vehicles in the area

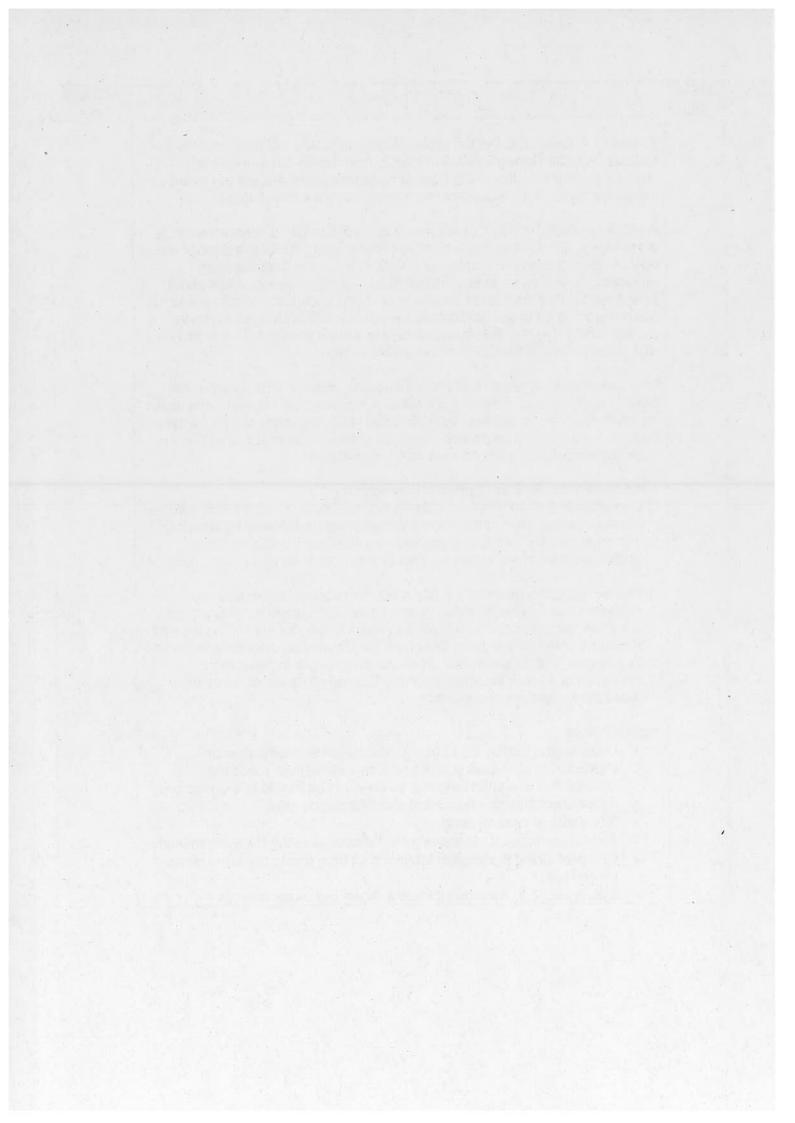
A few other issues that contributed to the lack of parking in the area were highlighted by various residents:

- Teachers from nearby school(s) park in roads near the school(s)
- Council granted planning permission for the construction of flats with no consideration given for parking facilities
- Residents from Highgate CPZ sometimes park in Palace Gates Road
- Visitors find it difficult to park
- One resident carried out a survey and stated that around 50 commuters parked in Crescent Road
- Long term parking in streets in close proximity to station by drivers who leave their cars and go on holiday
- Bus drivers park their private vehicles in the area
- Police cars park in Bedford Road

A resident asked how far commuters will be prepared to walk if a CPZ was introduced and if this would affect the neighbouring roads. Although no one was aware of any studies or surveys done regarding this matter it was assumed commuters would probably walk no more than 15 or 20 minutes

Cllr Scott also referred to teachers from nearby schools parking in the bottom of Alexandra Park Road.

- represented at last focus group so they can be invited to the next one
- Prepare consultation document and information letter
- Set a date of next meeting
- Provide permit costs to focus group attendees at the following meeting
- Check planning permission for flats built from previously burnt down church hall
- Speak to DfT to ascertain if there are any commuter surveys





FRONTLINE SERVICES SUSTAINABLE TRANSPORT

Notes

Title

: Alexandra Palace area focus group

Date

29 January 2013 6.30pm - 8pm

Venue

: Alexandra Park Library, Alexandra Park Road, N22

Cllr Nilgun Canver, Cllr Nigel Scott, Cllr David Beacham, Chris

Present

Roberts-Wray (Traffic Management), Vincent Adenowo (Traffic

Management), Ann Cunningham (Traffic Management)

