

15 April 2023

### Works Notice and Outcome of Statutory Consultation

#### Introduction of the Muswell Hill West CPZ extension (MHW) (CPZ)

Dear Resident/Business,

I am writing to let you know that we will soon be introducing a CPZ into your area and to provide advice on how you can apply for parking permits and the cost for these.

#### Feedback from the consultation we undertook.

In December 2021, we carried out a public consultation with the community and received feedback both in support and objections to our proposals as well as numerous comments and suggestions on the proposals.

Following your feedback, officers met with ward councillors in your area to discuss the outcome of the consultation. An agreement was reached and approved by the Cabinet Member for Tackling Inequality and Resident Services in July 2022 to progress the changes in the area where the majority of respondents supported extending the existing Muswell Hill West parking controls to **Tetherdown and Burlington Road**. A copy of this report including responses to objections, is available here:

[https://www.haringey.gov.uk/sites/haringeygovuk/files/tetherdown\\_mhw\\_cpz\\_extn\\_signed\\_rprt.pdf](https://www.haringey.gov.uk/sites/haringeygovuk/files/tetherdown_mhw_cpz_extn_signed_rprt.pdf)

We undertook the statutory consultation in October 2022, and this resulted in 2 objections being received. Officers considered the objections and submitted a report with recommendations which was approved by the Cabinet Member for Tackling Inequality and Resident Services in December 2022. We would like to thank all those who took the time to participate in the consultations. A copy of the report including responses to objections, is available here:

<https://www.haringey.gov.uk/parking-roads-and-travel/parking/parking-consultations/current-parking-consultations/completed-parking-consultations>

#### Which roads will be part of the CPZ (under parking controls)

The extension of the Muswell Hill West CPZ will include parking controls in the following roads: Tetherdown and Burlington Road. The new area will operate **Monday to Friday, 10 am to 2pm.**

#### When will we start implementing the CPZ

Works will start the week commencing **Monday 01 May 2023**, this will include painting road markings and installing signs and posts. This should take us approximately three weeks to complete. During the delivery we will be required to suspend parking. We will try to minimise disruption by only suspending parking on one side of a road on any given day. Those who do not comply with the suspensions will have their vehicles relocated to enable us to complete the works in a timely manner. Please be aware that failure to comply with suspensions may result in the issuing of a Penalty Charge Notice (parking ticket).

## When will the CPZ come into effect

Parking controls will come into effect on **Monday 12 June 2023** and anyone parking in the streets named in this letter will require a permit. The Council will start with issuing warning notices for the first week to inform road users who may be visiting from outside of the area that the new controls are in operation. Any vehicle that does not have a valid permit after this warning notice period (by 19 June 2023) may be issued a Penalty Charge Notice (parking ticket).

## When to apply for a permit

You can apply for a resident permit, business permit or visitor vouchers from **Monday 29<sup>th</sup> May 2023**.

If you are applying for your permit between 29th May and 12th June, please put the start date as Monday 12 June 2023. This will ensure you have a full 12 month's access to parking.

Information on how to apply and the cost of the permits is provided separately with this letter. Subject to receipt of correctly completed applications and supporting documents, we aim to approve your application within 5 working days.

## Where can I park with my permit

Residents and businesses with a valid permit may park in appropriately signed permit parking bays within the zone. Each bay will have signs to inform you which type of permit are allowed. A map showing the extent of the new Muswell Hill West CPZ is enclosed with this letter.

During consultation, concerns were raised that the loss of free parking may impact social activities and events held in the area. Therefore, to help visitors, we will be installing shared-use (permit holder or Pay by Phone) parking bays close to schools and places of worship and community facilities.

## How to contact us

If you have any queries about parking permits, charges, or need an application form please visit [www.haringey.gov.uk/contact/parking](http://www.haringey.gov.uk/contact/parking). If you do not have access to the internet, please contact us on 020 8489 1000.

If you have any queries about the CPZ, or about the associated highways works, please email [parkingschemes@haringey.gov.uk](mailto:parkingschemes@haringey.gov.uk) or call the team on 020 8489 5089. Alternatively, you can write to us at the address below.

Thank you for your attention.



Highways and Parking

Ann Cunningham  
Head of Highways and Parking

Level 4  
Alexandra House  
10 Station Road  
Wood Green  
London N22 7TR

[www.haringey.gov.uk](http://www.haringey.gov.uk)

## Information on how to apply for a permit and the cost of different types of permits

### Online

The easiest and quickest way to apply for any permit is online at [www.haringey.gov.uk/parking-roads-and-travel/parking/parking-permits](http://www.haringey.gov.uk/parking-roads-and-travel/parking/parking-permits) with a valid debit or credit card. Your new permit will be virtual, which means we will create your permit electronically, and you won't need to display a paper parking permit.

### Resident permits & visitor vouchers

In order to apply for a resident parking permit online you will need you will need to register online at [www.haringey.gov.uk/parking-roads-and-travel/parking/parking-permits](http://www.haringey.gov.uk/parking-roads-and-travel/parking/parking-permits) with:

- Your email address.
- A valid vehicle registration document (called the V5C or log book) or other acceptable proof.
- A valid debit or credit card, as you must pay at the same time you apply.
- Proof of residency (not required if we are able to validate you against either the Haringey electoral register or Haringey Council Tax system).

If you only need visitor vouchers you will still need to register with us first. To apply for visitor vouchers please visit [www.haringey.gov.uk/parking-roads-and-travel/parking/parking-permits](http://www.haringey.gov.uk/parking-roads-and-travel/parking/parking-permits) where you will need to complete the resident qualification. If we are not able to validate you against the Haringey electoral register or Haringey Council Tax system you will need to provide a proof of residency. The type of proof you can supply will be clearly stated as part of the application process.

Resident parking permits and visitor vouchers purchased online will be available immediately.

If you do not have **internet access at home**, please note that Muswell Hill, St Ann's and Wood Green libraries offer free internet.

### Paper application form

You can obtain a paper application form for both resident permits and visitor permits if the Council has agreed this as part of making a reasonable adjustment for you under the Equality Act 2010 or you are a resident who needs extra support and has agreed this with the Council. To obtain a paper application form visit one of our Customer Service Centres (by appointment only by contacting the Council on 020 8489 1000):

- Wood Green Customer Service Centre, 187 to 197A High Road, N22 6XD
- Marcus Garvey Customer Service Centre, Tottenham Green Pools & Fitness, 1 Phillip Lane, N15 4JA

You will need to complete the paper application form and post it with your supporting documentation, together with a cheque payment where required, to the address shown on the form.

For those who are unable to apply online or using a paper application form, please call 020 8489 1000 to make an appointment with us to handle your application over the phone.

### How to apply for a business permit

If you are a business and require a business permit then please visit <https://www.haringey.gov.uk/parking-roads-and-travel/parking/parking-permits/business-parking-permit> to see our eligibility criteria on this type of permit and apply online.

## Cost of Permits

### 1. Residential Parking Permits

CO2 Emission Band (CO2 g/km)	Charge Annual	Charge 6 Monthly	Surcharge
Up to 100	£31	N/A	£50 annual surcharge for 2 <sup>nd</sup> and subsequent permit per household  £80 annual diesel surcharge on top of permit charge
101 - 110	£41	£21	
111 - 120	£51	£26	
121 - 130	£72	£36	
131 - 140	£93	£46	
141 - 150	£113	£57	
151 - 165	£155	£77	
166 - 175	£175	£88	
176 - 185	£196	£98	
186 - 200	£217	£108	
201 - 225	£237	£119	
226 - 255	£279	£139	
over 255	£299	£150	

### Vehicles registered before 1 March 2001

Engine Size	Charge Annual	Charge 6 Monthly	Surcharge
Not over 1540 cc	£82	£41	£50 annual surcharge for 2 <sup>nd</sup> and subsequent permit per household  £80 annual diesel surcharge on top of permit charge
1550 cc to 3000cc	£196	£98	
3001cc and above	£299	£150	

### 2. Carers Parking Permits

CO2 Emission Band (CO2 g/km)	Charge Annual	Charge 6 Monthly	Surcharge
Up to 100	£31	N/A	£80 annual diesel surcharge on top of permit charge
(101 - 110	£41	£21	
111 - 120	£51	£26	
121 - 130	£72	£36	
131 - 140	£93	£46	
141 - 150	£113	£57	
151 - 165	£155	£77	
166 - 175	£175	£88	
176 - 185	£196	£98	
186 - 200	£217	£108	
201 - 225	£237	£119	
226 - 255	£279	£139	
over 255	£299	£150	

Vehicles registered before 1 March 2001 (or where the CO2 emission is not documented)

Engine Size	Charge Annual	Charge 6 Monthly	Surcharge
Not over 1540 cc	£82	£41	£80 annual diesel surcharge on top of permit charge
1550 cc to 3000cc	£196	£98	
3001cc and above	£299	£150	

### 3. Business Permits

CO2 Emission Band (CO2 g/km)	Charge Annual	Surcharge
Up to 100	£113	£80 diesel surcharge on top of permit charge
101 -110	£155	
111 – 120	£196	
121 – 130	£217	
131 -140	£237	
141 -150	£258	
151 -165	£320	
166 -175	£341	
176 – 185	£361	
186- 200	£423	
201-225	£444	
226-255	£465	
over 255	£485	

Vehicles registered before 1 March 2001 (or where CO2 emissions are not documented)

Engine size	Charge	Surcharge
Not over 1540 cc	£258	£80 diesel surcharge on top of permit charge
1550 cc to 3000cc	£361	
3001cc and above	£485	

### 4. Borough Wide and Utility Permits

CO2 Emission Band (CO2 g/km)	Charge	Surcharge
Up to 100	£217	£80 diesel surcharge on top of permit charge
101 -110	£320	
111 – 120	£361	
121 – 130	£403	
131 -140	£444	
141 -150	£485	
151 -165	£630	
166 -175	£671	
176 – 185	£712	
186- 200	£836	
201-225	£878	
226-255	£919	
over 255	£960	

Vehicles registered before 1 March 2001 (or where CO2 emissions are not documented)

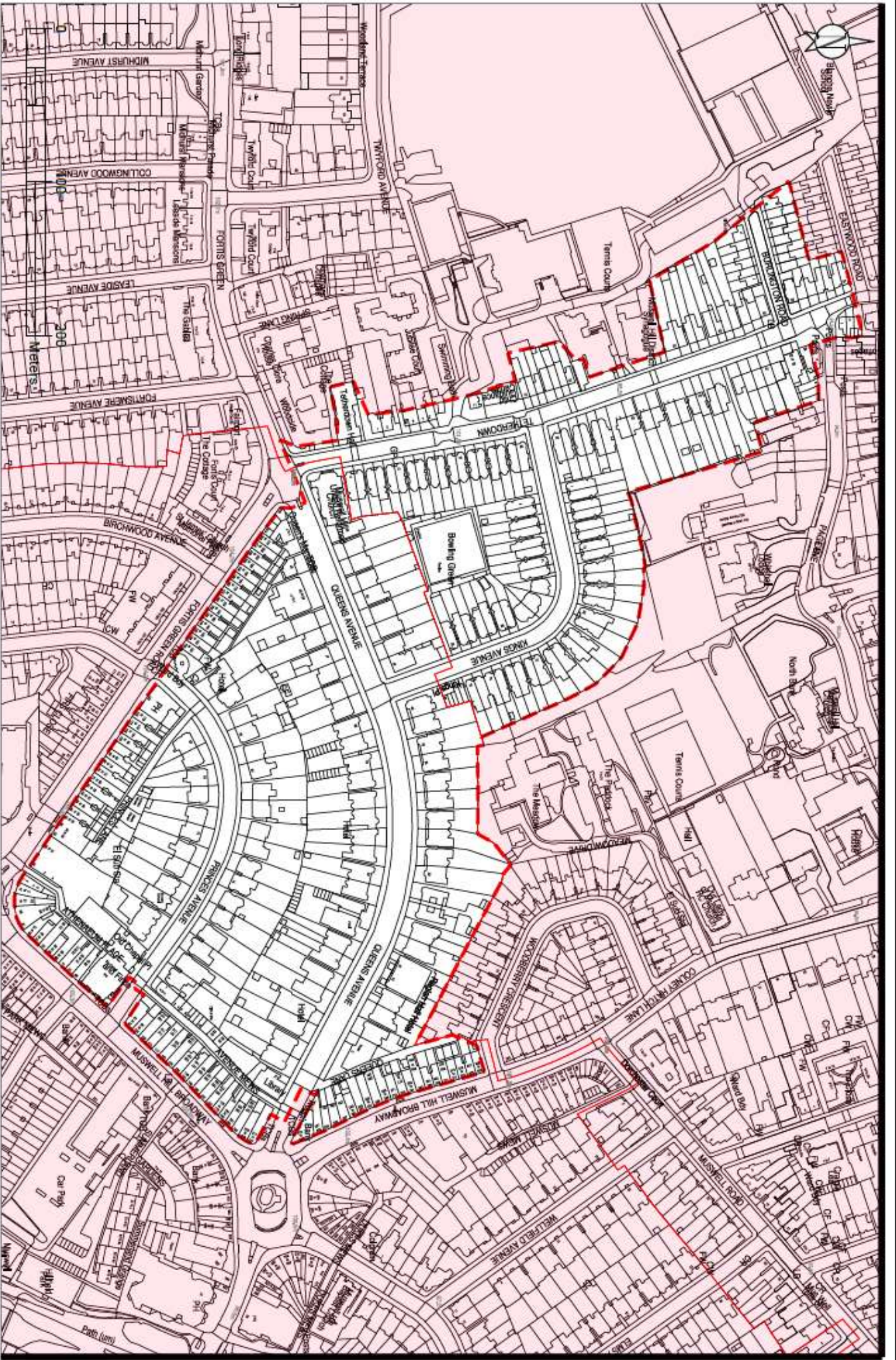
Engine size	New Charge	Surcharge
Not over 1540 cc	£485	£80 diesel surcharge on top of permit charge
1550 cc to 3000cc	£712	
3001cc and above	£960	

## 5. Visitor Vouchers

Type of Permit	All Day Charge
CPZ Visitor Voucher	*£4
Event Day CPZ Visitor Voucher	*£4

\* Concessionary rate of 50% discount applied to the visitor voucher charge for those aged 65 or over, or registered disabled.

## 6. Disabled Blue Badge resident permit - Free



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# NEW MUSWELL HILL WEST CPZ AREA

**Haringey Council**

**Written Statement/Record of a decision made by an officer under delegated authority**

<b>Decision Maker (Post Title)</b>	Head of Highways and Parking in consultation with Cabinet Member for Tackling Inequality and Resident Services
<b>Subject of the decision</b>	To report on the objections received to the Statutory Consultation carried out between 17 October 2022 and 15 November 2022 for the proposed extension of Muswell Hill West CPZ into Tetherdown and Burlington Road.
<b>Date of the decision</b>	XX December 2022
<b>Decision</b>	To approve recommendations as set out in Section 3 of this report.
<b>Reasons for the decision</b>	To improve road safety and traffic movements for all road users through the implementation of controlled parking opportunities and waiting/loading restrictions where it is not safe to park
<b>Details of any alternative options considered and rejected by the officer when making the decision</b>	One alternative considered, to do nothing. This was not progressed as this would be in opposition to the outcome of the Public Consultation and with no substantial objections being received as part of the Statutory Consultation.
<b><u>Details of any exemptions</u></b>	None
<b><u>Conflicts of interest – Executive decisions</u></b> Details of any conflict of interest declared by a Cabinet Member who is consulted by the officer which relates to the decision and details of dispensation granted by the Council's Head of Paid Service	None
<b><u>Conflicts of interest – Non executive decisions</u></b>  Where the decision is taken under an express delegation e.g. by a Committee, the name of any Member who declared a conflict of interest in relation to this matter at the committee meeting	None
<b>Title of any document(s), including reports, considered by the officer and relevant to the above decision or where only part of the report is relevant to the above decision, that part)</b>  <b>These documents need to be attached to the copy of this record/statement kept by the Authority but must not be published if they contain exempt information</b>	Delegated Authority Report for the outcome of the Public Engagement  Provided in Appendix II of this report



<p>Reasons for exemption with reference to categories of exemption specified overleaf or</p> <p>Reason why decision is confidential (see overleaf)</p> <p>Decisions containing exempt or confidential information falling within the categories specified overleaf are not required to be published.</p>	<p>None</p>
<p>Signature of Decision Maker</p>	<p>Head of Service for Highways and Parking: Ann Cunningham</p> <p>Signature</p> <p>Date <u>06 December 2022</u></p>
<p>Does the decision need to be published?</p> <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p>	

### Exempt Information

#### Local Government Act 1972 Schedule 12A

##### Part 1: Descriptions of Exempt Information

1. Information relating to any individual.
2. Information which is likely to reveal the identity of an individual.
3. Information relating to the financial or business affairs of any person (including the authority holding that information).
4. Information relating to any consultations or negotiations or contemplated consultations or negotiations in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority.
5. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.
6. Information which reveals that the authority proposes -

- (a) To give under any enactment a notice under or by virtue of which requirements are imposed on a person; or
  - (b) To make an order or direction under any enactment.
7. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.

