

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

Title: Crouch End B CPZ - Statutory Consultation

Report authorised by: Simi Shah – Group Manager Traffic and Parking Projects

Report Author/s: Carlos Munoz – Project Engineer (Parking Projects)
Andy Bourke - Parking Policy and Projects Manager

Ward(s) affected: Crouch End

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

1 Describe the issue under consideration.

1.1 To report the outcome of the statutory consultation carried out between 17th April and 8th May 2024, on the proposal to increase the length of 'at any time' restrictions (double yellow lines) at the following locations to improve safety, visibility, and accessibility for all road users:

- Coleridge Road Junction with Edison Road.
- Crouch Hall Road Junction with Berkeley Road.

1.2 The proposals set out above are provided on a plan attached in Appendix 1

1.3 To seek approval to proceed with the implementation of proposed changes set out in section 1.1, having considered the submissions and objections received to the feedback, particularly the objections to the proposal.

2 Cabinet Member Introduction

2.1 N/A

3 Recommendations

That the Head of Highways and Parking, in consultation with the Cabinet Member for Tackling Inequality and Resident Services:

3.1 Considers the feedback and objections received during the statutory consultation alongside officer responses set out in Section 6.10 of this report and in context with the resident engagement decision report approved 16th October 2023:

3.2 Approve the introduction the following measures:

- Increase the lengths of 'at any time' restrictions (double yellow lines) at the following locations to improve safety, visibility, and accessibility for all road users.
- Coleridge Road Junction with Edison Road.
- Crouch Hall Road Junction with Berkeley Road.

4 Reasons for decisions

4.1 Statutory consultation forms part of the legal process set out in the Road Traffic Regulation Act 1984 (RTRA 1984) for controlling vehicular movements by introducing measures such as parking places and waiting and loading restrictions. It is not a referendum on proposed

parking measures, or a repeat of the public engagement exercise, but provides the opportunity for any interested party to formally object to proposals. The Council is required under legislation to consider all objections to proposals before deciding whether or not to proceed to implement measures.

- 4.2 The Council received two objections in response to the statutory consultation undertaken. One objection identified a small error on the notice of proposal. This was rectified and the statutory consultation was readvertised/ restarted to provide 21 days for any further objections. This Objection was not upheld as the error was corrected and required time frame (21 days) was provided with corrected documents.
- 4.3 The second objection cited the lack of available parking as a reason for not introducing the new waiting restrictions. Having carefully considered the objection received Officers have no grounds on which the objection is to be upheld as changes are proposed to improve safety at junctions.
- 4.4 With no valid grounds provided, officers recommend proceeding with all the two proposed changes to the Crouch End B CPZ as detailed in Table 1.
- 4.5 A summary of objections received, and officer recommendations can be found in Table 2 of this report.

5 Alternative options considered.

- 5.1 The Council could choose to do nothing; however, addressing the issue of large vehicles damaging parked cars while turning is essential to reduce the likelihood of accidents and to provide safer crossings for vulnerable road users.

6 Background Information.

- 6.1 A public engagement exercise commenced on 1st November 2022 for 21 days, closing on 23rd November 2022, on the review of the existing Crouch End CPZ. Of the 2770 properties that were consulted, the Council received 447 responses, a response rate of 16.1%. Of those who responded, 81.2% felt that changes to operational days and times were not required. Additionally, 53% of the respondents said they did not find it difficult to find parking spaces on their road.
- 6.2 In response to concerns raised about lorries and large vehicles damaging cars while turning at various junctions we proposed to increase lengths of 'at any time' waiting restrictions (double yellow lines) at the following locations:
 - Coleridge Road Junction with Edison Road.
 - Crouch Hall Road Junction with Berkeley Road.
- 6.3 Statutory consultation is required to make those changes. This is not a referendum on proposed parking measures, or a repeat of the public engagement exercise, but provides the opportunity for any interested party to formally object to proposals.
- 6.4 Statutory consultation commenced on 1st May 2024 for a period of 21 days. The process legally required the publication of a notice of proposal in the London Gazette, Enfield, and Haringey Independents. Additionally, statutory consultation notices were erected on lamp columns in the affected streets. The closing date for objections and comments was 22nd May 2024. Letters detailing the results of the public engagement, along with information specific to the statutory consultation, were hand-delivered to every property within the directly affected areas by the proposals. A copy of the letter was uploaded to the Council's website to ensure access by all interested parties. Copies of the statutory notification letter and plan detailing location of these proposals are available in Appendix. 2