Apologies

Cllr Solomon

Minutes

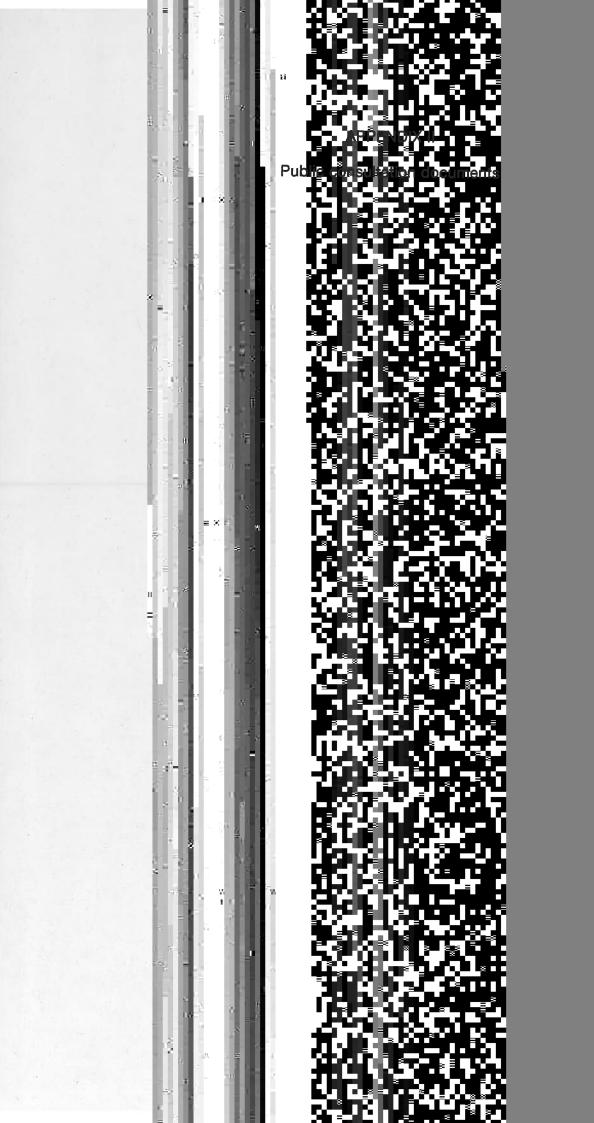
Vincent Adenowo, Chris Roberts-Wray

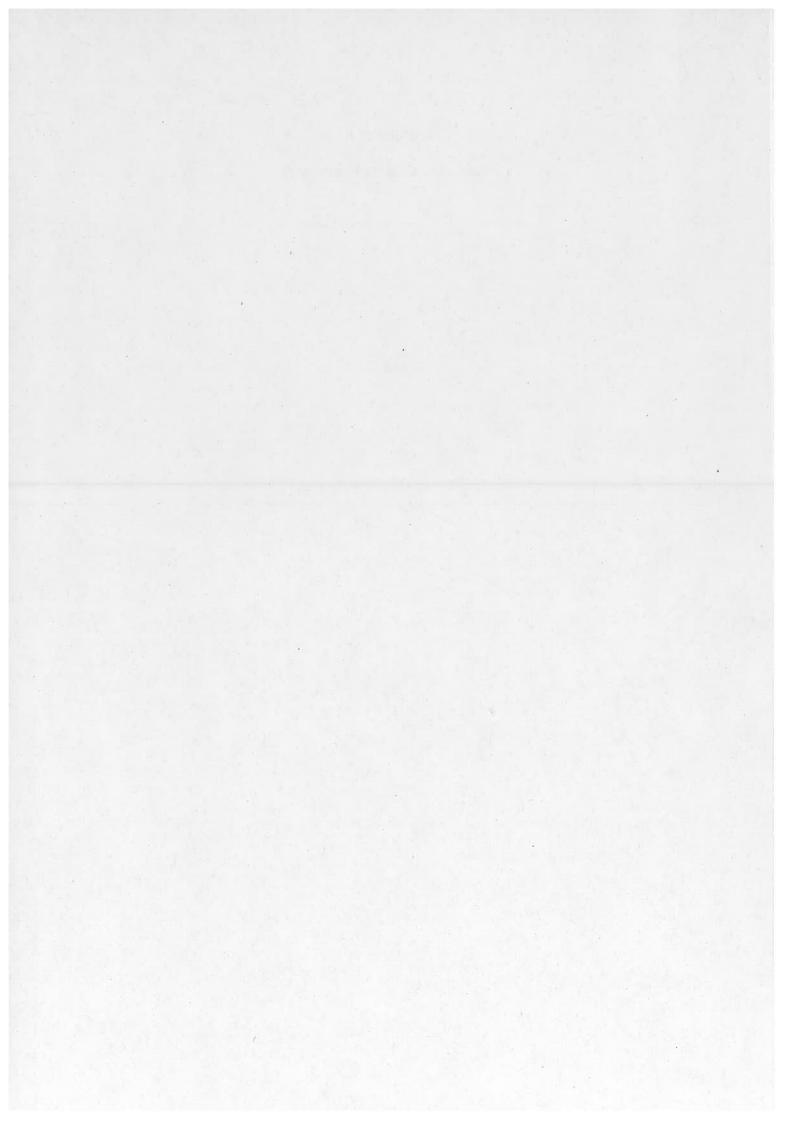
Distribution

: Above plus Ann Cunningham and focus group attendees

ITEM NO	ITEM	ACTION by
	Introduction	
	Councillor Canver introduced herself and set out the objectives of the meeting.	
i i	The proposed consultation area was distributed to all attendees and CRW explained how the consultation process works. Residents could respond in 2 ways: online and by post (either by returning the completed consultation document or the feedback form).	
	A resident enquired if a focus group will be convened if the results are ambiguous. Cllr Canver said a post-consultation focus group will take place so the feedback from consultation can be discussed.	
	A resident asked about timeframes. Chris Roberts-Wray (CRW) said we would implement in June subject to approval.	
	A question was asked about what arrangements will be made for care workers. Ann Cunningham (AC) explained that Essential Service Permits or Carer's Permits are available.	
	A resident suggested the consultation document should be sent to the information area. Cllr Canver and CRW said it would be considered.	
	It was stated that the consultation document is officious and that Q7 should be brought forward. Cllr Canver agreed that the change be made.	

ITEM NO	ITEM	ACTION by
NO	A resident of Palace Gates Road wanted to know why additional double yellow lines had appeared in their road. CRW explained the London Fire Brigade had requested that all fire hydrants be kept clear of obstructions.	
	Cllr Scott asked if we'll discuss our proposals with the managers of Alexandra Palace. Cllr Canver and CRW replied that we would.	
	A resident asked if they would be guaranteed a space if a CPZ were to be introduced. Cllr Canver responded that in her experience, there is always additional space when a CPZ is introduced although we could not guarantee it.	
	A resident would like to see the preliminary design. CRW said this would be available at the drop-in session.	
	CRW explained that we would be installing some pay and display parking for the benefit of the traders.	
	Time scales	
	Consultation documents to be sent out in March.	
	Action Points	
Same a		







22 February 2013

Public Consultation – Have Your Say Possible (Name to be agreed) Controlled Parking Zone (CPZ)

Dear Resident or Business.

In 2011 the Council received a petition from a number of residents of Alexandra Park Road and Palace Gates Road about parking difficulties they regularly experience near their homes. We have subsequently received further correspondence requesting that we consider the introduction of a CPZ.

This consultation is an opportunity for you to have your say on whether you think there is a need for your road to be included in a new CPZ (your road is included in the green area on the enclosed plan). Additional information on how CPZs work and the current costs is provided in this booklet.

Proposals

To address the reported parking pressures, the Council seeks to confirm if there is community support for a CPZ within the area as indicated on the attached plan.

The attached questionnaire also asks for your views on how you would like to see a possible CPZ in your area operate.

Tell us what you think

Your feedback will be instrumental when making decisions on the parking in your area. This is your opportunity to tell us whether parking controls should be introduced to your road. Even if you have previously contacted us or signed a petition, please do not ignore this consultation and ensure you contact us with your views.



You can have your say in one of several ways:

- Use the online feedback form on the 'current parking consultations' page on the Haringey website www. haringey.gov.uk
- Email us at frontline.consultation@haringey.gov.uk
- Complete and return the attached questionnaire in the freepost envelope.

Please note that the closing date for receipt of views and comments is 18 March 2013.