**Note: It is insufficient to simply identify a category of exemption, you must also conduct a public interest test on the basis specified in the Act as follows:**

Information falling within categories 1-7 is exempt if and so long as in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

### **Confidential Decisions**

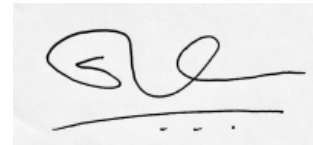
1. The decision contains information provided by a Government department on a non-disclosure basis
2. There is a Court order against disclosure

**Report for:** Head of Service for Highways and Parking in consultation with Cabinet Member for Customer Service, Welfare and the Public Realm

**Title:** Proposed Extension to the Muswell Hill West Controlled Parking Zone

**Report authorised by:** Simi Shah, Group Engineer Traffic and Parking  
[Simi.Shah@haringey.gov.uk](mailto:Simi.Shah@haringey.gov.uk)

**Report Author/s:** Carlos Munoz, Project Engineer, Parking Team  
[carlos.munoz@haringey.gov.uk](mailto:carlos.munoz@haringey.gov.uk)  
Andrew Bourke, Parking Projects Manager  
[andrew.bourke@haringey.gov.uk](mailto:andrew.bourke@haringey.gov.uk)



**Ward(s) affected:** Fortis Green and Muswell Hill.

**Report for Key/Non-Key Decision:** Non-key decision

## 1 Describe the issue under consideration

- 1.1 To report on the objections received to the Statutory Consultation carried out between 17 October 2022 and 15 November 2022 for the proposed extension of Muswell Hill West CPZ into Tetherdown and Burlington Road.
- 1.2 To request approval to proceed to implementation, having taken objections into consideration.

## 2 Recommendations

- 2.1 It is recommended that the Head of Highways in consultation with the Cabinet Member for Tackling Inequality and Resident Services.
- 2.2 Notes the delegated decision report following the public engagement and considers the objections raised during the statutory consultation on the proposals, as well as officer responses to the objections.
- 2.3 Approve the extension to the Muswell Hill West CPZ to include Tetherdown and Burlington Road, as detailed in Appendix (I).
- 2.4 Approve the operational times for the extension to the Muswell Hill West CPZ to be Monday to Friday, 10am to 2 pm which replicate the current operational hours on the Muswell Hill West CPZ.

## 3 Reasons for decisions

- 3.1 Following the Muswell Hill West Extension public consultations on the proposals to extend parking controls, approval was granted by officers under Delegated Authority in July 2022 to proceed with delivery of parking controls in the following roads: Tetherdown and Burlington Road, and for these roads to be incorporated into the existing Muswell Hill West CPZ area subject to the outcome of a statutory consultation.

- 3.2 The outcome of the public engagement was endorsed by local Ward Councillors and is supported by Haringey's CPZ Parking Policy.
- 3.3 A total of 2 objections were received to the statutory consultation. Of the objections received, none could be considered as a 'substantial objection' i.e. relating to the Statutory Consultation legal process, or its documentation containing fundamental errors. Additional comments stating support and comment to the proposals were also received. A summary of objections received are detailed in Tables 1 of this report together with officer responses.

#### **4 Alternative options considered:**

- 4.1 An alternative is to not introduce parking controls in roads listed in section 3.1. This is not recommended as the public engagement demonstrated the introduction of parking measures were supported by the majority of responding residents to the public engagement and endorsed by local Ward Councillors. In addition, no substantial objections were received to the Statutory Consultation.

#### **5 Background Information**

- 5.1 In December 2021, public engagement was undertaken to ask residents their views on the proposal to extend the existing Muswell Hill West CPZ into include Burlington Road, Eastwood Road and Tetherdown.
- 5.2 The initial consultation received a response rate of 37.4%. The outcome of this consultation indicated that the overall majority of those responding from Burlington Road and Tetherdown supported extending the Muswell Hill West CPZ into their roads.
- 5.3 Overall, 61% of those responding to the public engagement indicated supported for parking controls to be introduced with the extension of the existing Muswell Hill West CPZ area.
- 5.4 Analysis of the responses on a road-by-road basis indicates that not all roads consulted were in favour of controls being extended. 85 % of those responding from Eastwood Road did not favour the introduction on CPZ controls. Considering the majority of response from Eastwood Road were opposed to parking measures it was agreed not to proceed with the introduction of parking measures at this time.
- 5.5 The approved Delegated Authority report for the public consultation is attached in **Appendix II**.

#### **Statutory Consultation**

- 5.6 Statutory Consultation commenced on 26 October 2022 for a period of 21 days. The process consisted of a Notice of Proposal being published in the London Gazette, Enfield, and Haringey Independent and the notice being erected on site in the affected streets. The closing date for objections and representations was 16 November 2022.
- 5.7 Although not a legal requirement, statutory notification letters, informing of the proposals and process, were also posted to affected frontages located within the proposed Muswell Hill West CPZ extension area. **Appendix III** contains copies of the statutory notification letter delivered to affected frontages.
- 5.8 As part of the statutory process, the following statutory bodies were also notified:
- AA
  - London Transport

- Police (local)
- Fire Brigade
- London Ambulance Service
- Freight Transport Association
- Road Haulage Association
- RAC
- Metropolitan Police (traffic)
- London Travel Watch
- Haringey Cycling Campaign

## Responses to Consultation

5.9 A total of 231 properties were notified of the statutory consultation with a letter detailing proposals and how they could object should they wish to do so. A total of 2 objections were received, from residents and businesses. Additionally, 4 responses were received detailing support or making comment on the proposed parking measures.

5.10 Table 1 below summarises the objections received; and officers' responses.

Table 1

Reason for objection.	Officer response
<p>I notice there is a statutory consultation re. the above suggested parking regulations.</p> <p>Please could the council explain why decisions can be made on response rates below 50%? (The response rate in question here is 37%). This is clearly not representative and the survey will suffer a significant non-response bias as a result. This would simply be unacceptable in most other industries and in any respectable research conclusions.</p> <p>How often have Haringey made decisions such as these on response rates below 50% and small count numbers on consultations? The impact being that parking regulations are introduced that were not actually wanted (or needed which is the key issue here).</p> <p>In a climate of increased financial uncertainty, it can't possibly be in the best interests of your residents to impose more and more unnecessary money making schemes.</p> <p>Please clarify the answers to the questions above?.</p>	<p>As stated in Haringey's Controlled Parking Zone Policy (Appendix IV) it sets out how decisions will be reached and minimum response rate required to make a decision .</p> <p>A response rate below 10% is deemed inconclusive and a scheme will not be progressed without further engagement with the community and achieving a response rate no less than 10% Thus a response rate of 37% is considered representative to those consulted.</p> <p>Please note that 61% of those responding supported the introduction of parking measures and the extension of the Muswell Hill West CPZ area which exceeds the minimum requirement of 51% for a decision to be reached as set out in the CPZ policy. This document can be found on the following link; <a href="https://www.haringey.gov.uk/sites/haringeygovuk/files/haringey_cpz_policy_-_2020.pdf">https://www.haringey.gov.uk/sites/haringeygovuk/files/haringey_cpz_policy_-_2020.pdf</a></p>
<p>We are a small family business in Tetherdown N10. We have been trading for over 50 years, Serving Muswell hill and surrounding areas. I would like to oppose the CPZ along Tetherdown N10. Things are very tough at the moment, if customers are unable to park, I feel our business would suffer greatly. They</p>	<p>The introduction of a CPZ will help prevent commuter - 'all day parking' which will help to ease pressure for residents and visitors to the area. While we understand that providing parking facilities for visitors and deliveries is a vital part for our local economy, we have also considered</p>

Reason for objection.	Officer response
<p>need to collect and be able to visit our showroom to choose tiles. Our suppliers also need to deliver tiles and other supplies. Please can you take our recommendations into consideration.</p>	<p>that vehicles stopping / loading and unloading close to the junctions and roundabouts will have a detrimental effect on road safety for all users including pedestrians, cyclists and the more vulnerable members of our communities.</p> <p>As part of the parking design 'pay to park' facilities are being introduced. Please note that loading for limited time can be undertaken in parking bays or on any restriction where there are no loading restrictions</p>

5.11 After considering the statutory consultation responses and noting that there were no substantial objections to the statutory consultation process as detailed in Table 1 above, it is concluded that no alterations should be made to the proposed parking control scheme. The proposed extension of the existing Muswell Hill West Controlled Parking Zone should therefore be introduced to help improve road safety, reduce parking pressure, whilst also promoting the use of sustainable forms of transport.

## 6 Contribution to strategic outcomes

6.1 It is important that we have safe, green travel to prevent our roads from being overrun by cars and to support active travel, which is the ambition of the Council as laid out in its [Borough Plan](#) and [Transport Strategy](#). Controlled parking zone installation will support the objectives set out in these documents as well as the wider initiatives to improve air quality and support the health of residents as per the Council's [Climate Change Action Plan](#).

6.2 The Introduction of controlled parking is in accordance with Section 3.3.3 of Haringey's Local Implementation Plan part 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."

6.3 The introduction of CPZs also aligns with the Council's agreed Transport Strategy and supports its 'aims' which include:

- An improved air quality and a reduction in carbon emissions from transport and
- A well-maintained road network that is less congested and safer

6.4 Delivery of the proposed Muswell Hill West CPZ extension will help the Council to more effectively manage valuable kerb-side space and reduce the amount of commuter and 'short trip' car journeys. This will help enable the Council to more easily prioritise kerb-space for electric vehicle charging points, cycle hangar storage and reduce parking where there is need for improvements to walking, cycling and other sustainable means of travel.

## 7 Comments of the Chief Financial Officer

- 7.1 This report seeks Cabinet approval for the implementation of the Muswell Hill West CPZ extension into Burlington Road and Tetherdown.
- 7.2 The full cost of this scheme is estimated to be £25k, including community engagement; inventory of existing site conditions; design and implementation. This will be funded from the Council's approved Capital Programme as it was included within the Parking Implementation Plan.
- 7.3 Once implemented the future operation cost will be funded from the existing service revenue budgets.

## **8 Comments of the Head of Legal Services and Governance**

- 8.1 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 1984 (as amended) ("RTRA") and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended) ("the Regulations"). All representations received must be properly considered in the light of administrative law principles, human rights law and the relevant statutory powers.
- 8.2 The Council's powers in relation to the making of traffic management orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 paragraphs 1-22 the RTRA
- 8.3 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 of the RTRA.
- 8.4 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.
- 8.5 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: -
- the desirability of securing and maintaining reasonable access to premises.
  - 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.
  - the national air quality strategy.
  - facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
  - any other matters appearing to the Council to be relevant.
- 8.6 The legal position in relation to traffic management orders and the statutory requirements in respect of consultation are set out in section 9.1 through 9.5 of this 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, the Council would be acting in accordance with the law were it to proceed with the proposals set out in this report.

## **9 Equalities Comments**

9.1 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act
- Advance equality of opportunity between people who share those protected characteristics and people who do not
- Foster good relations between people who share those characteristics and people who do not.

9.2 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status apply to the first part of the duty.

## **10 Use of Appendices**

10.1 Appendix I – Plan showing proposed Muswell Hill West CPZ extension.

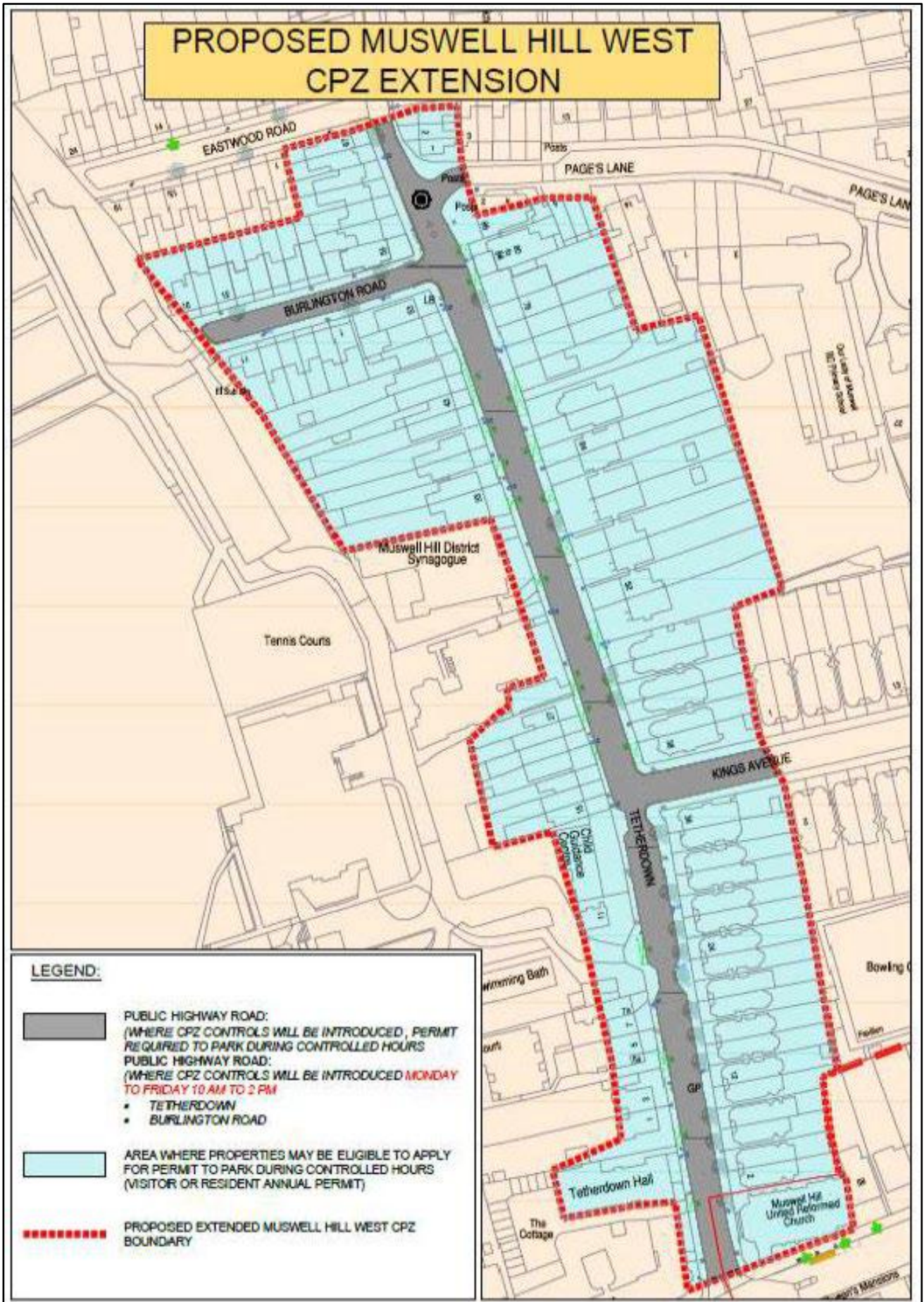
10.2 Appendix II – Approved Delegated Authority report following public consultation.