- 6.5 In line with approved procedures, the proposal was also loaded into the Council's traffic management order (TMO) GIS system. This enables residents to inspect the proposals from any digital device. Submissions and objections could be made directly through the system. In accordance with legislation, residents or stakeholders were also able to inspect TMO plans at the Council's reception and provide objections via email or writing to the Council.
- 6.6 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
- 6.7 A total of 2 objections were received to the statutory consultation. Respondents are not legally required to provide an address or contact details. However, the Council is required under legislation to review and consider all submissions.
- 6.8 Table 1 below shows the three objections received with the officer's responses to each.

Table 1

Objection number	Objection	Officer's response
1 Junction of Coleridge Road with Edison and Berkeley Roads	I object to the extension of the at any time restrictions at the junction of Coleridge Road with Edison and Berkeley Roads because it will decrease substantially the number of parking spaces available at the bottom of Coleridge Road, where it is already difficult to find parking in the morning	One of Haringey's four strategic outcomes for our transport policy is to have a well-maintained road network that is less congested and safer. To achieve safer junctions for all road users, we are proposing a minimum length of 10 meters for double yellow lines. These measures aim to improve visibility and accessibility for vulnerable road users, reduce the risk of accidents due to obscured sightlines, enhance accessibility for emergency services, and deter illegal parking.
2 Coleridge Road	Regarding the Public Notice, para 4) is wrong because Coleridge Road does not have a junction with Crouch Hall Road. From the maps I think I understand the proposals and I support them. But I am not sure they will go far enough. There are often very unpleasant arguments between drivers due to snarl-ups on the junction of Coleridge Road and Berkeley/ Edison Roads. Also as	The first Notice of Proposal sent to residents on April 17 th 2024, as this notice contained a description error a new amended Notice of Proposals was sent to resident on 1 st May 2024 allowing a new 21 day period of objection.

Objection number	Objection	Officer's response
	vehicles have often got to reverse (sometimes the wrong way down a one way street) there are safety implications for pedestrians. Apologies if you already have these comments - I have had no acknowledgment so am resending.	

6.9 It is noted that LATOR provides local authorities with the discretion of whether or not to hold a public inquiry prior to the making of a TMO. This report does not include the recommendation to hold a public inquiry on account of: the effect of the order (see paragraphs 6.5 and 6.6), the relatively small number of objections, that the project will contribute towards achieving a number of policy objectives and that holding a public inquiry would lead to expense and delay while being unlikely to alter the ultimate decision.

6.10 After considering the statutory consultation submissions and noting that 2 objections were received. Having reviewed the grounds of each objection and noting these have not been upheld it is recommended to proceed with the proposed works, these being:

Increase the lengths of 'at any time' restrictions (double yellow lines) at the following locations to improve safety, visibility, and accessibility for all road users.

- Coleridge Road Junction with Edison Road.
- Crouch Hall Road Junction with Berkeley Road.

7 Contribution to strategic outcomes

7.1 The review of an existing controlled parking zone set out in this report supports the delivery of the "Responding to the Climate Emergency" theme of the Corporate Delivery Plan, under High Level Outcome 2 - "A Just Transition." This outcome relates to ensuring the transition to a low carbon economy is just, equitable and benefits everyone by improving air quality, road casualty reduction, improved disabled parking facilities.