If you have any questions on the proposals and wish to discuss the scheme in more detail with officers you are invited to attend one of the two 'drop-in sessions' to be held on:

- 28 February 2013 between 6.30 pm 8 pm at Alexandra Park Library
- 2 March 2013 between 11 am 3 pm at Alexandra Park Library

Alternatively you can contact the project engineer Vincent Adenowo on 020 8489 5143 or Chris Roberts-Wray on 020 8489 5135.

Next steps

The feedback from this consultation will be presented to your ward council and the focus group, the final decision will be taken by the Cabinet Member for the Environment.

Please send your views and comments as soon as possible before the closing date of 18 March 2013.

Yours faithfully,

Laungham

Ann Cunningham Head of Traffic Management

Questionnaire

Possible introduction of a Controlled Parking Zone (CPZ)

Please note that we do not publish any personally identifiable information, but in order to analyse the responses and to consider your comments we need to know house number, street name and postcode.

Please indicate you	r house/flat number and nam	e of street (essential)
Please say how many v (write total number in the	vehicles are used or owned by you ne box)	and/or your household
how many spaces th	ere are (write the number of	or hard standing area please tell spaces in the box). Please see is for information on driveways
Do you believe park	ing in your street is restricted	by any of the following:
	day by commuters	, a., a., a.
		k in the local shops and businesses
☐ Cars, camper va		left parked in this road by others who
Other (please wi	rite in box below)	
Please indicate how to park in this road v	easy it is for visitors (e.g. far when they drive in to see you	mily, friends or customers, clients
☐ Very easy ☐	Fairly easy Difficult	☐ Very difficult
Do you think there is	a need for parking controls	in your road?
☐ Yes ☐ No		
If parking controls w	ere introduced, what operati	onal days would you like to see?
☐ Monday – Friday	☐ Monday – Saturday	☐ Monday – Sunday (all week
lf parking controls w	ere introduced, what times o	f day would you like to one?
☐ All day (e.g. 0800-18		day would you like to see!
, (9. 0000 10		
☐ Short period (e.g. 2 h	ours)	

10	If parking controls we	re introduced, what would like	the CPZ to be called?
	☐ Palace Gates CPZ	☐ Alexandra Palace CPZ	☐ Alexandra CPZ
11	If you have any commuse the space below	ents or suggestions about par	king controls and CPZs, please
	-		

Please be aware that the Council may not be able to respond individually to questions raised by respondents. All responses will be summarised and submitted in a report which will be presented to the Cabinet Member and published on the Council website.

Thank you for completing this questionnaire.

PLEASE SEAL AND RETURN THE COMPLETED FORM BY 18 March 2013.

Please do not send more than one response per household.

Controlled Parking Zones (CPZ) and how they work

A Controlled Parking Zone (CPZ) is an area where all onstreet parking is permit controlled and parking spaces are marked out. Yellow lines indicate where parking is restricted during the CPZ hours – or for longer periods if indicated.

CPZs give priority to residents by ensuring that only vehicles displaying a valid permit can park in the zone during operational hours. Parking is not allowed in front of a driveway during the CPZ hours.

Outside the operating hours, parking is unrestricted except where yellow line restrictions apply. These are mainly at junctions, to ensure good visibility and access. CPZ hours vary according to area, and type of parking demand. Within a CPZ all vehicles must display a valid permit on the left hand side of the windscreen if parked during CPZ hours.

CPZs are enforced by the Council's Civil Enforcement Officers (parking attendants) during the hours of operation.

Different types of bays are provided for specific groups of motorists. These consist of residential – for residents and their visitors; business – for businesses that require a vehicle for business use

Pay and display – short stay parking bays mainly for shoppers. Tickets can be purchased from ticket machines on site or by using the Council's cashless system. There are other types of bays allowing a combination of the above; including shared use permit bays (residential and business).

CPZ Hours of operation

It is important that residents consider what hours of control they might want for a CPZ in their area.

Each of the 2, 4 and all day hours of control bring different degrees of protected parking for residents. For example a 2 hour zone is most often used to prevent commuter parking around a local transport link such as tube or train stations. Longer hours may help where there are high levels of localised activity, for example where there are larger businesses without sufficient off street parking for their employees.

All day controls ensure that all parking is regulated and does not allow any form of free parking in the area. This is particularly relevant in areas where there are higher levels of retail and other types of business activity. It is also appropriate where transport hubs are located.

Types and Costs of Parking Permits

You will only need to display a valid parking permit during the hours of operation of the CPZ. A permit can be obtained by post, in person at Council offices or online via the council's website. Detailed information about parking permits is sent to residents and businesses prior to the introduction of a new CPZ.

The charges for parking permits are used to cover the costs of operating and enforcing the scheme. Any surplus money is 'ring fenced' for reinvestment into highways and transport, including concessionary travel.

Resident permits - Those living within the CPZ area are entitled to apply for a residential permit; which entitles them to park in residents' bays and all shared-use bays.

Resident visitor permits (Short Stay) - Visitors including friends, relatives, health visitors or trade deliveries can park in a shared-use bay and buy a ticket from a pay and display machine. Alternatively, they can display 1 or 2 hour visitors' permits or all day which need to be purchased in advance by residents for this purpose.

Resident visitor permits (Two Week) - Longer term visitors should obtain long-stay visitor permits, which allow parking for two weeks. These permits can also be used by residents who hire a car for a short period. Long-stay visitor permits need to be purchased in advance by residents.

Business Permits - Businesses within the CPZ area are entitled to apply for a business permit; which entitles them to park in designated business parking bays and permit holder (shared-use) bays.

Further Features of a CPZ - Businesses, Services and Community Users

CPZs specifically recognise the parking requirements of businesses, and various service providers. Business permits allow parking in business bays or in permit holder (shared-use) bays. There are strict criteria for business permits. Applicants must demonstrate:

- A regular and essential need to use a vehicle as part of their business
- A need to transport bulky or high value goods on a regular basis
- A requirement for staff to work unsociable hours, when public transport is less readily available.

Permits are not available for travelling to work (e.g. commuting) by car. Non-commercial employers (e.g. local schools and health providers) may apply for essential user permits to park within the zone. These are subject to strict issuing criteria and are assessed on individual circumstances. For more information on this provision please refer to the parking pages on our website.

Loading and Unloading - Service or delivery



vehicles can load and unload for up to 40 minutes in any part of the zone when delivering or collecting goods, unless loading restrictions are in

place. Loading/unloading must be continuous and should consist of heavy or bulky goods (not normal grocery shopping).



Suspension of Parking Places - in certain circumstances the police or Council may suspend parking bays, to allow for building operations, domestic removals,

weddings, funerals, or special events.

Signs and Environmental Issues - Signs will be placed on existing lamp columns where possible. Additional sign posts will only be erected when absolutely necessary.