10.3 Appendix III - Statutory notification letters delivered to affected frontages.

10.4 Appendix IV – Haringey Parking Policy – Approved March 2020.



Appendix I: Proposed Muswell Hill West CPZ extension.



Appendix II: Public consultation approved Delegated Authority report.

<b>Haringey Council</b> <b>Written Statement/Record of a decision made by an officer under delegated authority</b>	
<b>Decision Maker (Post Title)</b>	Head of Highways and Parking in consultation with Cabinet Member for Tackling Inequality and Resident Services.
<b>Subject of the decision</b>	To report on the feedback of the public engagement that was carried out between 1st December 2021 and 14 January 2022 for the proposal to extend current parking controls in <b>Muswell Hill West CPZ</b> area into Tetherdown, Burlington Road and Eastwood Road
<b>Title of scheme</b>	Proposed Muswell Hill West Controlled Parking Zone extension into Tetherdown and Burlington Road.
<b>Reasons for the decision</b>	To improve parking opportunities for residents and businesses in the proposed Muswell Hill West extension CPZ area
<b>Decision</b>	<p>To approve recommendations as set out in Section 3 of this report.</p> <p>Approval by Ann Cunningham, Head of Service for Highways and Parking</p> <p>Signature <u></u></p> <p>Date <u>04 July 2022</u></p> <p>in consultation with the Cabinet Member for Tackling Inequality and Resident Services</p> <p>Signature <u></u></p> <p>Date <u>07/07/22</u></p>
<b>Details of any alternative options considered and rejected by the officer when making the decision</b>	An alternative is to not introduce parking controls in Tetherdown, Burlington Road. This is not recommended as the public engagement demonstrated that a CPZ is supported by the majority

**Report for:** Head of Service for Highways and Parking in consultation with Cabinet Member for Tackling Inequality and Resident Services

**Title:** Proposed Muswell Hill West extension Controlled Parking Zone

**Report authorised by:** Simi Shah, Group Engineer Traffic and Parking  
[Simi.Shah@haringey.gov.uk](mailto:Simi.Shah@haringey.gov.uk)

**Report Author/s:** Andrew Bourke, Parking Schemes Manager  
[andrew.bourke@haringey.gov.uk](mailto:andrew.bourke@haringey.gov.uk)

**Ward(s) affected:** Fortis Green

**Report for Key/Non-Key Decision:** Non-key decision

## **1 Describe the issue under consideration**

- 1.1 To report on the feedback of public engagement which commenced on 1st December 2021, closing on 14 January 2022, on the proposal to extend the existing Muswell Hill West Controlled Parking Zone (CPZ) to include Tetherdown, Burlington Road and East Wood Road. Appendix 1 shows extent of the Muswell Hill West extension CPZ consultation area.
- 1.2 Having considered the proposal and feedback to the public engagement, to seek approval of recommendations set out in Section 3, subject to outcome of the statutory consultation and detail design.

## **2 Cabinet Member Introduction**

2.1 N/A

## **3 Recommendations**

- 3.1 It is recommended that the Head of Service for Highways and Parking in consultation with the Cabinet Member for Tackling Inequality and Residents Services approves the following.
  - 3.1.1 Muswell Hill West CPZ parking controls which operates Monday to Friday 10am to 2pm be extended to Tetherdown and Burlington Road.
  - 3.1.2 The lengthening of all existing disabled bays within the consultation area to meet the required mandatory bay length of 6.6m as specified by Department for Transport's Traffic Signs Regulations and General directions 2016. This will result in revoking existing waiting, loading and parking place restrictions to enable the introduction of changes to disabled parking places.
  - 3.1.3 Residents/businesses in the proposed extended CPZ area to be informed of the decision by letter, highlighting the next stage which includes a statutory consultation, the costs of permits and the importance of responding to the decision-making process including raising any objections to the proposals.

#### **4 Reasons for Decisions**

- 4.1 The Council adopted a formal CPZ policy (attached as **Appendix I**) in March 2020. This requires the Council to consider the results of public engagement conducted on proposed new CPZs, prior to making a decision whether or not to proceed to implementation. This policy sets a minimum threshold for response, as well as requiring at least 51% support for proposals from those who do respond.
- 4.2 Analysis of the public engagement resulted in the council receiving 67 responses, this represents a 37.4% response rate which exceeds the councils' parking policy minimum response rate of 10% required to form a decision. Additionally, 18 further responses were received from roads outside the defined area including 1 business response.
- 4.3 The overall 61% of those responding indicated a majority in favour of introducing a CPZ. With the extension of the existing Muswell Hill West CPZ area.
- 4.4 Analysis of the responses on a road-by-road basis indicates that not all roads consulted were in favour of controls being extended into their road. 85 % of those responding from Eastwood Road did not favour the introduction on CPZ controls.
- 4.5 The outcome of the public engagement is supported by Haringey's CPZ Parking Policy.

#### **5 Alternative options considered**

- 5.1 An alternative is to not introduce parking controls in Tetherdown, Burlington Road. This is not recommended as the public engagement demonstrated that a CPZ is supported by the majority of residents from the above-named roads. The decision is supported by the Haringey's CPZ policy.

#### **6 Background Information**

- 6.1 The recently implemented Muswell Hill West CPZ with parking-controlled hours Monday to Friday 10am to 2pm was introduced in November 2021 and has been running for approximately 7 months. During the public engagement of this CPZ residents of Tetherdown voiced concern at the possible increase in displaced parking. This could result in higher parking pressures adjacent to the Muswell Hill West CPZ area directly affecting Tetherdown and Burlington Road.
- 6.2 Soon after implementing the Muswell Hill West CPZ local ward Councillors and a number of Tetherdown residents contacted Haringey Council requesting that Tetherdown be included on the new Muswell Hill West CPZ due to increased parking pressures.
- 6.3 The Muswell Hill West extension area was identified for inclusion in the 2021/22 sustainable works programme and a public engagement was programmed to be undertaken in December 2021.
- 6.4 When developing the engagement area, consideration was given to additional neighbouring roads that may be affected by displacement of any forthcoming controls. The roads identified are: Tetherdown, Eastwood Road and Burlington Road

- 6.5 It is important that we have safe, green travel to prevent our roads from being overrun by cars and to support active travel, which is the ambition of the Council as laid out in its [Borough Plan](#) and [Transport Strategy](#). Controlled parking zone installation will support the objectives set out in these documents as well as the wider initiatives to improve air quality and support the health of residents as per the Council's [Climate Change Action Plan](#).
- 6.6 With the support of Ward Councillors, engagement material for the proposed CPZ extension were compiled to establish if residents supported the extension of the Muswell Hill West CPZ into Tetherdown, Burlington Road and Eastwood Road.

### **Public Engagement**

- 6.7 Public engagement was carried out from the 1 December 2021 until the 14 January 2022. The Council followed its usual engagement practice, which involved delivering public engagement packs which contained an information letter, questionnaire, and an area plan. These packs were delivered to all registered properties within the area. In addition, street notices were erected in every road to help raise awareness of the Council's proposal. Lastly, the engagement material and related information was uploaded onto the Council's website with access to an online questionnaire allowing responses to be submitted digitally. The engagement letter questionnaire and plan are provided in **Appendices (1 and 3)**.
- 6.8 Of the 179 properties that received the engagement pack, the Council received 67 responses, a response rate of 37%. This response rate exceeds the council's parking policy minimum response rate of 10%.
- 6.9 Of those who responded from Tetherdown, Burlington Road and Eastwood Road, 52 (61%) supported the extension of Muswell Hill West CPZ and 33 (39%) did not. An additional 18 responses that were recorded were not included in the consultation areas.
- 6.10 Analysis of the responses on a road-by-road basis indicated support for parking controls from roads closest to the existing Muswell Hill West CPZ, these being Tetherdown 91% and Burlington Road 83%. However 86% of those responding from Eastwood Road did not support proposals.
- 6.11 Although, those responding from Eastwood Road did not support the extension of parking controls into their road, we expect high parking pressures once the extended area is implemented. Table 1 for list of roads and feedback received.

Table 1.

Responses	Roads concerned	Response rate	Some comments made
Majority in support of a CPZ	<ul style="list-style-type: none"> <li>• Tetherdown</li> <li>• Burlington Road</li> </ul>	<p>Number. of responses in support 48 (91%)</p> <p>No. of responses not in support 5 (9%)</p>	<ul style="list-style-type: none"> <li>• Careless and inconsiderate parking.</li> <li>• Tetherdown is flooded with parked cars . As a woman I am worried about having to park some distance away and walk home after dark.</li> <li>• There are around 170 residents and many can't park after the road narrows after Pages Lane junction.</li> <li>• Careless and inconsiderate parking.</li> <li>• Extremely difficult to find parking spaces.</li> <li>• Tetehrdown is the nearest road to the main shopping center which has free parking. Residents cannot find spaces on most days</li> <li>• We often have to park in Creighton Ave, so Tetherdown must be included in the CPZ</li> </ul>
Majority not in support of a CPZ	<ul style="list-style-type: none"> <li>• Eastwood Road</li> </ul>	<p>Number. of responses in support 2 - (14%)</p> <p>No. of responses not in support 12 - (85%)</p>	<ul style="list-style-type: none"> <li>• I would say the main issue to find parking space is during the entry/exit school times.</li> <li>• School run traffic and parents parking. Also synagogue attendees park on Saturdays</li> </ul>
Roads that responded but were not included in the consultation area.	<ul style="list-style-type: none"> <li>• Coldfall Avenue</li> <li>• Coniston Road</li> <li>• Coppetts Road</li> <li>• Fortis Green</li> <li>• Greenham Road</li> <li>• Pages Hill</li> <li>• Pages Lane</li> <li>• Queens Avenue</li> <li>• Rosebery Road</li> <li>• Sutton Road</li> <li>• The Chine</li> <li>• The Close</li> <li>• Woodside</li> </ul>	<p>No. of responses in support 0 - (0%)</p> <p>No. of responses not in support 18 - (100%)</p>	<ul style="list-style-type: none"> <li>• We have no rail or tube station in Muswell Hill therefore no reason to introduce CPZ.</li> <li>• Stop these unnecessary money-making schemes.</li> <li>• We are happy as it is and do not want CPZ.</li> <li>• Just leave it as it is, we are happy.</li> </ul>

6.12 Analysis of comments submitted on questionnaires demonstrates that some residents feel strongly that there are parking pressures affecting the surrounding roads close to the existing Muswell Hill West CPZ area.

6.13 A full analysis of all responses can be found in **Appendices (4 and 5)**

## **7 Contribution to strategic outcomes**

7.1 It is important that we have safe, green travel to prevent our roads from being overrun by cars and to support active travel, which is the ambition of the Council as laid out in its [Borough Plan](#) and [Transport Strategy](#). Controlled parking zone installation will support the objectives set out in these documents as well as the wider initiatives to improve air quality and support the health of residents as per the Council's [Climate Change Action Plan](#).

7.2 The Introduction of controlled parking is in accordance with Section 3.3.3 of Haringey's Local Implementation Plan part 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."

7.3 The introduction of CPZs also aligns with the Council's agreed Transport Strategy and supports its 'aims' which include:

- An improved air quality and a reduction in carbon emissions from transport and
- A well-maintained road network that is less congested and safer

7.4 Delivery of the proposed Muswell Hill West CPZ Extension will help the Council to more effectively manage valuable kerb-side space and reduce the amount of commuter and 'short trip' car journeys. It will also make those roads safer. This will help enable the Council to prioritise kerb-space for electric vehicle charging points, cycle hangar storage and reduce parking where there is a need for improvements to walking, cycling and other sustainable means of travel.

## **8 Comments of the Chief Financial Officer**

8.1 This report seeks approval from the Head of Service for Highways and Parking in consultation with Cabinet Member for Tackling Inequality and Resident Services for the implementation of the Muswell Hill West CPZ Extension.

8.2 The full cost of this scheme is estimated to be £40k, including community engagement; inventory of existing site conditions; design and implementation. This will be funded from the Council's approved Capital Programme as it was included within the Parking Implementation Plan.

8.3 Once implemented the future operation cost will be funded from the existing service revenue budgets.

## **9 Comments of the Head of Legal Services and Governance**

- 9.1 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 1984 (as amended) ("RTRA") and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended) ("the Regulations"). All representations received must be properly considered in the light of administrative law principles, human rights law and the relevant statutory powers.
- 9.2 The Council's powers in relation to the making of traffic management orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 paragraphs 1-22 the RTRA
- 9.3 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 of the RTRA.
- 9.4 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.
- 9.5 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: -
- the desirability of securing and maintaining reasonable access to premises.
  - 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.
  - the national air quality strategy.
  - facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
  - any other matters appearing to the Council to be relevant.

## **10 Equalities Comments**

- 10.1 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:
- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act,



- Advance equality of opportunity between people who share the protected characteristics and people who do not,
- Foster good relations between people who share those characteristics and people who do not.

10.2 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.

The proposed decision is to approve that all properties on Tetherdown, and Burlington Road are included within the exiting Muswell Hill West CPZ which operates Monday to Friday 10 am to 2 pm.

10.3 The decision follows the outcome of an informal public engagement carried out to determine if daily parking controls are supported by residents and businesses in the area.

10.4 An engagement pack and a questionnaire with freepost envelope for returning the questionnaire was distributed to all households and businesses within the area. Street posters were placed in every road consulted and an online version of the engagement material was made available on Haringey's website.

10.5 The questionnaire also asked for disabled bay holders to indicate if they would like for their bays to be converted to a dedicated bay for their specific use only.

10.6 The introduction of the parking controls will prioritise parking for residents and businesses in the area and it will also make it easier for those with Blue Badges to park.

## 11 Use of Appendices

Appendix 1 – Plan Showing Extent of Muswell Hill West extension Extension Area.

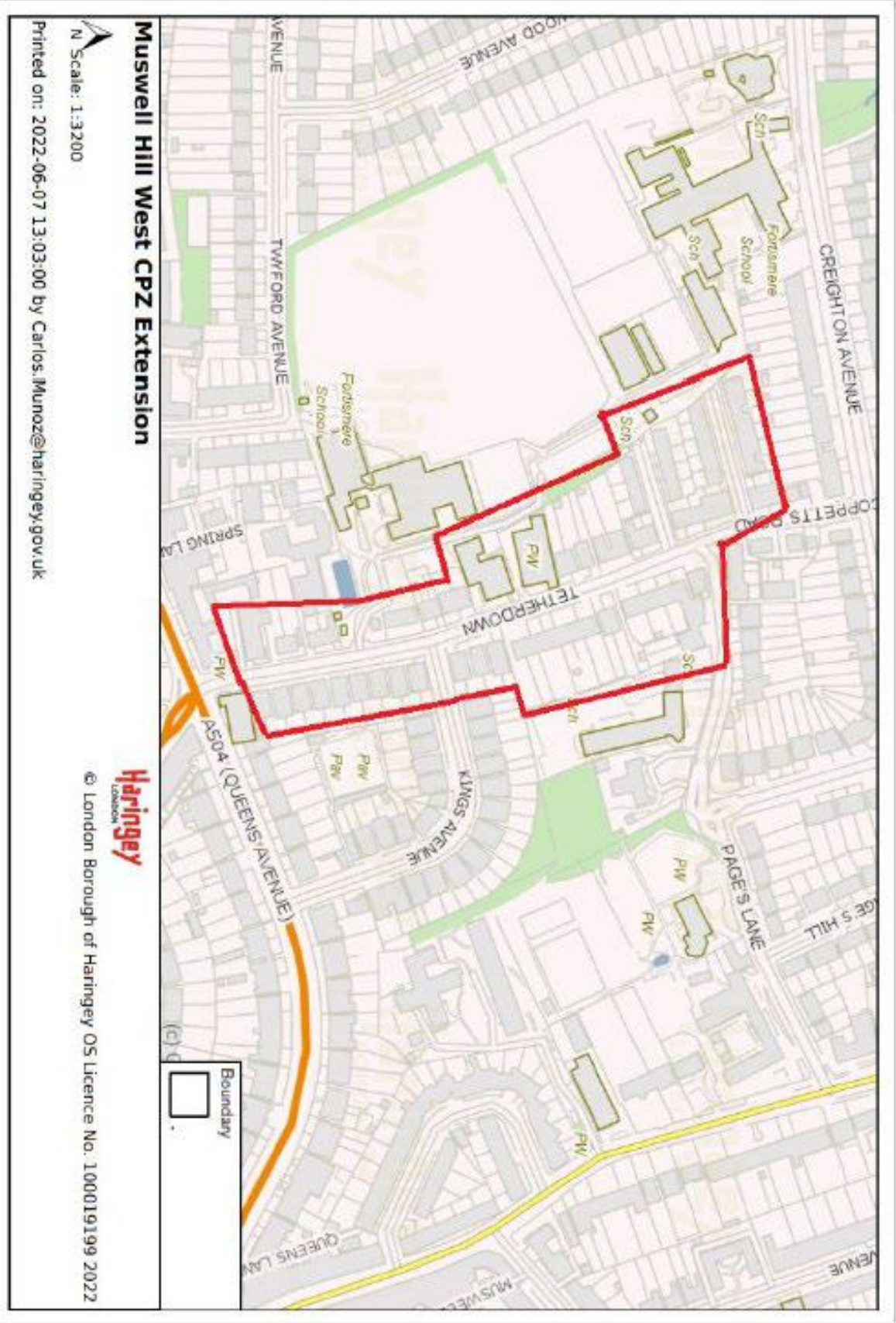
Appendix 2 – Plan Showing Proposed Boundary for New Muswell Hill West extension CPZ Area.