Driveways and pedestrian crossings - Parking bays will not be placed in front of a driveway or at a pedestrian crossing point. Driveways to single occupancy

will be marked with a single yellow line, multiple occupancy will be marked with a double yellow line ("At Any Time" waiting restriction). You may not park in front of your driveway during the operational hours of the CPZ. Where white advisory access bars are currently in place these would be supplemented by a yellow line waiting restriction.

Special Parking Groups



Disabled Badge Holders - Any vehicle displaying a valid disabled badge can park without a permit:

in any resident and shared use bays within the CPZ (refer to different types of bay for clarity)

- on yellow lines for up to three hours; provided no obstruction is caused and there are no loading restrictions.
- in any disabled bay, without time limit.



Existing designated Doctors doctors' parking bays for exclusive use by doctors will remain and no additional charges will be made.



Motorcycles These perpendicular to the kerb in any of the parking bays, free of charge, apart from designated disabled or doctors' bays.

Car Clubs - Car clubs offer members the use of a vehicle on a 'pay-as-you go' basis. Car Clubs offer the convenience of having your own car without the running costs. They also have their own dedicated parking spaces. In Haringey the car club scheme is operated by Avis, and currently offers members access to 90 vehicles at 67 locations across the borough. Further information at www.haringey.gov.

How do you find out what charge band applies to your vehicle?

Your vehicle registration document (log book) provides the necessary information including the year in which the vehicle was registered and engine size. CO2 emissions information is also given for vehicles on or after 23 March 2001.

Charges

Permit charges are based on the CO2 emissions of a vehicle as set out below. For vehicles registered before 23/03/2001 charges are based on the vehicle's engine size.

Please note that the Council has agreed a 3% inflationary increase to permit prices that will take effect from 3rd April 2013.

ငO _ွ Emission Band	First Permit (Annual)	Second and Subsequent Permit per Household	
(up to 100 CO ₂ g/km-including electric vehicles)	£20.60	£20.60	
(101-150 CO ₂ g/km)	£51.50	£82.40	
(151-185 CO ₂ g/km)	£103	£133.90	
(186 CO ₂ g/km and over)	£154.50	£206	

Engine Size	First Permit (Annual)	Second and Subsequent Permit per Household
1549cc or less	£51.50	£82.40
1550cc to 3000cc	£103	£133.90
3001cc and above	£154.50	£206

Please note that a £10.30 administration fee is payable for lost/damaged/stolen or transferred permits. Please be aware that there is no concessionary rate for resident permits.

A £10 minimum purchase value applies for the purchase of Resident Visitor Permits. This helps reduce the previously large number of low value transactions often made in person at our Wood Green and South Tottenham Customer Service Centres. The minimum value for Concessionary rate purchase of Resident Visitor Permits is £5. Please select the right combination of permits to ensure the minimum value is reached. Please be aware we no longer routinely offer a cash option for the purchase of this type of permit, so payments for Resident Visitor Permits can be made by Credit or Debit Card. A standard rate applies to residents aged between 18 and 60 years. The minimum quantity of Daily Visitor vouchers available is a sheet with 4 vouchers (£12.40). The standard and concessionary prices are set out below.

Standard rates

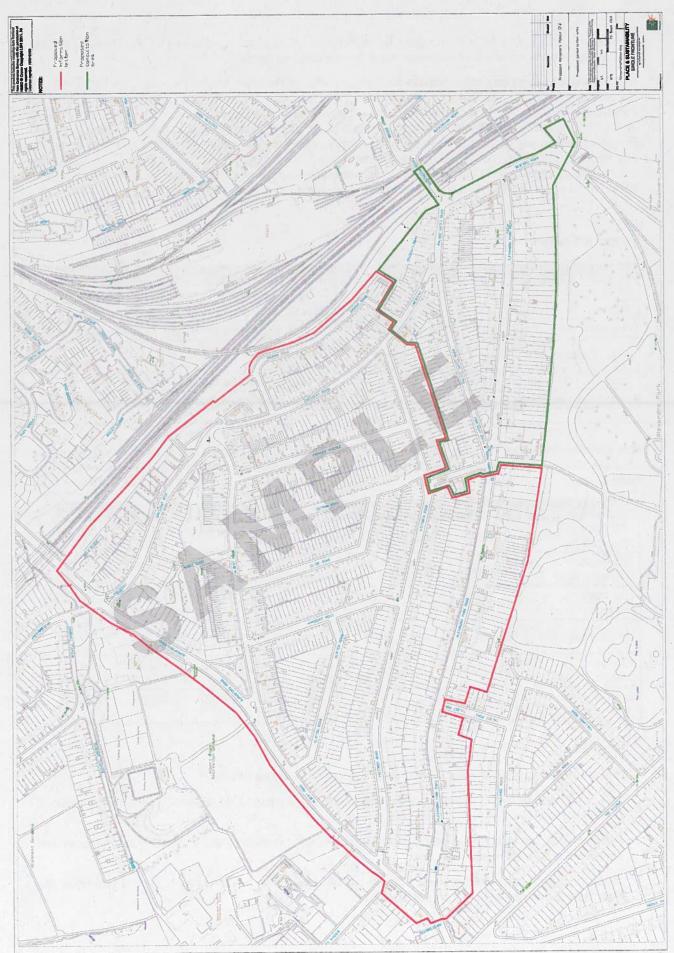
Type of permit	Price	Conditions
One-hour (see note 3)	£3.60 per 12 vouchers	120 vouchers maximum in any 3 month period
Two-hour (see note 3)	£7.20 per 12 vouchers	60 vouchers maximum in any 3 month period
Two-hour (see note 3)	£12 per 20 vouchers	60 vouchers maximum in any 3 month period
Daily (Sheet of 4)	£12.40 per 4 vouchers	60 vouchers maximum in any 3 month period (15 Sheets)
Weekend (see note 1)	£7.70 each	12 Vouchers, maximum in any 12 month period
Two – week(see note 2)	£12.40 each	2 Vouchers maximum in any 12 month period

Concessionary rates: A concessionary discount of 50 percent applies to residents aged 60 years and above or residents who are registered disabled. Proof of age or disability is required i.e. pension or allowance book.

Type of permit	Price	Conditions
One-hour (see note 4)	£1.80 per 12 vouchers	240 vouchers, maximum allocation in any 3 month period
Two-hour (see note 4)	£3.60 per 12 vouchers	120 vouchers, maximum allocation in any 3 month period
Two-hour (see note 4)	£6 per 20 vouchers	120 vouchers, maximum allocation in any 3 month period
Daily (Sheet of 4)	£6.20 per 4 vouchers	120 vouchers, maximum allocation in any 3 month period (30 Sheets)
Weekend (see note 1)	£3.85 each	24 vouchers, maximum allocation in any 12 month period
Two – week (see note 2)	£6.20 each	4 vouchers, maximum allocation in any 12 month period

NOTES

- 1. A weekend permit is valid from midday on Friday until midday on Monday.
- This permit is valid for one continuous two-week period, the period it covers will be written on the permit by Council staff.
- 3. When making a standard rate visitors permit application for both one-hour and two-hour, the maximum allowance is 120 hours per applicant.
- 4. When making a concessionary rate visitors permit application for both one-hour and two-hour, the maximum allowance is 240 hours per applicant.



Traffic Management

Level 2 N, River Park House, 225 High Road, Wood Green, London N22 8HQ Tel: 020 8489 0000 Fax: 0208 489 1433

www.haringey.gov.uk

Head of Traffic Management: Ann Cunningham Haringey Council



22 February 2013

Information Letter - Have Your Say Possible Controlled Parking Zone (CPZ) in your area

Dear Resident or Business,

I write to inform you that the Council is consulting on the possible introduction of a CPZ to include the roads shown on the plan in the green area within the enclosed sample consultation document (sample consultation document is sent to you for your information only). The consultation is taking place in response to representations made from some residents asking for their streets to be included in a CPZ. Before reaching this decision we held focus group meetings with community representatives and ward councillors, for the Alexandra ward.

Whilst your own road is not included within the proposed CPZ consultation (your road is included in the red area on the enclosed plan), we are taking this opportunity to inform you of our intentions. This is because any implementation of a CPZ in the area marked in green will possibly increase parking pressure in the road surrounding the proposed CPZ area indicated in red. The enclosed sample public consultation document sets out the process that will be followed.

Please note: Any parking controls will not include private roads and estate roads.

Public consultation for the proposed CPZ will commence on 22 February and gives a period of 21 days for residents and businesses in the area to comment on the Council's proposals.

If you consider there is a need for parking controls to help reduce parking congestion in your road, please let us know.

If you would like to comment on the proposed CPZ or any other parking issues in your road,

you can complete the enclosed Freepost comment card or email us at frontline.consultation@haringey.gov.uk. If you would like further information please call the project engineer Vincent Adenowo on 020 8489 5143 or Chris Roberts-Wray on 020 8489 5135.

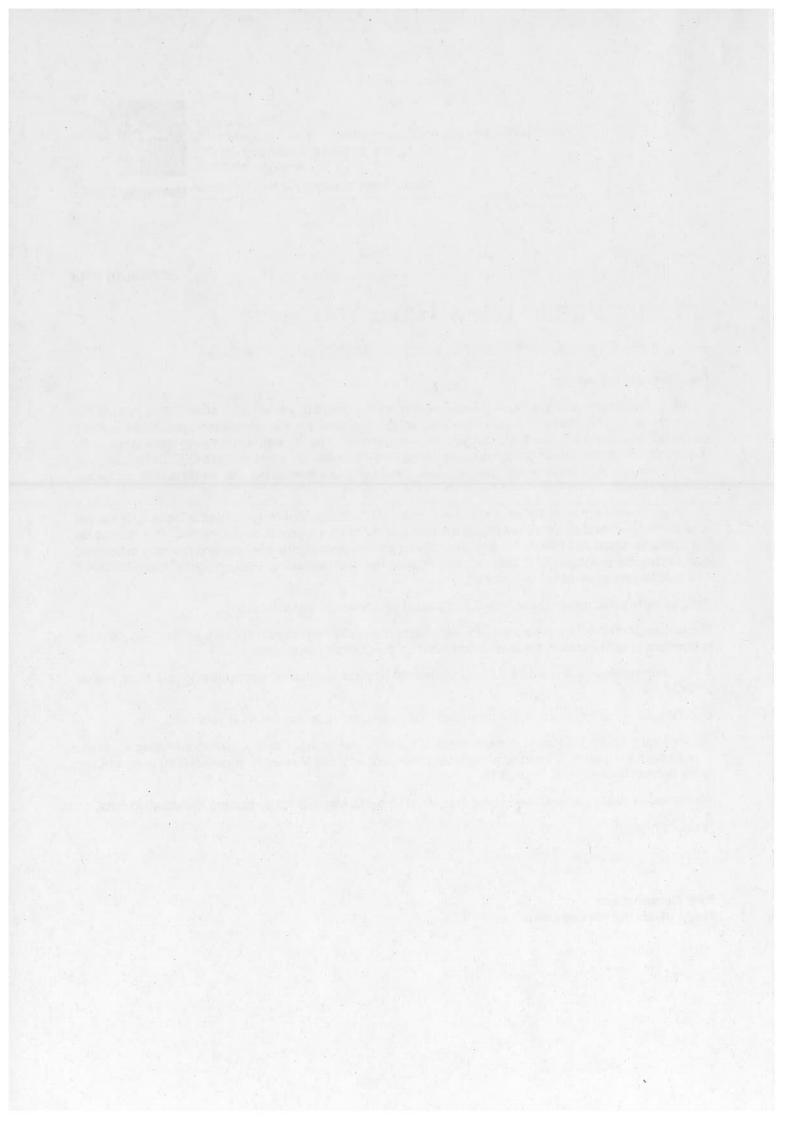
Please ensure that your views and comments reach us by 18 March 2013 by posting the attached card.

Yours faithfully.