Appendix 3 – Public Engagement Pack.

Appendix 4 – All Responses Received to Public Engagement.

Appendix 5 – Analysis of Responses for Proposed Muswell Hill West extension CPZ Area.

Appendix 1 Extent of Muswell Hill West Extension Engagement Area.



**Muswell Hill West CPZ Extension**

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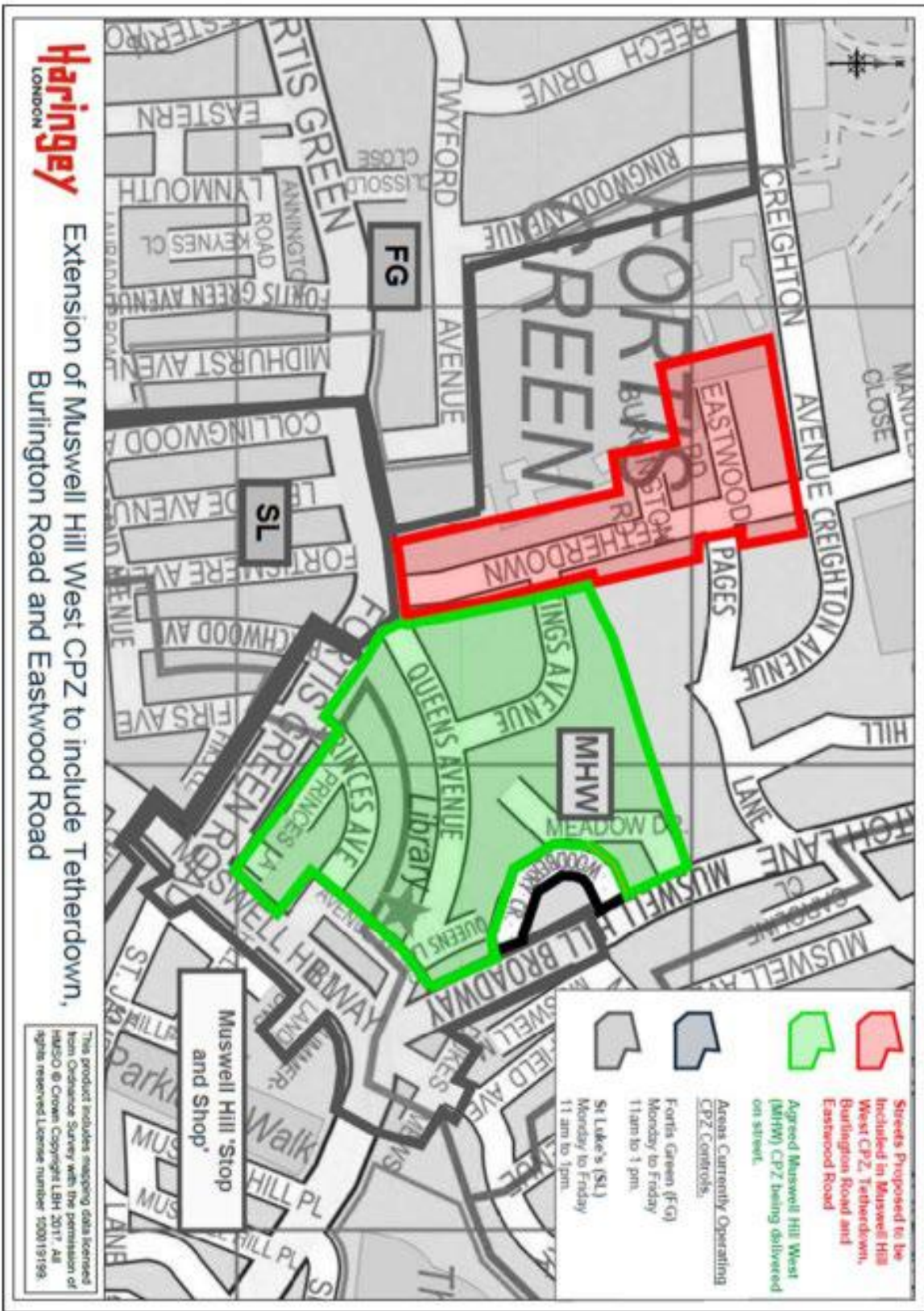
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Boundary

Appendix 2: Proposed Boundary for New Muswell Hill West extension



**Haringey**  
LONDON

Extension of Muswell Hill West CPZ to include Tetherdown,  
Burlington Road and Eastwood Road

## Appendix III: Statutory notification letter delivered to affected frontages.

### Environment and Neighbourhoods

Ann Cunningham: Head of Service for Highways & Parking



17 October 2022

## Statutory Consultation

### Extension of Muswell Hill West CPZ to include Tetherdown and Burlington Road

Dear Resident or Business,

You may recall that in December 2021 we engaged with you on the introduction of parking controls in your area. We did this because we were informed that some residents were experiencing parking pressures which was making it difficult to park near their home. It is likely that some, if not most of these pressures were created by an increase in commuter parking, alongside changes in parking behaviour from the introduction of Muswell Hill West CPZ.

Our public engagement involved questionnaires being distributed to residents and businesses in three roads which are just outside of the CPZ boundary. The aim of the engagement was to seek feedback on issues experienced in the area and to find out if there was support for the extension of Muswell Hill West CPZ to include their roads. This letter provides details of the outcome of that public engagement and the next steps.

#### Public Engagement Feedback

Of the 179 properties located in the three roads (Tetherdown, Burlington Road and Eastwood Roads), 85 responses were received, representing a 37% response rate.

We asked if you would like to be included in the Muswell Hill West CPZ which operates Monday to Friday 10am to 2pm. You told us the following:

- 61% (52) want to be included
- 39% (33) do not want to be included

Analysis of the responses on a road-by-road basis are broken down as follows:

- Tetherdown where 91% responded in favour
- Burlington Road where 83% responded in favour
- Eastwood Road where 86% responded NOT in favour

Officers produced a report with recommendations which was approved in July 2021. This included extending the existing Muswell Hill West CPZ to the following roads:

- Tetherdown
- Burlington Road

Full details of the outcome of the public engagement is available on the council's website at <https://www.minutes.haringey.gov.uk/documents/s134312/Proposed%20Muswell%20Hill%20West%20extension%20Controlled%20Parking%20Zone.pdf>

#### Next Steps

Following approval by delegated authority, Tetherdown and Burlington Road will now be progressed to statutory consultation, which includes advertising the introduction of parking controls in the local newspaper, public notices displayed on street with and informing properties within all three roads of the decision taken and what actions the Council will be taking.

The statutory consultation on these changes will begin on **Wednesday 19 October 2022** and provides a 21-day period for anyone wishing to object or provide a submission to the proposals. You can send us your objection or submission via the online portal <https://consultation.appyway.com/haringey> or email [traffic.orders@haringey.gov.uk](mailto:traffic.orders@haringey.gov.uk). Alternatively, you can write to us at the postal address shown on this letter. Please ensure that **Muswell Hill West CPZ Extension** is included within the subject title of your email or letter.

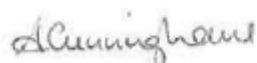
The closing date for objections and submissions to be received by the Council via email or post is **Wednesday 9 November 2022**.

If you have any questions regarding the scheme, please contact us at: [frontline.consultation@haringey.gov.uk](mailto:frontline.consultation@haringey.gov.uk).

#### What Happens Next?

All objections will be considered by the relevant Cabinet Member or Head of Service for Highways and Parking as appropriate before a decision is made on how to proceed. The council will inform residents and businesses within these roads on the outcome of the statutory consultation and whether approval has been granted to implement the changes.

Yours faithfully,



Highways and Parking

Highways and Parking  
River Park House, 1<sup>st</sup> floor  
225 High Road, Wood  
Green  
London N22 8HQ

020 8489 1000

[www.haringey.gov.uk](http://www.haringey.gov.uk)

## Appendix IV: Haringey Parking Policy – Approved March 2020.

**Report for:** Cabinet – 10 March 2020

**Title:** Controlled Parking Zone Policy

**Report authorised by:** Stephen McDonnell, Director of Environment and Neighbourhoods.

**Lead Officer:** Ann Cunningham, Head of Operations  
[Ann.cunningham@haringey.gov.uk](mailto:Ann.cunningham@haringey.gov.uk). Telephone 0208 489 1355.

**Ward(s) affected:** All

**Report for Key/ Non-Key Decision:** Key decision

### 1. Describe the issue under consideration

- 1.1. The Council has operated and managed controlled parking zones since 1999. Since then parking policy has evolved over time in response to parking trends and new legislation. New controlled parking zones have been introduced where residents voted in favour of them, with 36 zones now operating across the borough.
- 1.2. The Council's parking policy has not been formally reviewed in recent years. Approximately 75% of the borough is now subject to controls, with high demand for controls in the remaining uncontrolled areas. While priority has been given to areas requiring controls, attention also needs to be given to the review of long standing permanent controlled parking zones. Additional funding has been made available to respond to those demands and an accelerated delivery programme is underway.
- 1.3. This is therefore an appropriate time to review and update our policy. This report sets out a proposed controlled parking zone policy, which in the main formalises existing arrangements, with updated design principles and a built-in review process.

### 2. Cabinet Member Introduction

- 2.1. The Council is committed to implementing measures that reduce congestion on the road network, improving road safety, while reducing emissions from vehicles and improving air quality for residents.
- 2.2. Controlled parking zones are an important tool in achieving this while ensuring easy and safe access to parking by residents, visitors and business. The proposals in this report formalise many of our existing arrangements with improved design principles to support cycle parking and spaces for electric vehicles. It also ensures that needs of residents

## **Background**

A parking and traffic management policy is an important tool which contributes towards wider policy objectives. Such objectives include a less congested road network, improved road safety and a reduction in vehicle emissions, leading to improved air quality for residents.

Better managed kerb space will also benefit Haringey's residents with improved road conditions for walking, cycling and journey times on the local transport network. It also ensures the distribution of allocated disabled parking bays reflecting the necessary requirements within specific parking zones and shopping areas in the borough. The policy ensures the provision of visitor parking facilities to support local business and community groups including those on our local high streets, shopping areas and places of worship.

## **Controlled Parking Zones (CPZs)**

This policy sets out the factors that will be considered when determining whether to implement parking restrictions as part of a controlled parking zone ("CPZ") for the first time in the whole or part of the Borough.

### **CPZ Area**

The area of the Borough where it is intended to implement parking restrictions will be determined by parking stress surveys and expressions of interest received from residents and agreed by Ward Councillors. Parking occupancy of 80% and above would suggest pressure. Residents of roads on the boundary of an area, who may be at risk of displacement if a CPZ is subsequently implemented, will also be consulted on proposals and offered the opportunity of inclusion in the zone.

### **Consultation**

An informal public consultation will be undertaken in addition to the statutory requirements set out in legislation.

### **Consultation Stages**

#### **Stage 1 – Informal Consultation**

As part of the design consultation residents and other stakeholders will be consulted regarding the operational times and days in the form of a questionnaire. This will allow schemes to be tailored to local needs, however these hours need to be limited to a time range that is appropriate for the area and does not fail to take into consideration the effect of attractions such as transport hubs or retail facilities. The minimum operational hours that will be considered are two-hour zones. The

operational times proposed will be agreed with Ward Councillors prior to consultation commencing.

The results of the first stage consultation will be considered on an area wide basis, with the collective response of the area determining whether a CPZ is introduced. In order to ensure CPZs are coherent, they need to reflect residents' views, but also reflect the local geography, including neighbouring CPZs, potential future development, nearby areas of parking pressures such as large venues and new housing and business development parking attractors, and the impact on main roads. The implementation area will be finalised following the consultation process taking account of these factors.

While an area may share the same parking problems, its residents may not share the same opinion of controlled parking. A CPZ will therefore be introduced based on the overall response from the area consulted or sub-areas of the consulted area, achieving at least 51% vote in favour of controls unless there are exceptional circumstances, such as a major development planned for the area.

This means that some streets may vote against a CPZ, but if surrounded by roads that support controls, they will be included to ensure that the zone is workable. Where this happens, the rationale will be made available to residents.

If there are roads on the periphery of a proposed controlled parking zone area are not in favour of parking restrictions being implemented, their roads may be removed from the proposed zone where practicable. Part roads will not be included in a CPZ.

Schemes will be progressed where at least 51% of respondents are in favour of proposals. There may be exceptional circumstances where controls need to be implemented in situations where there is less than 51%. These decisions will be taken by the Head of Operations in consultation with the relevant Cabinet Member and Ward Councillors.

The operational hours of controlled parking zones will be determined by the outcome of consultation. Where the consultation fails to deliver a clear preference, decisions on operational hours will be made in consultation with Ward Councillors. There may be exceptional circumstances where the Council will implement operational hours required to discharge the Council's duties under section 122 of the Road Traffic Regulation Act 1984

The Council should receive a response rate of between 10% and 20% to consultations. A response rate below 10% is deemed inconclusive and a scheme will not be progressed without further engagement with the community and achieving a response rate no less than 10%.

## **Stage 2 – Detailed Design**



This is the formal statutory consultation stage where the proposals are advertised in the local press and notices are placed on lamp posts in the area. The period of consultation is normally 21 days where people can comment on the designs. However, this period is sometimes extended to take in to account public and school holidays. This consultation does not give the option if whether or not a CPZ should be implemented and simply takes account of measures that need to be taken on the highway to give effect to scheme implementation.

### **Review Stage**

The Council will introduce a programme of review of all permanent controlled parking zones. This will involve an assessment of the parking provision within existing zones to ensure it still works for residents, businesses and visitors whilst also encouraging walking, cycling and more sustainable forms of transport for those that need to travel across the Borough. The review programme will be developed with the aim that all permanent CPZs are reviewed every 5 years or in response to representations from residents and Ward Councillors. It is recognised that there will be exceptions where the review of more recently implemented CPZs will take priority due to pending developments in the area.

### **Design principles**

The Council's Borough Plan, Transport Strategy and Air Quality Action plan (AQAP) sets out the Council's commitment to improving air quality. Transport is one of the main contributors to poor air quality and as such our controlled parking zones should be designed not only to deter all day parking associated with commuters, but to discourage short trips and encourage walking and cycling.