Ann Cunningham

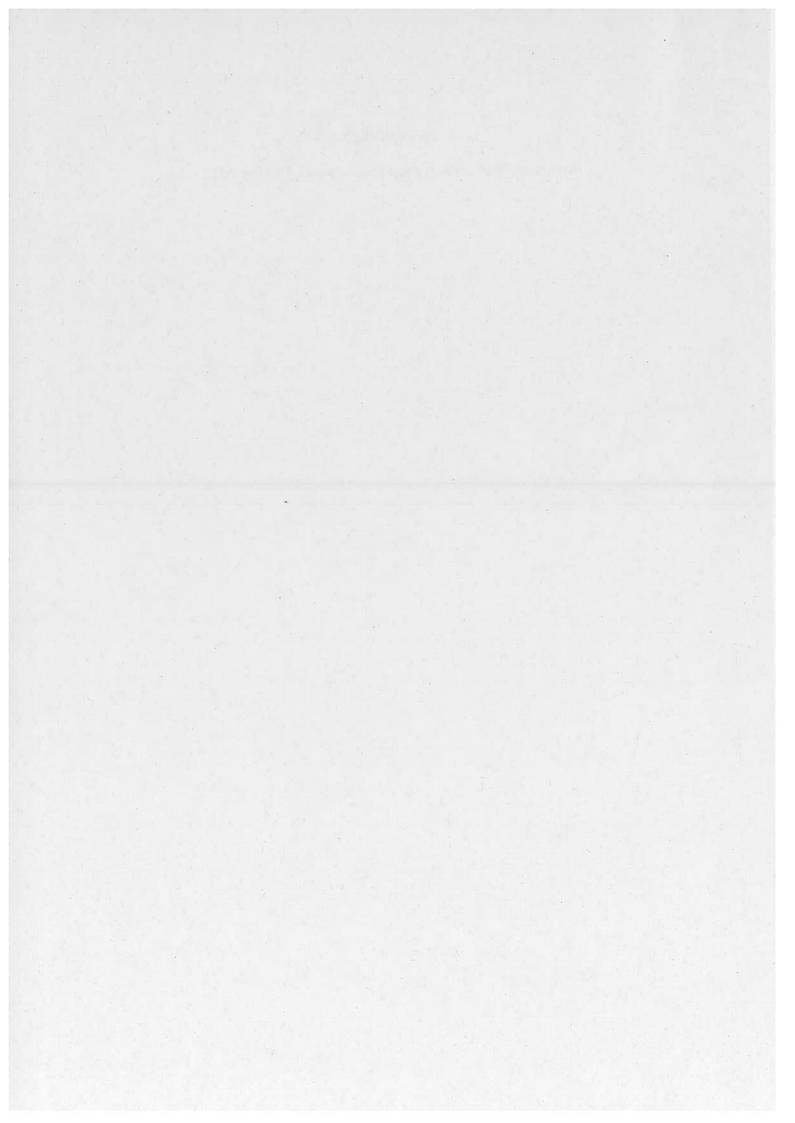
Laungham

Head of Traffic Management



APPENDIX III

Minutes: Post consultation focus group 14 May 2012





FRONTLINE SERVICES SUSTAINABLE TRANSPORT

Notes

Title

Alexandra Palace area focus group

Date

: 14 May 2013 6.30pm - 8pm

Venue

: Alexandra Park Library, Alexandra Park Road, N22

Present

Cllr Nilgun Canver, Cllr David Beacham, Chris Roberts-Wray (Traffic Management), Vincent Adenowo (Traffic Management)

Apologies

Cllr Nigel Scott, Gary Weston

Minutes

Vincent Adenowo

Distribution

Above plus Ann Cunningham and focus group attendees

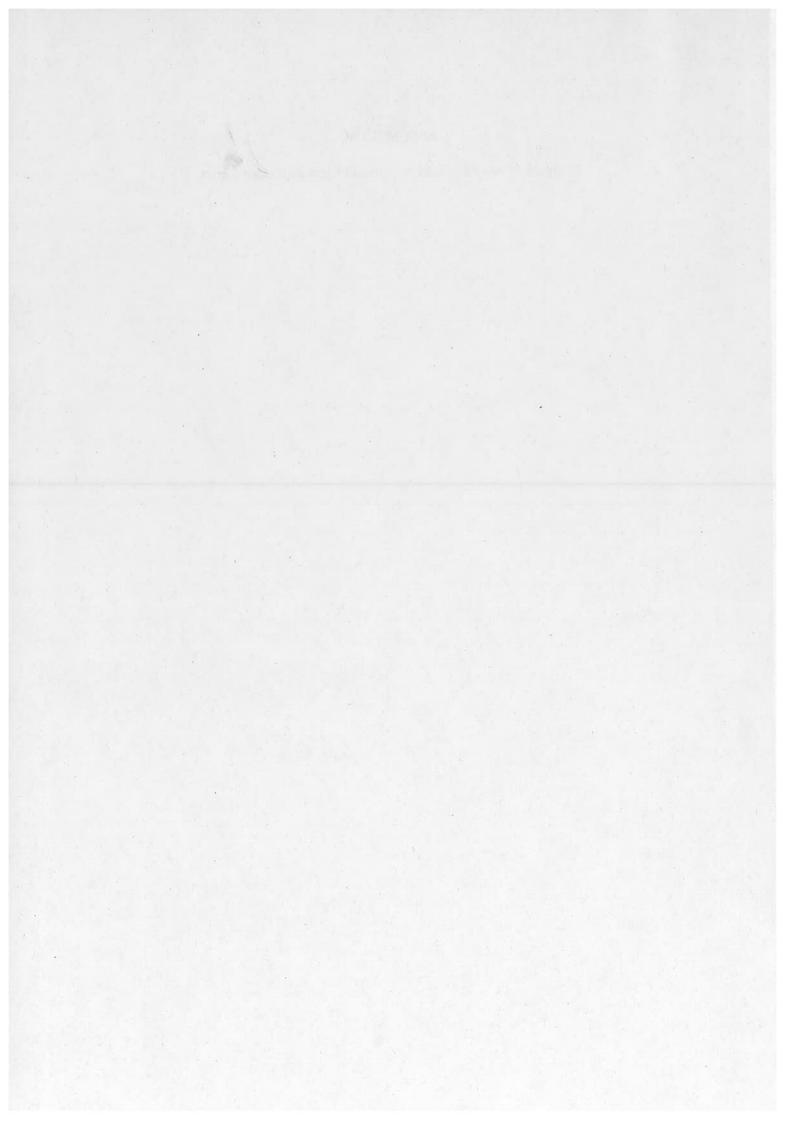
NO NO	ITEM	ACTION by
	Introduction	
	Councillor Canver introduced herself and set out the objectives of the meeting which was to provide feedback from consultation.	
	Chris Roberts-Wray (CRW) explained the feedback from consultation. CRW also explained proposals for footway parking bays in Palace Gates Road and how the experimental CPZ will work. A reminder will be sent out before the end of first six month period reminding residents of the ongoing consultation so they can make representations.	
	Cllr Canver said a reminder letter could also be sent out to the information area asking if, in view of the CPZ in adjacent streets, they would consider a CPZ.	
	CRW explained the experimental process. An experimental CPZ can run for a maximum of 18 months after which the Council must make it permanent or shelve it. Representations can be submitted during the entire process and amendments to the scheme may be made based on the representations received during the first 6 months.	
	CRW set out the programme for the delivery of the CPZ. The works notice will be sent out in the first week of June 2013.	
	Implementation may be delayed due to possible change of contractor and approval of footway parking signs by the DfT.	

Cllr Canver confirmed implementation would take place in July 2013. CRW to

ITEM	ITENA	ACTION
NO	ITEM	by
	investigate whether tariff is to be set at the Council's low or medium tariff.	
	Cllr Canver said an additional focus group will be convened to discuss comments received during the first 6 months of the experimental period. The	
	focus group will probably take place in early December 2013.	
	Concerns were expressed about drivers parking in Palace Gates Road if the CPZ operates between 1 and 3pm.	7-
	Concerns were raised about parking in Anderton Court. Will find out if it is on the public highway or it is housing.	-
	Time scales	
	Works notice to be sent out first week in June.	
	Implementation to commence in July.	
	Action Points Prepare works notice and inform residents Obselve status of Andorton Court	VA
	Check status of Anderton Court	VA

APPENDIX IV

Analysis of feedback from consultation and comments



Alexandra Palace CPZ Consultation

Analytical report for Parking Engineers

182 responses out of 605 households in the zone defined for possible introduction of CPZ permit parking controls. This is a 30% response rate.

Data Analysis

61% in favour - 39% opposed

Table below also shows support / opposition by individual road

			Need	CPZ?	
		Yes		No	
		Count	Row N %	Count	Row N %
Road name	Alexandra Park Rd	59	68%	28	32%
	Alexandra Av e	2	29%	5	71%
	Bedford Rd	4	67%	2	33%
	Crescent Rd	15	79%	4	21%
	Palace Gates Rd	25	47%	28	53%
	Total	105	61%	67	39%

Q5 Nature of parking problems

		Count	Column N %
Commuter parking	No	56	32%
	Yes	118	68%
	Total	174	100%

		Count	Column N %
Local business staff	No	102	59%
	Yes	72	41%
	Total	174	100%

		Count	Column N %
Campers, trade vans, additional cars etc.	No	101	58%
	Yes	73	42%
	Total	174	100%

Other cause of parking problems:

Other cause of parking problems:			
Road name	Other congestion		
Alexandra Park Rd	Non commuters also park and use the station		
Palace Gates Rd	Not aware of any problems		
Alexandra Ave	People who visit park to walk their dogs; people also park here for long periods and go on holiday		
Palace Gates Rd	N/a there's enough space for all		
Alexandra Park Rd	Neighbours have off street parking space which they rarely use		
Alexandra Park	I don't have any problem parking		
Palace Gates Rd	None		
Alexandra Park Rd	Events at Ally Pally create parking pressure		
Bedford Rd	They park to go to the Tube as well		
Palace Gates Rd	People shopping and working in Wood Green		
Bedford Rd	Doesn't affect me (have driveway)		
Palace Gates Rd	Post office staff, bus drivers, National Rail contractors		
Palace Gates Rd	Tree planting and DYL by council has reduced spaces - these are the problems		
Alexandra Park Rd	Abandoned vehicles		
Palace Gates Rd	Vehicles are those of residents - including those who live in the flats		
Alexandra Park Rd	People leaving cars in the road and then going on holiday (using the station)		
Palace Gates Rd	Bus drivers for Turnpike Lane bus stn park up here and then get on the 184 to get to work		
Palace Gates Rd	Tress planted in our road and accompanying DYL that suddenly appeared		
Alexandra Park Rd	Abandoned vehicles dumped here		
Palace Gates Rd	No issue with parking		
Alexandra Ave	Victorian houses with no garages		

Alexandra Park	Parking is not restricted
Palace Gates Rd	Multiple car ownership, trees planted by council and bollards installed.
Alexandra Ave	Parking is fine - I can always find a space
Alexandra Park Rd	Vehicles left by people using A.P. e.g dog walkers
Alexandra Park Rd	I can always find space somewhere along the street
Alexandra Park Rd	People going on holiday and leaving cars / workers at AP station
Alexandra Park Rd	Cars left for long periods
Palace Gates Rd	By the white line that we could otherwise get another 2-3 cars on
Palace Gates Rd	People going on holiday and leaving their cars parked here
Alexandra Park Rd	None - I always find a space
Alexandra Park Rd	Cars sometimes dumped in the road
Alexandra Park Rd	Some houses own more than 5/6 cars, which always makes parking difficult
Crescent Rd	Houses have too many cars - that's the reason
Alexandra Park Rd	Workers at local sites - e.g. railway station staff
Crescent Rd	Motorcycles left in car spaces long term
Crescent Rd	People leave their cars to go on holiday
Palace Gates Rd	Too many cars

Alexandra Park Rd	Very rarely by events in Ally Pally which attract large crowds
Alexandra Park	My visitors can never park
Alexandra Ave	Not during the day - only at night
Palace Gates Rd	Number of residents are the problem
Palace Gates Rd	More residents' cars than available parking space
Bedford Rd	Holiday makers going away by train leave cars here

(Q6) How easy is it for you, your friends and family to park

		Count	Column N %
How easy is it to park?	Very easy	30	17%
	Fairly easy	36	21%
	Difficult	39	22%
	Very difficult	69	40%
	Total	174	100%

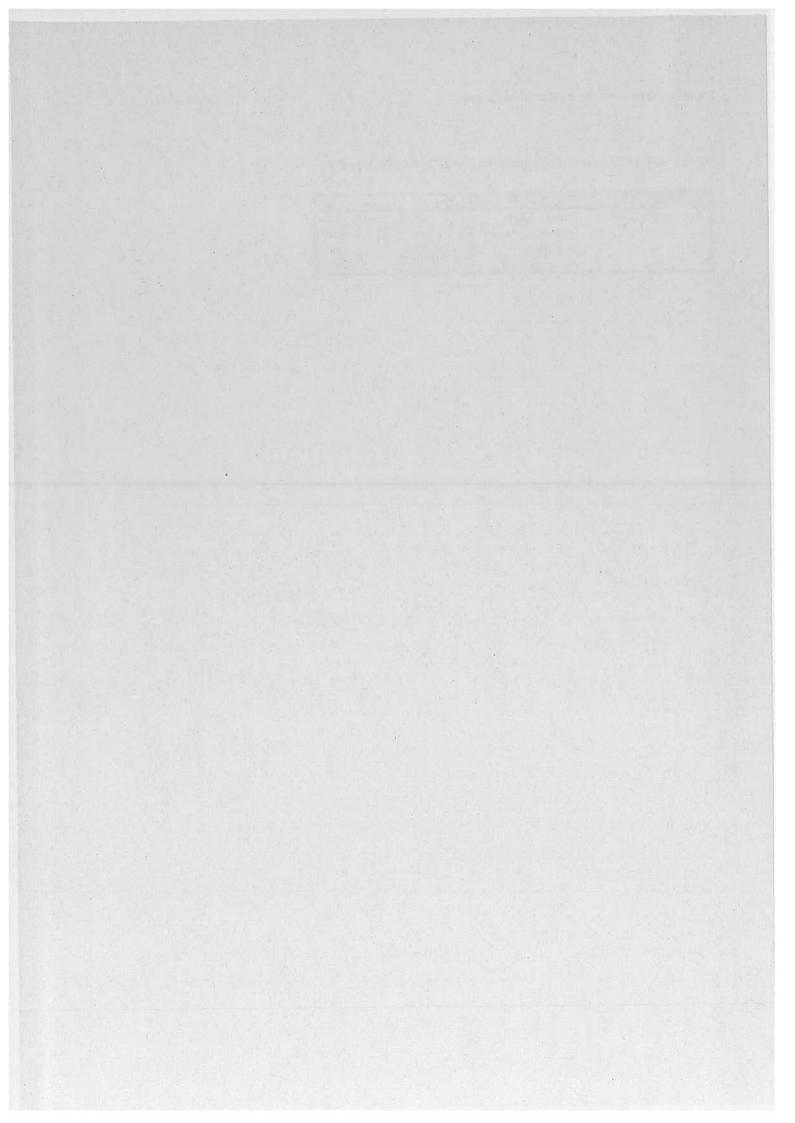
(Q8, Q9) If permit parking controls were to apply, what days/times should apply?