The Traffic Management Act (TMA) 2004 is a key piece of legislation for parking management. The TMA requires that arrangements should be based on the principles of fairness, consistency and transparency. The associated guidance requires authorities to design arrangements with regard to:

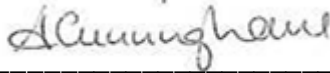
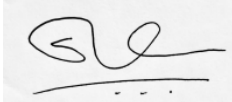
- Managing the expeditious movement of traffic,
- Improving the local environment,
- Improving road safety,
- Improving the quality & accessibility of public transport,
- Meeting the needs of disabled people,
- Managing & reconciling the competing demands for kerb space.

In order to support local business loading restrictions will only be introduced where they are required to maintain road safety and protect against congestion on key routes.

The size of a controlled parking zone should consequently be such that allows residents easy and safe access to parking near their homes but deters short trips and interzone communicating that creates pressures at places of interest such as transport hubs and near retail facilities. It is therefore recommended that where possible a CPZ will not comprise of more than 30 roads as recommended in national guidance.

## Haringey Council

### Written Statement/Record of a decision made by an officer under delegated authority

<b>Decision Maker (Post Title)</b>	Head of Highways and Parking in consultation with Cabinet Member for Tackling Inequality and Resident Services.
<b>Subject of the decision</b>	To report on the feedback of the public engagement that was carried out between 1st December 2021 and 14 January 2022 for the proposal to extend current parking controls in <b>Muswell Hill West CPZ</b> area into Tetherdown, Burlington Road and Eastwood Road
<b>Title of scheme</b>	Proposed Muswell Hill West Controlled Parking Zone extension into Tetherdown and Burlington Road.
<b>Reasons for the decision</b>	To improve parking opportunities for residents and businesses in the proposed Muswell Hill West extension CPZ area
<b>Decision</b>	<p>To approve recommendations as set out in Section 3 of this report.</p> <p>Approval by Ann Cunningham, Head of Service for Highways and Parking</p> <p>Signature  _____</p> <p>Date <u>04 July 2022</u></p> <p>in consultation with the Cabinet Member for Tackling Inequality and Resident Services</p> <p></p> <p>Date <u>07/07/22</u></p>
<b>Details of any alternative options considered and rejected by the officer when making the decision</b>	An alternative is to not introduce parking controls in Tetherdown, Burlington Road. This is not recommended as the public engagement demonstrated that a CPZ is supported by the majority

	of residents from the above-named roads. The decision is supported by the Haringey's CPZ policy.
<b><u>Details of any exemptions</u></b>	None
<b><u>Conflicts of interest – Executive decisions</u></b> Details of any conflict of interest declared by a Cabinet Member who is consulted by the officer which relates to the decision and details of dispensation granted by the Council's Head of Paid Service	None
<b><u>Conflicts of interest – Non executive decisions</u></b> Where the decision is taken under an express delegation e.g. by a Committee, the name of any Member who declared a conflict of interest in relation to this matter at the committee meeting	None
<b>*Legal Comments Provided by:</b>	Patrick Uzice
<b>*Financial Comments Provided by:</b>	Emmanuel Atuanya
<b>*Equalities Comments Provided by:</b>	Joe Willis
<b>*Procurement Comments Provided by:</b>	N/A
<b>Number of Appendices included</b>	4

## Exempt Information

### Local Government Act 1972 Schedule 12A

#### Part 1: Descriptions of Exempt Information

1. Information relating to any individual.
2. Information which is likely to reveal the identity of an individual.
3. Information relating to the financial or business affairs of any person (including the authority holding that information).
4. Information relating to any consultations or negotiations or contemplated consultations or negotiations in connection with any labour relations matter arising between the authority or a Minister of the Crown and employees of, or office holders under, the authority.
5. Information in respect of which a claim to legal professional privilege could be maintained in legal proceedings.
6. Information which reveals that the authority proposes -
  - (a) To give under any enactment a notice under or by virtue of which requirements are imposed on a person; or
  - (b) To make an order or direction under any enactment.
7. Information relating to any action taken or to be taken in connection with the prevention, investigation or prosecution of crime.

**Note: It is insufficient to simply identify a category of exemption, you must also conduct a public interest test on the basis specified in the Act as follows:**

Information falling within categories 1-7 is exempt if and so long as in all the circumstances of the case the public interest in maintaining the exemption outweighs the public interest in disclosing the information.

#### Confidential Decisions

1. The decision contains information provided by a Government department on a non disclosure basis
2. There is a Court order against disclosure

**Report for:** Head of Service for Highways and Parking in consultation with Cabinet Member for Tackling Inequality and Resident Services

**Title:** Proposed Muswell Hill West extension Controlled Parking Zone

**Report authorised by:** Simi Shah, Group Engineer Traffic and Parking  
[Simi.Shah@haringey.gov.uk](mailto:Simi.Shah@haringey.gov.uk)

**Report Author/s:** Andrew Bourke, Parking Schemes Manager  
[andrew.bourke@haringey.gov.uk](mailto:andrew.bourke@haringey.gov.uk)

**Ward(s) affected:** Fortis Green

**Report for Key/Non-Key Decision:** Non-key decision

## **1 Describe the issue under consideration**

- 1.1 To report on the feedback of public engagement which commenced on 1st December 2021, closing on 14 January 2022, on the proposal to extend the existing Muswell Hill West Controlled Parking Zone (CPZ) to include Tetherdown, Burlington Road and East Wood Road. Appendix 1 shows extent of the Muswell Hill West extension CPZ consultation area.
- 1.2 Having considered the proposal and feedback to the public engagement, to seek approval of recommendations set out in Section 3, subject to outcome of the statutory consultation and detail design.

## **2 Cabinet Member Introduction**

- 2.1 N/A

## **3 Recommendations**

- 3.1 It is recommended that the Head of Service for Highways and Parking in consultation with the Cabinet Member for Tackling Inequality and Residents Services approves the following.
  - 3.1.1 Muswell Hill West CPZ parking controls which operates Monday to Friday 10am to 2pm be extended to Tetherdown and Burlington Road.
  - 3.1.2 The lengthening of all existing disabled bays within the consultation area to meet the required mandatory bay length of 6.6m as specified by Department for Transport's Traffic Signs Regulations and General directions 2016. This will result in revoking existing waiting, loading and parking place restrictions to enable the introduction of changes to disabled parking places.
  - 3.1.3 Residents/businesses in the proposed extended CPZ area to be informed of the decision by letter, highlighting the next stage which includes a statutory consultation, the costs of permits and the importance of responding to the decision-making process including raising any objections to the proposals.

## **4 Reasons for Decisions**

- 4.1 The Council adopted a formal CPZ policy (attached as **Appendix I**) in March 2020. This requires the Council to consider the results of public engagement conducted on proposed new CPZs, prior to making a decision whether or not to proceed to implementation. This policy sets a minimum threshold for response, as well as requiring at least 51% support for proposals from those who do respond.
- 4.2 Analysis of the public engagement resulted in the council receiving 67 responses, this represents a 37.4% response rate which exceeds the councils' parking policy minimum response rate of 10% required to form a decision. Additionally, 18 further responses were received from roads outside the defined area including 1 business response.
- 4.3 The overall 61% of those responding indicated a majority in favour of introducing a CPZ. With the extension of the existing Muswell Hill West CPZ area.
- 4.4 Analysis of the responses on a road-by-road basis indicates that not all roads consulted were in favour of controls being extended into their road. 85 % of those responding from Eastwood Road did not favour the introduction on CPZ controls.
- 4.5 The outcome of the public engagement is supported by Haringey's CPZ Parking Policy.

## **5 Alternative options considered**

- 5.1 An alternative is to not introduce parking controls in Tetherdown, Burlington Road. This is not recommended as the public engagement demonstrated that a CPZ is supported by the majority of residents from the above-named roads. The decision is supported by the Haringey's CPZ policy.

## **6 Background Information**

- 6.1 The recently implemented Muswell Hill West CPZ with parking-controlled hours Monday to Friday 10am to 2pm was introduced in November 2021 and has been running for approximately 7 months. During the public engagement of this CPZ residents of Tetherdown voiced concern at the possible increase in displaced parking. This could result in higher parking pressures adjacent to the Muswell Hill West CPZ area directly affecting Tetherdown and Burlington Road.
- 6.2 Soon after implementing the Muswell Hill West CPZ local ward Councillors and a number of Tetherdown residents contacted Haringey Council requesting that Tetherdown be included on the new Muswell Hill West CPZ due to increased parking pressures.
- 6.3 The Muswell Hill West extension area was identified for inclusion in the 2021/22 sustainable works programme and a public engagement was programmed to be undertaken in December 2021.
- 6.4 When developing the engagement area, consideration was given to additional neighbouring roads that may be affected by displacement of any forthcoming controls. The roads identified are: Tetherdown, Eastwood Road and Burlington Road

- 6.5 It is important that we have safe, green travel to prevent our roads from being overrun by cars and to support active travel, which is the ambition of the Council as laid out in its [Borough Plan](#) and [Transport Strategy](#). Controlled parking zone installation will support the objectives set out in these documents as well as the wider initiatives to improve air quality and support the health of residents as per the Council's [Climate Change Action Plan](#).
- 6.6 With the support of Ward Councillors, engagement material for the proposed CPZ extension were compiled to establish if residents supported the extension of the Muswell Hill West CPZ into Tetherdown, Burlington Road and Eastwood Road.

### **Public Engagement**

- 6.7 Public engagement was carried out from the 1 December 2021 until the 14 January 2022. The Council followed its usual engagement practice, which involved delivering public engagement packs which contained an information letter, questionnaire, and an area plan. These packs were delivered to all registered properties within the area. In addition, street notices were erected in every road to help raise awareness of the Council's proposal. Lastly, the engagement material and related information was uploaded onto the Council's website with access to an online questionnaire allowing responses to be submitted digitally. The engagement letter questionnaire and plan are provided in **Appendices (1 and 3.)**
- 6.8 Of the 179 properties that received the engagement pack, the Council received 67 responses, a response rate of 37%. This response rate exceeds the council's parking policy minimum response rate of 10%.
- 6.9 Of those who responded from Tetherdown, Burlington Road and Eastwood Road, 52 (61%) supported the extension of Muswell Hill West CPZ and 33 (39%) did not. An additional 18 responses that were recorded were not included in the consultation areas.
- 6.10 Analysis of the responses on a road-by-road basis indicated support for parking controls from roads closest to the existing Muswell Hill West CPZ, these being Tetherdown 91% and Burlington Road 83%, However 86% of those responding from Eastwood Road did not support proposals.
- 6.11 Although, those responding from Eastwood Road did not support the extension of parking controls into their road, we expect high parking pressures once the extended area is implemented. Table 1 for list of roads and feedback received.



**Table 1.**

Responses	Roads concerned	Response rate	Some comments made
Majority in support of a CPZ	<ul style="list-style-type: none"> <li>• Tetherdown</li> <li>• Burlington Road</li> </ul>	<p>Number. of responses in support 48 (91%)</p> <p>No. of responses not in support 5 (9%)</p>	<ul style="list-style-type: none"> <li>• Careless and inconsiderate parking.</li> <li>• Tetherdown is flooded with parked cars . As a woman I am worried about having to park some distance away and walk home after dark.</li> <li>• There are around 170 residents and many can't park after the road narrows after Pages Lane junction.</li> <li>• Careless and inconsiderate parking.</li> <li>• Extremely difficult to find parking spaces.</li> <li>• Tetherdown is the nearest road to the main shopping center which has free parking. Residents cannot find spaces on most days</li> <li>• We often have to park in Creighton Ave, so Tetherdown must be included in the CPZ</li> </ul>
Majority not in support of a CPZ	<ul style="list-style-type: none"> <li>• Eastwood Road</li> </ul>	<p>Number. of responses in support 2 - (14%)</p> <p>No. of responses not in support 12 - (85%)</p>	<ul style="list-style-type: none"> <li>• I would say the main issue to find parking space is during the entry/exit school times.</li> <li>• School run traffic and parents parking. Also synagogue attendees park on Saturdays</li> </ul>
Roads that responded but were not included in the consultation area.	<ul style="list-style-type: none"> <li>• Coldfall Avenue</li> <li>• Coniston Road</li> <li>• Coppetts Road</li> <li>• Fortis Green</li> <li>• Greenham Road</li> <li>• Pages Hill</li> <li>• Pages Lane</li> <li>• Queens Avenue</li> <li>• Rosebery Road</li> <li>• Sutton Road</li> <li>• The Chine</li> <li>• The Close</li> <li>• Woodside</li> </ul>	<p>No. of responses in support 0 - (0%)</p> <p>No. of responses not in support 18 - (100%)</p>	<ul style="list-style-type: none"> <li>• We have no rail or tube station in Muswell Hill therefore no reason to introduce CPZ.</li> <li>• Stop these unnecessary money-making schemes.</li> <li>• We are happy as it is and do not want CPZ.</li> <li>• Just leave it as it is, we are happy.</li> </ul>

- 6.12 Analysis of comments submitted on questionnaires demonstrates that some residents feel strongly that there are parking pressures affecting the surrounding roads close to the existing Muswell Hill West CPZ area.
- 6.13 A full analysis of all responses can be found in **Appendices (4 and 5)**

## **7 Contribution to strategic outcomes**

- 7.1 It is important that we have safe, green travel to prevent our roads from being overrun by cars and to support active travel, which is the ambition of the Council as laid out in its [Borough Plan](#) and [Transport Strategy](#). Controlled parking zone installation will support the objectives set out in these documents as well as the wider initiatives to improve air quality and support the health of residents as per the Council's [Climate Change Action Plan](#).
- 7.2 The Introduction of controlled parking is in accordance with Section 3.3.3 of Haringey's Local Implementation Plan part 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.”
- 7.3 The introduction of CPZs also aligns with the Council's agreed Transport Strategy and supports its 'aims' which include:
- An improved air quality and a reduction in carbon emissions from transport and
  - A well-maintained road network that is less congested and safer
- 7.4 Delivery of the proposed Muswell Hill West CPZ Extension will help the Council to more effectively manage valuable kerb-side space and reduce the amount of commuter and 'short trip' car journeys. It will also make those roads safer. This will help enable the Council to prioritise kerb-space for electric vehicle charging points, cycle hangar storage and reduce parking where there is a need for improvements to walking, cycling and other sustainable means of travel.

## **8 Comments of the Chief Financial Officer**

- 8.1 This report seeks approval from the Head of Service for Highways and Parking in consultation with Cabinet Member for Tackling Inequality and Resident Services for the implementation of the Muswell Hill West CPZ Extension.
- 8.2 The full cost of this scheme is estimated to be £40k, including community engagement; inventory of existing site conditions; design and implementation. This will be funded from the Council's approved Capital Programme as it was included within the Parking Implementation Plan.
- 8.3 Once implemented the future operation cost will be funded from the existing service revenue budgets.

## 9 Comments of the Head of Legal Services and Governance

9.1 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 1984 (as amended) ("RTRA") and the Local Authorities' Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended) ("the Regulations"). All representations received must be properly considered in the light of administrative law principles, human rights law and the relevant statutory powers.

9.2 The Council's powers in relation to the making of traffic management orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 paragraphs 1-22 the RTRA

9.3 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 of the RTRA.

9.4 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.

9.5 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: -

- the desirability of securing and maintaining reasonable access to premises.
- 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.
- the national air quality strategy.
- facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
- any other matters appearing to the Council to be relevant.

## 10 Equalities Comments

10.1 The Council has a Public Sector Equality Duty under the Equality Act (2010) to have due regard to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act,

- Advance equality of opportunity between people who share the protected characteristics and people who do not,
- Foster good relations between people who share those characteristics and people who do not.

10.2 The three parts of the duty applies to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty.

The proposed decision is to approve that all properties on Tetherdown, and Burlington Road are included within the exiting Muswell Hill West CPZ which operates Monday to Friday 10 am to 2 pm.

10.3 The decision follows the outcome of an informal public engagement carried out to determine if daily parking controls are supported by residents and businesses in the area.

10.4 An engagement pack and a questionnaire with freepost envelope for returning the questionnaire was distributed to all households and businesses within the area. Street posters were placed in every road consulted and an online version of the engagement material was made available on Haringey's website.

10.5 The questionnaire also asked for disabled bay holders to indicate if they would like for their bays to be converted to a dedicated bay for their specific use only.

10.6 The introduction of the parking controls will prioritise parking for residents and businesses in the area and it will also make it easier for those with Blue Badges to park.

## **11 Use of Appendices**

Appendix 1 – Plan Showing Extent of Muswell Hill West extension Extension Area.

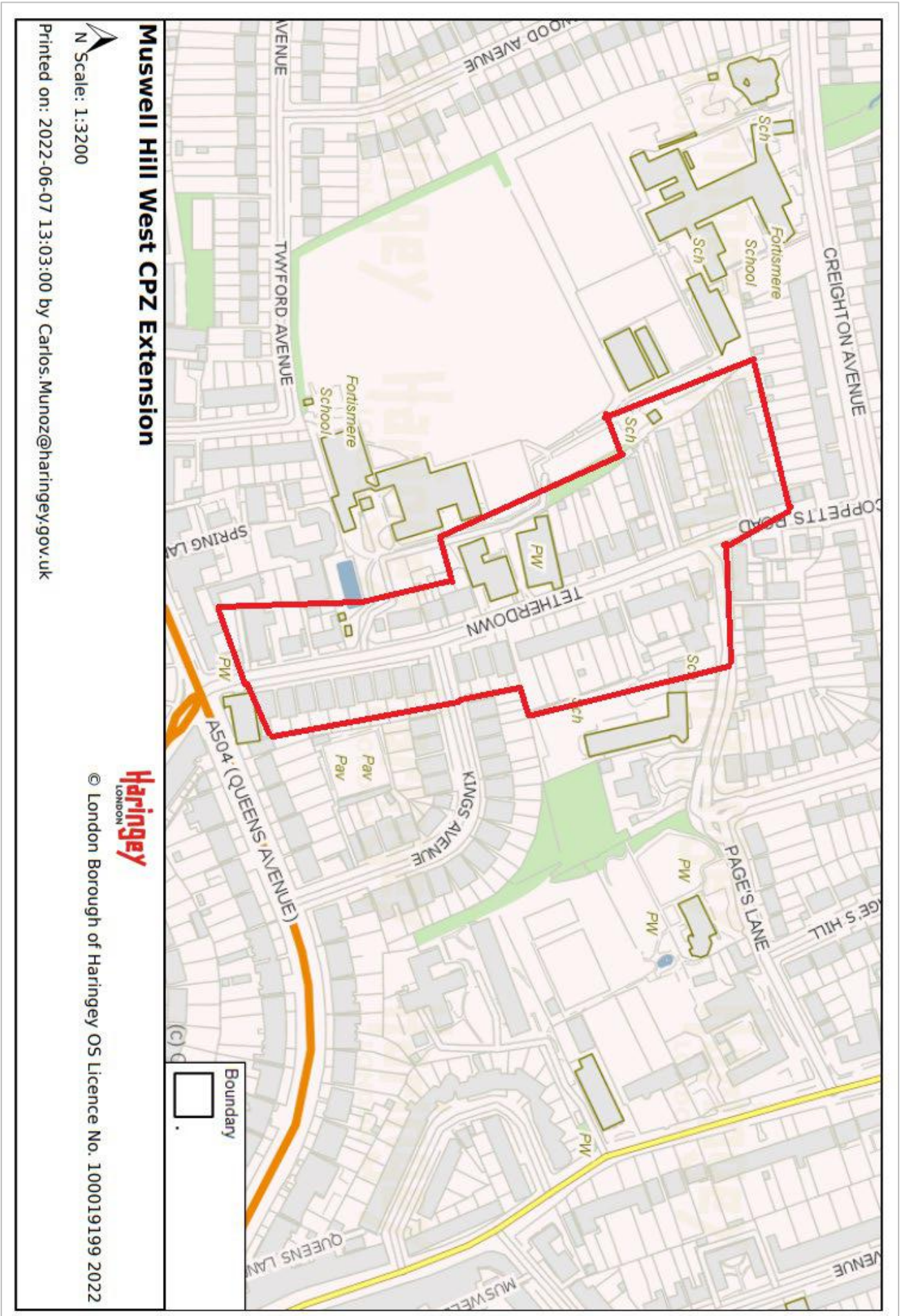
Appendix 2 – Plan Showing Proposed Boundary for New Muswell Hill West extension CPZ Area.

Appendix 3 – Public Engagement Pack.

Appendix 4 – All Responses Received to Public Engagement.

Appendix 5 – Analysis of Responses for Proposed Muswell Hill West extension CPZ Area.

Appendix 1 Extent of Muswell Hill West Extension Engagement Area.



**Muswell Hill West CPZ Extension**

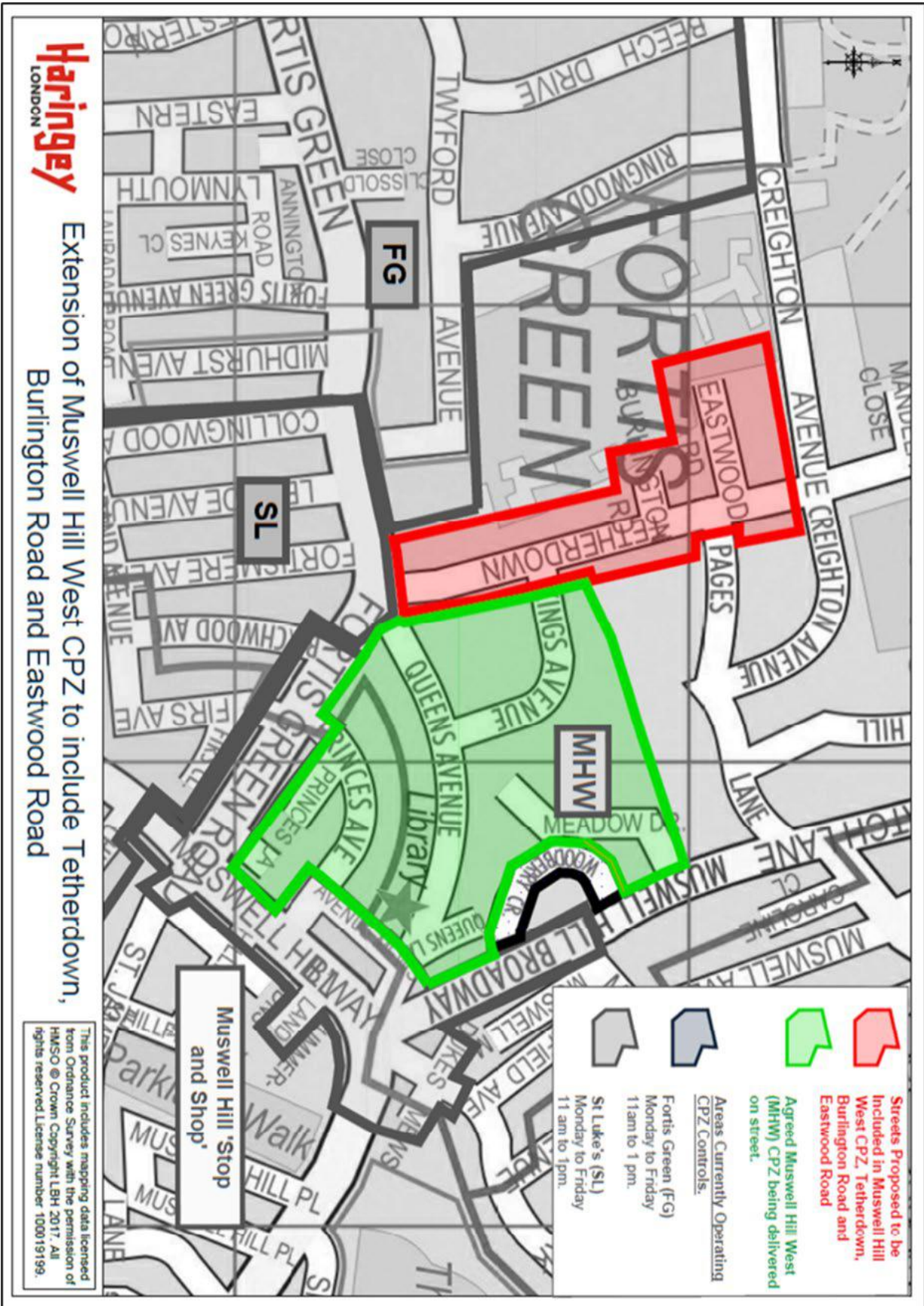
N Scale: 1:3200

Printed on: 2022-06-07 13:03:00 by Carlos.Munoz@haringey.gov.uk



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Appendix 2: Proposed Boundary for New Muswell Hill West extension



Environment and Neighbourhoods

Ann Cunningham: Head of Service for Highways and Parking



01 December 2021

### Public Consultation on Parking Controls

#### Extension of Muswell Hill West CPZ to include Tetherdown, Burlington Road and Eastwood Road

##### Introduction

We are writing to ask for your views on the Council's proposal to introduce parking controls in your street by being included within an existing controlled parking zone (CPZ).

##### Why we are consulting you

It is important that we have safe, green travel to prevent our roads from being overrun by cars and to support active travel, which is the ambition of the Council as laid out in its [Borough Plan](#) and [Transport Strategy](#). Controlled parking zone installation will support the objectives set out in these documents as well as the wider initiatives to improve air quality and support the health of residents as per the Council's [Climate Change Action Plan](#).

The Council is aware that some residents in your road are currently experiencing increased parking pressures. In addition we have received correspondence expressing concern that Tetherdown, Burlington Road and Eastwood Road will suffer from increased parking pressures from displacement once the Muswell Hill West and extension to the Fortis Green CPZ's are delivered on the street, expected to be operational from 17<sup>th</sup> January 2022.

To ensure that the Council manages parking and addresses concerns raised we are consulting residents and businesses in Tetherdown, Burlington Road and Eastwood Road to understand if you are experiencing parking pressures, what these pressures may be and whether you support parking controls being introduced in your street and therefore become part of the Muswell Hill West CPZ which operates Monday to Friday 10am to 2pm (see plan attached).

##### Have your say

**Please submit your response to this consultation to reach us no later than 29 December 2021. You can do this via one of the following three options below:**

**Online:** fill in a questionnaire for the Extension of Muswell Hill West CPZ to include Tetherdown, Burlington Road and Eastwood Road which is found by following this link <https://www.haringey.gov.uk/current-parking-consultations>

**Email:** fill in the attached questionnaire and email it to [frontline.consultation@haringey.gov.uk](mailto:frontline.consultation@haringey.gov.uk)

**Post** – fill in your paper copy of the questionnaire and return it to us using the Freepost envelope provided.

**Please Note:** If you are responding on behalf of an organisation only one reply will be accepted. You must give your full postal address when responding to this consultation if you want us to consider your views.

### **Other changes on offer**

To promote the uptake of electric vehicles we are considering new locations to increase the number of electric vehicle charging points/bays available in the borough. If you would like to request an on-street charging point, then please provide your address and the suggested location under Q7 within the questionnaire.

Dedicated disabled parking bays (those that can only be used by one vehicle registration) are one of the benefits being offered by the Council to help residents with severe walking impairments and those residents who cannot travel far to their vehicle. The bays are intended to provide the eligible residents easy access to and from their homes and ensuring there is sufficient room to manoeuvre in and out of their vehicle. For full details on dedicated disabled parking places and how to apply online please visit <https://www.haringey.gov.uk/parking-roads-and-travel/parking/dedicated-disabled-parking-bay>.

If you do not have access to the internet, you can request an application for a dedicated disabled parking bay under Q8 within the questionnaire.

### **Information on parking**

A controlled parking zone would only operate on roads within the public highway and not on private estate roads such as Homes for Haringey estates.

All residents and businesses within the proposed parking zone will be able to apply for a permit to park in any of the roads which are within the public highway of the CPZ.

Although roads within Homes for Haringey or private estate land will not be part of the CPZ, residents of these estates will be able to apply for parking permits to park in the CPZ.

Anyone applying for a permit to park within the CPZ will have to pay the relevant price for a permit.

Residents in car free developments will be aware that they will not be eligible to apply for permits to park within CPZ's. This is a London wide Mayoral planning policy to encourage the uptake of sustainable modes of travel such as walking, cycling and the use of public transport. However, residents living in car free developments will be entitled to apply for visitor vouchers to allow their visitors to park within the zone.

Information on how CPZ's operate and our current permit prices is provided on a separate sheet as part of this consultation. The information is also available via [www.haringey.gov.uk/parking-roads-and-travel/parking/parking-consultations/current-parking-consultations](http://www.haringey.gov.uk/parking-roads-and-travel/parking/parking-consultations/current-parking-consultations).

### **What happens next?**

Our estimated timeline to progress this project is detailed below.

- **December 2021:** Council Officers will consider your feedback and discuss the outcome of the consultation with your ward councilors.
- **January 2022:** Officers will prepare a report with recommendations which will be submitted for a decision to a key officer in consultation with the relevant Cabinet Member.
- **January/February 2022:** We will write to you to update you on the outcome of the consultation and decision. If approved, we can then progress to statutory consultation.
- **February 2022:** Statutory consultation which includes advertising the necessary changes in the local newspapers allowing anyone to object to the proposals.



- March 2022: Officers will prepare a second report with recommendations on whether to implement the changes on the street. This decision is likely to be taken by the relevant Cabinet Member.
- March 2022: We will write to you again to inform you if any changes will be implemented and the timeframe for this.

With thanks for your attention, we look forward to hearing from you.

## Extension of Muswell Hill West CPZ to include Tetherdown, Burlington Road and Eastwood Road

**Q1 Please tell us your road name and house number**

Personal details will not be published, but we need the information for our analysis. Under the Local Government Access to Information Act 1985, your consultation response will be available for inspection if required; however, your personal details will remain confidential.