		Count	Column N %
Which days?	Mon - Fri	113	65%
	Mon - Sat	16	9%
	Mon - Sun	14	8%
	N/A	31	18%

		Count	Column N %
\$Operate	All day	14	8%
	Short period e.g 2 hours	101	58%
	Medium period e.g.4 hours	31	18%
	None wanted	29	17%

(Q 10). What name should be given to the CPZ (if introduced)?

A CAMPAGE A MANAGER		Count	Column N %
Preferred CPZ name	Palace Gates	25	14%
	Alexandra Palace	78	45%
	Alexandra	31	18%
	No preference	40	23%



Alexandra Palace CPZ Consultation

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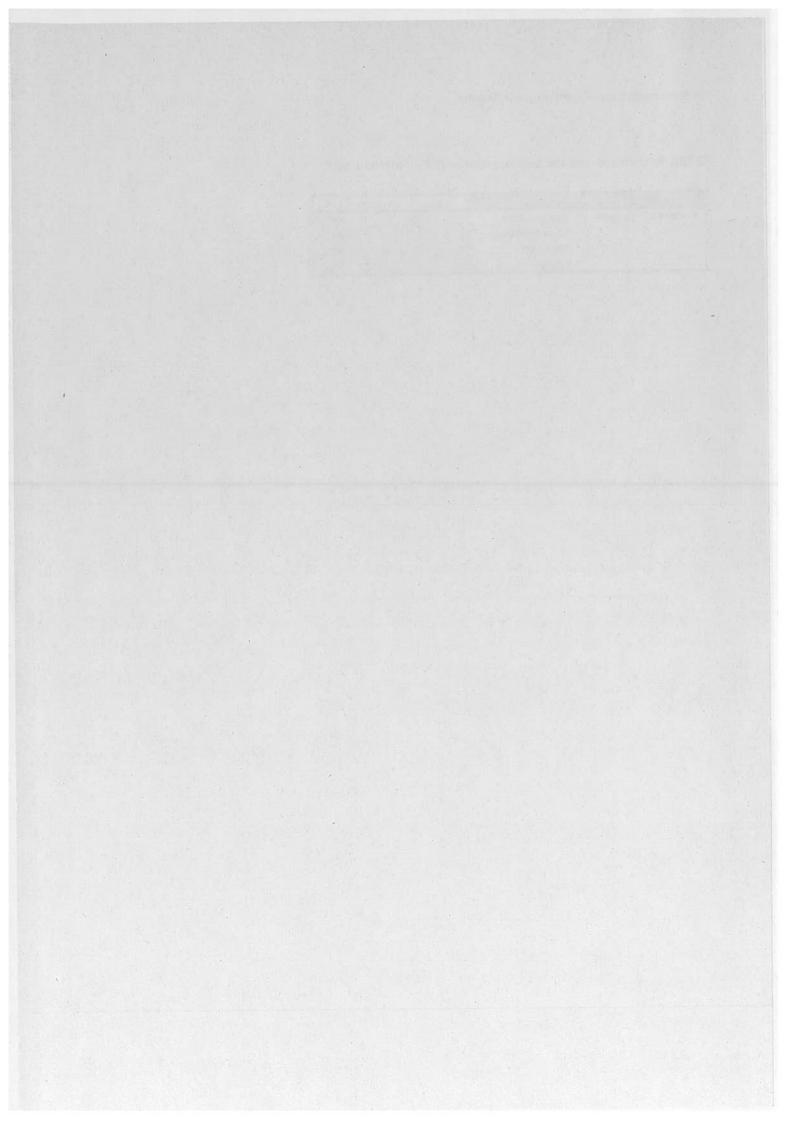
(Q8, Q9) If permit parking controls were to apply, what days/times should apply?

	STATION DESIGNATION	Count	Column N %
Which days?	Mon - Fri	113	65%
	Mon - Sat	16	9%
	Mon - Sun	14	8%
	N/A	31	18%

RESIDENCE OF THE PARTY OF THE P		Count	Column N %
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	Alexandra Palace	78	45%
	Alexandra	31	18%
	No preference	40	23%



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Possible Alexandra Palace CPZ Displacement Zone Feedback Analysis

		Count	%
Street name	Alexandra Park Rd	31	14%
	Princes Ave	20	9%
	Crescent Rd	23	10%
	Crescent Rise	7	3%
	Dagmar Rd	14	6%
	Harcourt Rd	11	5%
	Outram Rd	18	8%
	Palace Gates Rd	2	1%
	Bedford Rd	1	0%
	Buckingham Rd	1	0%
	Clifton Rd	5	2%
	Cly de Rd	18	8%
	Priory Rd	1	0%
	Albert Rd	28	12%
	Victoria Rd	44	20%
	Anony mous	0	0%
	Total	224	100%

		Count	%
Please indicate whether you support or object to the CPZ	Support	17	8%
	Object	170	76%
	Need to be included	33	15%
	Other view	4	2%

MACILLA CO		Count	%
Why?	Displacement	51	23%
	No reason given	38	17%
	Not wanted	34	15%
	Excessive charges for permits and vouchers	28	12%
	Support if road included	26	12%
	Nightime problem-multiple cars/hshld	22	10%
	Other suggestion	15	7%
	Will damage local shops & businesses	9	4%
	Other	1	0%
	Further reduction in space	0	0%
	Total	224	100%