**Q2 Are you a Resident, Business or Resident/Trader/Community Group?**

Resident

Business

Group

If a Resident/Trader/Community Group, please provide details and number of registered members

**Q3 Is it difficult to find parking space in your street?**

Yes

No

Sometimes

**Q4 Do you want to be included in the Muswell Hill West CPZ which operates Monday to Friday 10am to 2pm.**

Yes

No

**Q5 Do you feel that your street requires short term visitor parking e.g pay to park?**

Yes

No

**Q6 Which (if any) of these impact on parking provision in your road. Tick any that apply**

Commuter parking

Use of bins to reserve space

Overspill from nearby CPZ

Temporary traffic management schemes

Multicar households

Other, please state below

Appendix 4: All Responses Received to Public Engagement

Road Name	Q1	Q2	Q3 - Parking Stress			Q4 Wants to be included in MHW CPZ		
	Number of responses		Yes	No	Sometimes	Yes	No	Yes if PPA
Tetherdown	47	47	40	1	6	43	4	0
Burlington Road	6	6	4	0	2	5	1	0
Eastwood Road	14	14	3	8	3	2	12	0
Pages Hill	2	2	0	0	2	0	2	0
Coppetts Road	3	3	0	1	2	0	3	0
Greenham Road	2	2	2	0	0	0	2	0
Pages Lane	2	2	0	1	1	0	2	0
Coldfall Avenue	1	1	0	1	0	0	1	0
Coniston Road	1	1	0	1	0	0	1	0
Fortis Green	2	2	2	0	0	2	0	0
The Chine	1	1	0	1	0	0	1	0
Muswell Avenue	1	1	0	1	0	0	1	0
Queens Avenue	1	1	0	1	0	0	1	0
Rosebery Road	1	1	0	1	0	0	1	0
Sutton Road	1	1	1	0	0	0	1	0
	85	85	52 61.2%	17 20.0%	16 18.8%	52 61.2%	33 38.8%	0 0.0%

Road Name	Q5 Visitors parking required			Q6 -1 Commuter parking	Q6 -2 Use of bins to reserve space	Q6 -3 Overspill from nearby CPZs	Q6 -4 Multicar households	Q6 -5 Temporary traffic	Q6 -6 Shoppers / Non local	Q6 -7 Builders Vans & Skips	Q6 -8 School Staff and Drop-off & pick Up
	Yes	No	Yes if								
Tetherdown	11	36	0	35	9	39	32	8	20	5	14
Burlington Road	2	4	0	2	2	3	3	0	1	0	4
Eastwood Road	0	14	0	4	0	3	7	1	1	0	3
Pages Hill	0	2	0	0	0	1	1	0	0	0	0
Coppetts Road	0	3	0	0	0	0	1	0	1	0	2
Greenham Road	0	2	0	0	0	1	1	0	1	0	0
Pages Lane	0	2	0	0	0	0	0				
Coldfall Avenue	0	1	0	0	0	0	0	0	0	0	0
Coniston Road	0	1	0	0	0	1	0	0	0	0	0
Fortis Green	0	2	0	1	0	1	1	0	0	0	0
The Chine	0	1	0	0	0	0	0	0	0	0	0
Muswell Avenue	0	1	0	0	0	0	0	0	0	0	0
Queens Avenue	0	1	0	0	0	0	0	0	0	0	0
Rosebery Road	0	1	0	0	0	0	0	0	0	0	0
Sutton Road	0	1	0	0	0	0	0	0	1	0	0
	13	72	0	42	11	49	46	9	25	5	23
	15.3%	84.7%	0.0%	49.4%	12.9%	57.6%	54.1%	10.6%	29.4%	5.9%	27.1%

## Appendix 5

### Detailed Analysis

#### Q2. Are you a Resident, Business or Resident/Trader/Community Group?

Residents were confused by this question, some of the answers are:

- 1 car household
- Family of 4 people in the household
- I live alone
- 1 adult and 2 children
- 1 person
- 1
- 1 resident
- 1 resident: XXXXXXXX
- 2 adults and 2 children here
- 2 people
- 2
- 2 residents
- 2 residents - not a group
- 3 people
- 3 people residing at this address
- XXXXXX,resident
- I'm a resident, not part of a group
- XXXXXX, resident, XXXXXXXX, resident
- Resident with 4 family members including myself.

#### Q3 Is it difficult to find parking space in your street?

		Is it difficult to find parking space in your road?					
		Yes		No		Sometimes	
		Count	Row %	Count	Row %	Count	Row %
Road	Tetherdown	40	85%	1	2%	6	13%
	Burlington Rd	4	67%	0	0%	2	33%
	Eastwood Rd	4	29%	7	50%	3	21%
	Other outlying roads	5	28%	8	44%	5	28%
	Total	53	62%	16	19%	16	19%

#### Q4. Do you want to be included in the Muswell Hill West CPZ which operates Monday to Friday 10am to 2pm.

		Want to be included in MHW CPZ?			
		Yes		No	
		Count	Row %	Count	Row %
Road	Tetherdown	43	91%	4	9%
	Burlington Rd	5	83%	1	17%
	Eastwood Rd	2	14%	12	86%
	Other outlying roads	2	11%	16	89%
	Total	52	61%	33	39%

**Q5. Do you feel that your street requires short term visitor parking e.g pay to park?**

		Count	%
Do you feel that your street requires short term visitor parking e.g pay to park?	Yes	13	15%
	No	72	85%
	Total	85	100%

**Q6. Which (if any) of these impact on parking provision in your road. Tick any that apply**

	Road							
	Tetherdown		Burlington Rd		Eastwood Rd		Other outlying roads	
	Count	%	Count	%	Count	%	Count	%
Commuter parking	34	72%	2	33%	3	33%	1	13%
Use of bins to reserve space	9	19%	2	33%	0	0%	0	0%
Overspill from nearby CPZs	39	83%	3	50%	2	22%	4	50%
Multicar households	33	70%	3	50%	6	67%	4	50%
Temporary traffic schemes / LTNs	8	17%	0	0%	1	11%	0	0%
Shoppers / non-locals	19	40%	1	17%	1	11%	3	38%
Builders vans & skips	5	11%	0	0%	0	0%	0	0%
School staff + drop-off & pick-up	14	30%	4	67%	3	33%	2	25%

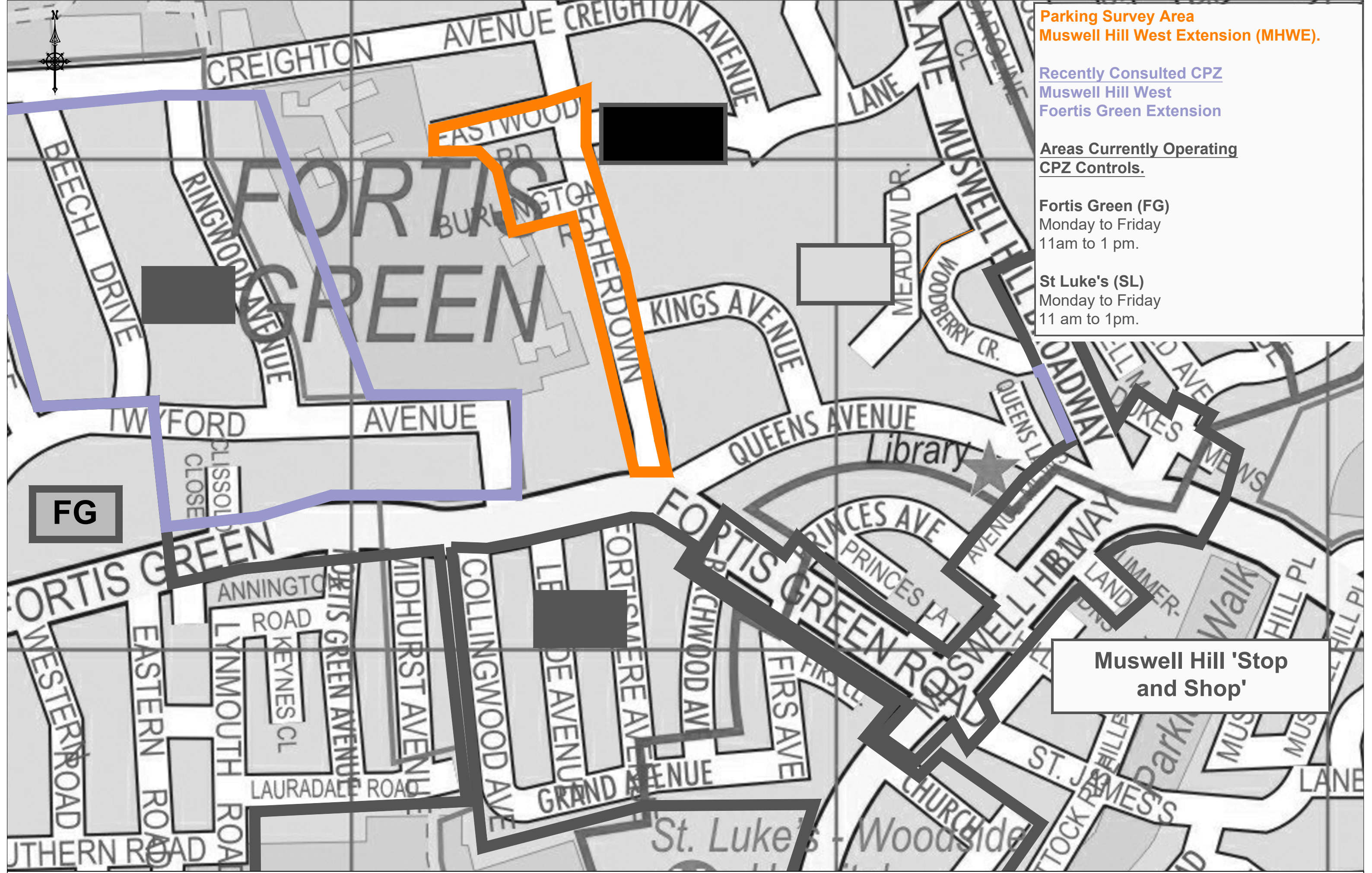
Commuter parking is the most common response. The displacement effect from the recently implemented controlled parking zones was also commonly referred to.

Comment No	Road	Additional details of parking problems
1	Tetherdown	Although Tetherdown is not a long road it loses a lot of parking space due to: a) the school no parking between 8-4 zone, b) a large number of private driveways
2	Tetherdown	Careless and inconsiderate parking. Confusing signage. Driveways without dropped kerbs
3	Tetherdown	Excessive length of school zig zags. These should be reduced to allow more parking for residents. The school has 2 car parks which can be used for coaches etc.
4	Tetherdown	Extra traffic from local school
5	Tetherdown	Extremely difficult to find parking spaces. Half the street have dropped kerbs, so that makes it even more difficult.
6	Tetherdown	Fortismere schoolteachers park here despite having space at the school
7	Tetherdown	large nursery and large secondary school with parents dropping off children at 8-8.30pm and 3-3.30pm and staff and 6th form who attend parking all day. Shoppers to high street. Overspill
8	Tetherdown	local shoppers and residents who cannot park on their streets / near the amenities they are trying to visit. ALSO there are too many, often empty, disabled bays on Tetherdown and Kings
9	Tetherdown	Many building works take up space. Also Thames Water works
10	Tetherdown	Non locals park here
11	Tetherdown	Parking by shoppers, nursery and school staff, GP, Dentist etc
12	Tetherdown	school and nursery drop offs, shoppers, worshippers, regular large building projects, road closures for repairs
12	Tetherdown	School drop off & pick-up, School and nursery teachers / staff, Builders with sites here for over 2 years.
14	Tetherdown	School drop off and pick up. Also multi-occupancy flats. Builders and trade vans left overnight
15	Tetherdown	school drop offs
16	Tetherdown	school drop offs, building works, too many cars using tetherdown as a rat run causing danger to kids and pollution
17	Tetherdown	School, nursery & Synagogue. We're also close to the main shopping area
18	Tetherdown	Short term VP needed by the nursery. In addition to the listed problems, builders vans and skips are parked every day whenever there are renovations or construction work

Comment No	Road	Additional details of parking problems
19	Tetherdown	Staff from local schools parking on Tetherdown. Many works/tradespeople continually parking on Tetherdown and often blocking traffic or pedestrian crossings.
20	Tetherdown	Synagogue and school, nursery visitors and service traffic
21	Tetherdown	Tetherdown is the nearest road to the main shopping centre which has free parking. Residents cannot find spaces on most days
22	Tetherdown	Tetherdown is flooded with parked cars . As a woman I am worried about having to park some distance away and walk home after dark. Additional DBs have made the problem worse.
23	Tetherdown	The DB outside Fortismere School is no longer required and should be removed. Builders vans and works frequently block off parts of the road and pavement.
24	Tetherdown	The school and nursery parents drop off and pick up their children with their cars, taking up further parking spaces in addition to the commuters and trades men who use Tetherdown for free parking
25	Tetherdown	There are around 170 residents, and many can't park after the road narrows after Pages Lane junction. Also school, sixth form, synagogue, and nursery. We are also close to the shops.
26	Tetherdown	There is a high number of driveways, which limits the available parking spaces (in addition to the detrimental effect on environment)
27	Tetherdown	Too many houses and not enough spaces. Roundabout means lack of spaces
28	Tetherdown	Unused drop kerb by 6th form college, unused disabled access by school gates, large zig zag lines by school unused throughout day except 30 min at 8.30 and 3pm, all taking up spaces where residents could park
29	Tetherdown	We often have to park in Creighton Ave, so Tetherdown must be included in the CPZ
30	Burlington Rd	
31	Burlington Rd	
32	Burlington Rd	Parents dropping and collecting children from primary schools. Fortismere School events in afternoons and evenings. Synagogue parking during times of worship
33	Burlington Rd	School drop off & pick-up from nearby schools.
34	Burlington Rd	School drop off and pick-ups especially afternoon, school teachers parking between 8.00 and 4.00, people parking to shop in Muswell hill.
35	Burlington Rd	School runs
36	Eastwood Rd	



Comment No	Road	Additional details of parking problems
37	Eastwood Rd	3 - 4pm school pick-up
38	Eastwood Rd	I would say the main issue to find parking space is during the entry/exit school times. There are 2 nearby schools (Fortismere and Our Lady of Muswell RC Primary).
39	Eastwood Rd	none of these apply
40	Eastwood Rd	School run traffic and parents parking. Also synagogue attendees park on Saturdays
41	Other outlying roads	Blocked off parking spaces in the flats on Pages Hill
42	Other outlying roads	If a CPZ is implemented in the above roads , then Pages Lane will be affected , already busy as there is a primary school , at school pick up and drop off times .....there will be overs
43	Other outlying roads	Overflow from flats on Colney hatch lane. Overflow from people using clinic at Colney hatch end of Greenham rd.
44	Other outlying roads	Parking across driveway by shoppers and others
45	Other outlying roads	School run times. Synagogue visitors. Shoppers on Saturdays
46	Other outlying roads	School run traffic
47	Other outlying roads	We are happy as it is and do not want CPZ



**Parking Survey Area  
Muswell Hill West Extension (MHWE).**

**Recently Consulted CPZ  
Muswell Hill West  
Foertis Green Extension**

**Areas Currently Operating  
CPZ Controls.**

**Fortis Green (FG)**  
Monday to Friday  
11am to 1 pm.

**St Luke's (SL)**  
Monday to Friday  
11 am to 1pm.

**FG**

**Muswell Hill 'Stop  
and Shop'**

01 December 2021

## Public Consultation on Parking Controls

### Extension of Muswell Hill West CPZ to include Tetherdown, Burlington Road and Eastwood Road

#### Introduction

We are writing to ask for your views on the Council's proposal to introduce parking controls in your street by being included within an existing controlled parking zone (CPZ).

#### Why we are consulting you

It is important that we have safe, green travel to prevent our roads from being overrun by cars and to support active travel, which is the ambition of the Council as laid out in its [Borough Plan](#) and [Transport Strategy](#). Controlled parking zone installation will support the objectives set out in these documents as well as the wider initiatives to improve air quality and support the health of residents as per the Council's [Climate Change Action Plan](#).

The Council is aware that some residents in your road are currently experiencing increased parking pressures. In addition we have received correspondence expressing concern that Tetherdown, Burlington Road and Eastwood Road will suffer from increased parking pressures from displacement once the Muswell Hill West and extension to the Fortis Green CPZ's are delivered on the street, expected to be operational from 17<sup>th</sup> January 2022.

To ensure that the Council manages parking and addresses concerns raised we are consulting residents and businesses in Tetherdown, Burlington Road and Eastwood Road to understand if you are experiencing parking pressures, what these pressures may be and whether you support parking controls being introduced in your street and therefore become part of the Muswell Hill West CPZ which operates Monday to Friday 10am to 2pm (see plan attached).

#### Have your say

**Please submit your response to this consultation to reach us no later than 29 December 2021. You can do this via one of the following three options below:**

**Online:** fill in a questionnaire for the Extension of Muswell Hill West CPZ to include Tetherdown, Burlington Road and Eastwood Road which is found by following this link <https://www.haringey.gov.uk/current-parking-consultations>

**Email:** fill in the attached questionnaire and email it to [frontline.consultation@haringey.gov.uk](mailto:frontline.consultation@haringey.gov.uk)

**Post** – fill in your paper copy of the questionnaire and return it to us using the Freepost envelope provided.

**Please Note:** If you are responding on behalf of an organisation only one reply will be accepted. You must give your full postal address when responding to this consultation if you want us to consider your views.

## Other changes on offer

To promote the uptake of electric vehicles we are considering new locations to increase the number of electric vehicle charging points/bays available in the borough. If you would like to request an on-street charging point, then please provide your address and the suggested location under Q7 within the questionnaire.

Dedicated disabled parking bays (those that can only be used by one vehicle registration) are one of the benefits being offered by the Council to help residents with severe walking impairments and those residents who cannot travel far to their vehicle. The bays are intended to provide the eligible residents easy access to and from their homes and ensuring there is sufficient room to manoeuvre in and out of their vehicle. For full details on dedicated disabled parking places and how to apply online please visit <https://www.haringey.gov.uk/parking-roads-and-travel/parking/dedicated-disabled-parking-bay>.

If you do not have access to the internet, you can request an application for a dedicated disabled parking bay under Q8 within the questionnaire.

## Information on parking

A controlled parking zone would only operate on roads within the public highway and not on private estate roads such as Homes for Haringey estates.

All residents and businesses within the proposed parking zone will be able to apply for a permit to park in any of the roads which are within the public highway of the CPZ.

Although roads within Homes for Haringey or private estate land will not be part of the CPZ, residents of these estates will be able to apply for parking permits to park in the CPZ.

Anyone applying for a permit to park within the CPZ will have to pay the relevant price for a permit.

Residents in car free developments will be aware that they will not be eligible to apply for permits to park within CPZ's. This a London wide Mayoral planning policy to encourage the uptake of sustainable modes of travel such as walking, cycling and the use of public transport. However, residents living in car free developments will be entitled to apply for visitor vouchers to allow their visitors to park within the zone.

Information on how CPZ's operate and our current permit prices is provided on a separate sheet as part of this consultation. The information is also available via [www.haringey.gov.uk/parking-roads-and-travel/parking/parking-consultations/current-parking-consultations](http://www.haringey.gov.uk/parking-roads-and-travel/parking/parking-consultations/current-parking-consultations).

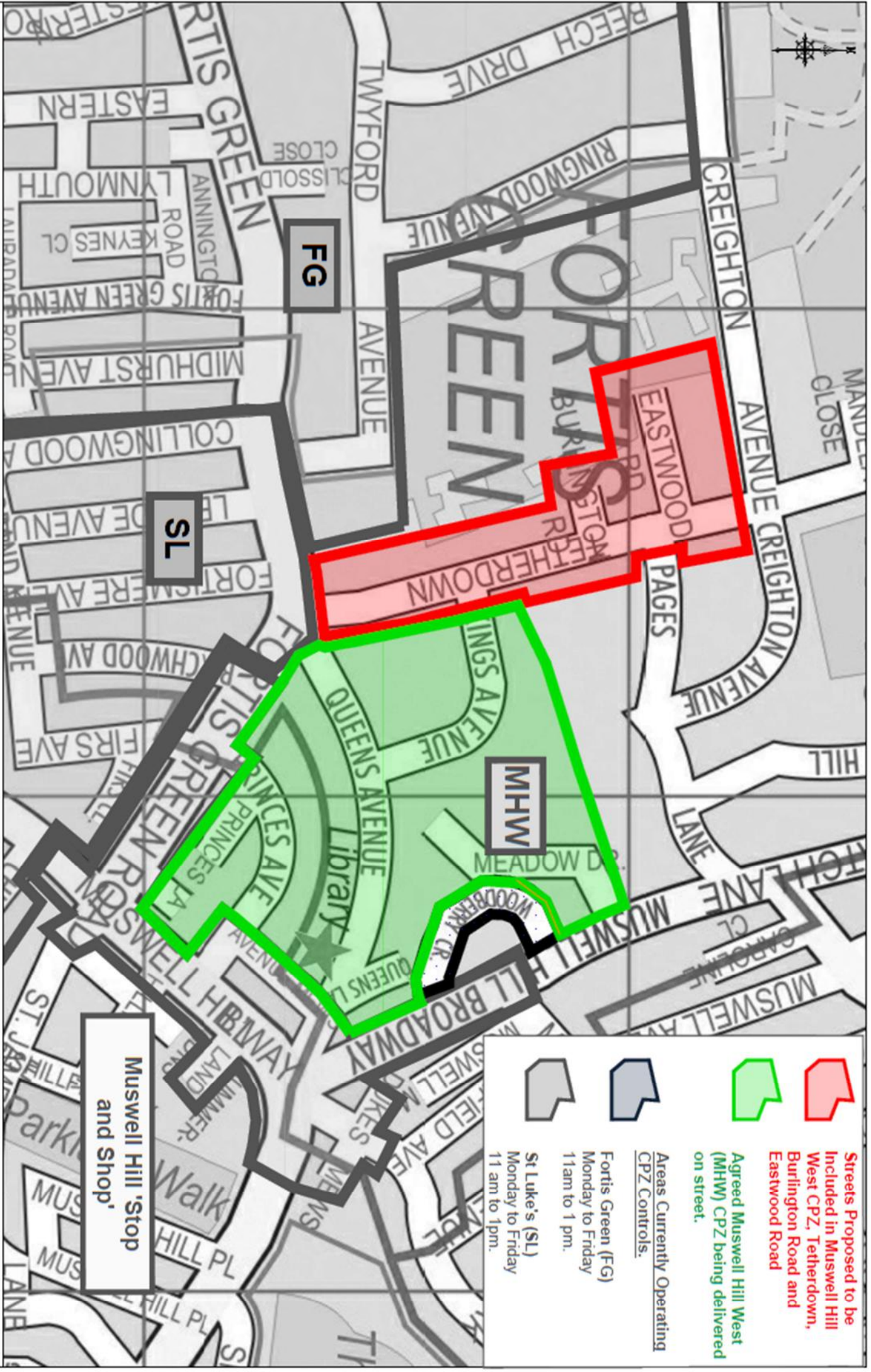
## What happens next?

Our estimated timeline to progress this project is detailed below.

- December 2021: Council Officers will consider your feedback and discuss the outcome of the consultation with your ward councilors.
- January 2022: Officers will prepare a report with recommendations which will be submitted for a decision to a key officer in consultation with the relevant Cabinet Member.
- January/February 2022: We will write to you to update you on the outcome of the consultation and decision. If approved, we can then progress to statutory consultation.
- February 2022: Statutory consultation which includes advertising the necessary changes in the local newspapers allowing anyone to object to the proposals.

- March 2022: Officers will prepare a second report with recommendations on whether to implement the changes on the street. This decision is likely to be taken by the relevant Cabinet Member.
- March 2022: We will write to you again to inform you if any changes will be implemented and the timeframe for this.

With thanks for your attention, we look forward to hearing from you.



**Streets Proposed to be Included in Muswell Hill West CPZ, Tetherdown, Burlington Road and Eastwood Road**

**Agreed Muswell Hill West (MHW) CPZ being delivered on street.**

**Areas Currently Operating CPZ Controls.**

**Fortis Green (FG)  
Monday to Friday  
11 am to 1 pm.**

**St Luke's (SL)  
Monday to Friday  
11 am to 1 pm.**

**Muswell Hill 'Stop and Shop'**

# Extension of Muswell Hill West CPZ to include Tetherdown, Burlington Road and Eastwood Road

**Q1 Please tell us your road name and house number**

Personal details will not be published, but we need the information for our analysis. Under the Local Government Access to Information Act 1985, your consultation response will be available for inspection if required; however, your personal details will remain confidential.

**Q2 Are you a Resident, Business or Resident/Trader/Community Group?**

Resident

Business

Group

If a Resident/Trader/Community Group, please provide details and number of registered members

**Q3 Is it difficult to find parking space in your street?**

Yes

No

Sometimes

**Q4 Do you want to be included in the Muswell Hill West CPZ which operates Monday to Friday 10am to 2pm.**

Yes

No

**Q5 Do you feel that your street requires short term visitor parking e.g pay to park?**

Yes

No

**Q6 Which (if any) of these impact on parking provision in your road. Tick any that apply**

Commuter parking

Use of bins to reserve space

Overspill from nearby CPZs

Temporary traffic management schemes

Multicar households

Other, please state below

**Q7** If you would like an electric vehicle charging point (EVCP), please enter your name and address in the space below.

**Q8** If you are a disabled blue badge owner and want to request a disabled parking bay (general for any badge holder or for your use only) or would like to convert an existing general disabled parking bay to a Dedicated Disabled Parking Bay (for your own use), please apply online via <https://www.haringey.gov.uk/parking-roads-and-travel/parking/dedicated-disabled-parking-bay>. Alternatively tick the 'yes' box below and enter your name and address. We will then send you an application form.

Yes

If yes, please enter your full name and address

**Q9** Please use this space for any comments or to provide an alternative suggestion for changes in your area that you feel would work better.



## Statutory Consultation

### Extension of Muswell Hill West CPZ to include Tetherdown and Burlington Road

Dear Resident or Business,

You may recall that in December 2021 we engaged with you on the introduction of parking controls in your area. We did this because we were informed that some residents were experiencing parking pressures which was making it difficult to park near their home. It is likely that some, if not most of these pressures were created by an increase in commuter parking, alongside changes in parking behaviour from the introduction of Muswell Hill West CPZ.

Our public engagement involved questionnaires being distributed to residents and businesses in three roads which are just outside of the CPZ boundary. The aim of the engagement was to seek feedback on issues experienced in the area and to find out if there was support for the extension of Muswell Hill West CPZ to include their roads. This letter provides details of the outcome of that public engagement and the next steps.

### Public Engagement Feedback

Of the 179 properties located in the three roads (Tetherdown, Burlington Road and Eastwood Roads), 85 responses were received, representing a 37% response rate.

We asked if you would like to be included in the Muswell Hill West CPZ which operates Monday to Friday 10am to 2pm. You told us the following:

- 61% (52) want to be included
- 39% (33) do not want to be included

Analysis of the responses on a road-by-road basis are broken down as follows:

- Tetherdown where 91% responded in favour
- Burlington Road where 83% responded in favour
- Eastwood Road where 86% responded NOT in favour

Officers produced a report with recommendations which was approved in July 2021. This included extending the existing Muswell Hill West CPZ to the following roads:

- Tetherdown
- Burlington Road

Full details of the outcome of the public engagement is **available on the council's website at** <https://www.minutes.haringey.gov.uk/documents/s134312/Proposed%20Muswell%20Hill%20West%20extension%20Controlled%20Parking%20Zone.pdf>

## Next Steps

Following approval by delegated authority, Tetherdown and Burlington Road will now be progressed to statutory consultation, which includes advertising the introduction of parking controls in the local newspaper, public notices displayed on street with and informing properties within all three roads of the decision taken and what actions the Council will be taking.

The statutory consultation on these changes will begin on **Wednesday 19 October 2022** and provides a 21-day period for anyone wishing to object or provide a submission to the proposals. You can send us your objection or submission via the online portal <https://consultation.appyway.com/haringey> or email [traffic.orders@haringey.gov.uk](mailto:traffic.orders@haringey.gov.uk). Alternatively, you can write to us at the postal address shown on this letter. Please ensure that **Muswell Hill West CPZ Extension** is included within the subject title of your email or letter.

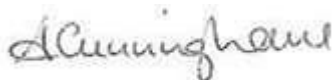
The closing date for objections and submissions to be received by the Council via email or post is **Wednesday 9 November 2022**.

If you have any questions regarding the scheme, please contact us at: [frontline.consultation@haringey.gov.uk](mailto:frontline.consultation@haringey.gov.uk).

## What Happens Next?

All objections will be considered by the relevant Cabinet Member or Head of Service for Highways and Parking as appropriate before a decision is made on how to proceed. The council will inform residents and businesses within these roads on the outcome of the statutory consultation and whether approval has been granted to implement the changes.

Yours faithfully,



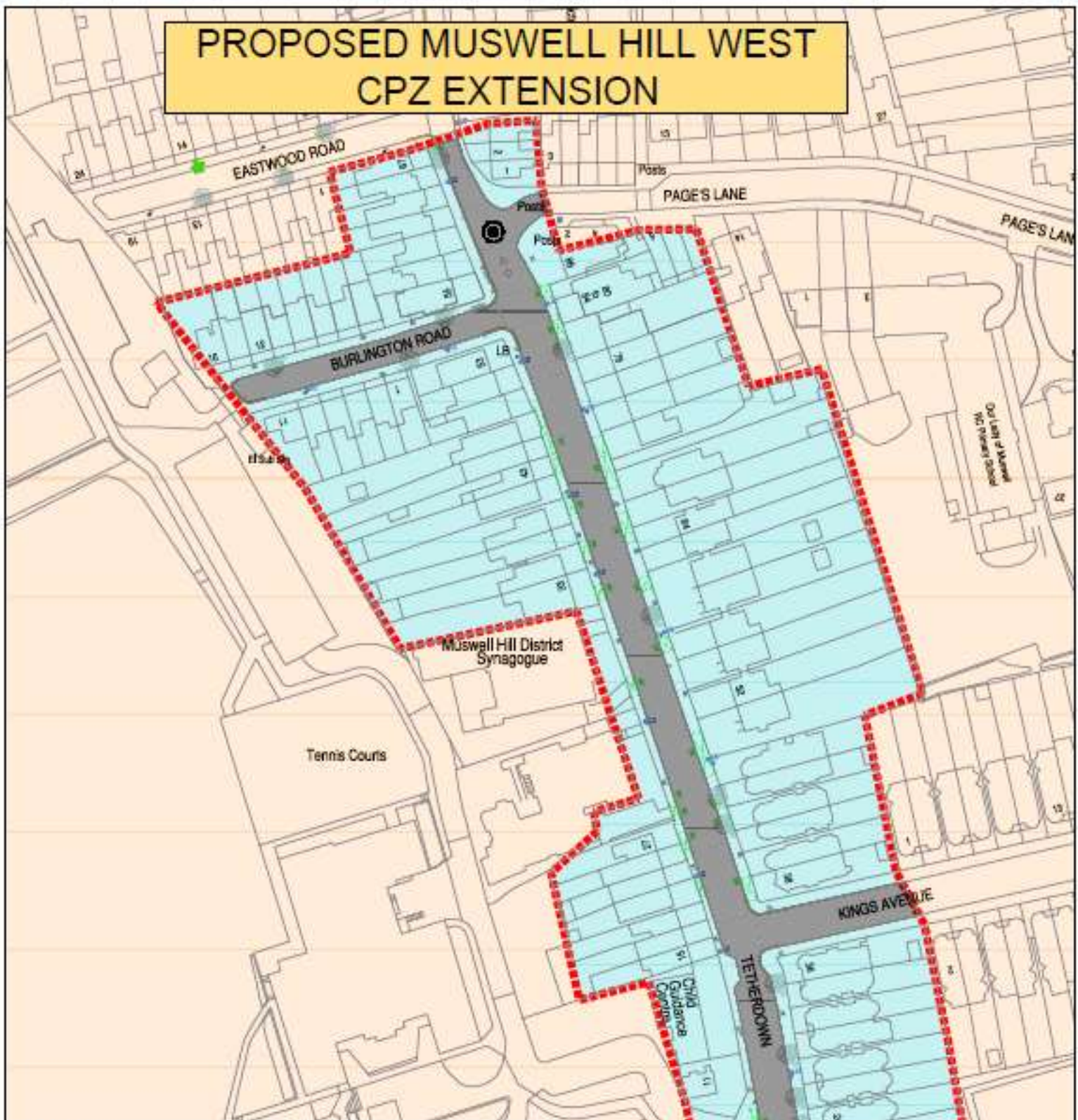
Highways and Parking

Highways and Parking  
River Park House, 1<sup>st</sup> floor  
225 High Road, Wood  
Green  
London N22 8HQ

020 8489 1000

[www.haringey.gov.uk](http://www.haringey.gov.uk)

# PROPOSED MUSWELL HILL WEST CPZ EXTENSION



## LEGEND:



**PUBLIC HIGHWAY ROAD:**  
 (WHERE CPZ CONTROLS WILL BE INTRODUCED, PERMIT REQUIRED TO PARK DURING CONTROLLED HOURS)  
**PUBLIC HIGHWAY ROAD:**  
 (WHERE CPZ CONTROLS WILL BE INTRODUCED **MONDAY TO FRIDAY 10 AM TO 2 PM**)

- TETHERDOWN
- BURLINGTON ROAD



AREA WHERE PROPERTIES MAY BE ELIGIBLE TO APPLY FOR PERMIT TO PARK DURING CONTROLLED HOURS (VISITOR OR RESIDENT ANNUAL PERMIT)



PROPOSED EXTENDED MUSWELL HILL WEST CPZ BOUNDARY