7.2 It also contributes to other high-level outcomes contained within the "Responding to the Climate Emergency" theme:

- High Level Outcome 1 "A Greener and Climate Resilient Haringey"
- High Level Outcome 3 "A Low Carbon Place"

8 Carbon and Climate Change

8.1 Parking controls contribute positively to carbon emission reduction and mitigate climate change in the following ways:

8.2 Reduced vehicle emissions - managed parking reduces congestion. Parking controls including Red Route controls will help ease congestion, leading to a decrease in emissions and therefore decrease in carbon footprint.

8.3 Removal of footway parking, provides improved accessibility for those walking and wheeling, encouraging more walking. This not only reduces greenhouse gas emissions but also promotes a healthier lifestyle, which, in the long run, can reduce healthcare-related conditions linked to sedentary lifestyles.

- 8.4 Modal change: Managed parking arrangements can also support modal change. When motorised access is restricted, motorists may choose alternative transportation modes, reducing the number of vehicles on the road and associated emissions. Over time, this can lead to a shift in commuting habits with lasting environmental benefits.

9 Comments of the Chief Financial Officer

- 9.1 This report seeks Cabinet approval for the implementation new remedial measures at some locations within the Crouch End B Controlled Parking Zone.
- 9.2 The full cost of this scheme is estimated to be £15k, including community engagement; inventory of existing site conditions; design and implementation. This will be funded from the Council's approved Capital Programme as approved within the 2023/2024 Parking Investment Plan.
- 9.3 Once implemented, the future operational costs will be funded from the existing service revenue budgets.

10 Comments of the Head of Legal Services and Governance

- 10.1 The Council, as a traffic authority for the borough, has a duty under section 122 of the Road Traffic Regulation Act (RTRA) 1984 to (in summary) “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 having regard to securing and maintaining access to premises, preserving or improving the amenities of the areas, national air quality, facilitating the passage of public service vehicles and safety and convenience of people using such vehicles as far as practicable.”

The Council as a local traffic authority must under section 16(1) of the Traffic Management Act 2004 manage its road network with a view to achieving, so far as may be reasonably practicable having regard to their other obligations, policies and objectives, the objective of securing the expeditious movement of traffic, including pedestrians, on the Council's highway network and facilitating the expeditious movement of traffic on road networks for which another authority is the traffic authority. Section 16(2) of the 2004 Act refers to action which the authority may take in performing the network management duty. This includes, in particular, any action which the authority consider will contribute to securing–

- a) the more efficient use of their road network; or
- b) the avoidance, elimination or reduction of road congestion or other disruption to the movement of traffic on their road network or a road network for which another authority is the traffic authority.

and may involve the exercise of any power to regulate or co-ordinate the uses made of any road (or part of a road) in the road network (whether or not the power was conferred on them in their capacity as a traffic authority).

- 10.2 When exercising its functions under the RTRA the Council must under section 122(1) so far as practicable have regard to the matters specified in subsection (2) 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.

The “matters specified” in subsection (2) are (1) the desirability of securing and maintaining reasonable access to premises; (2) the effect on the amenities of any locality affected and the importance of regulating and restricting the use of roads by heavy commercial vehicles, so as to preserve or improve the amenities of the areas through which the roads run; (3) the strategy prepared under section 80 of the Environment Act 1995 (national air quality

strategy); (4) the importance of facilitating the passage of public service vehicles and of securing the safety and convenience of persons using or desiring to use such vehicles and (5) any other matters appearing to the local authority to be relevant”

10.3 Section 122 of the RTRA involves a balancing exercise and the Council’s officers must bear that duty in mind when implementing the minor parking projects

10.4 This report seeks approval for the proposed changes to waiting, loading and parking on the public highway as set out in section 6 of this report to secure the safe movement of traffic/pedestrians and provision of parking facilities which is a decision that Head of Service for Highways and Parking in consultation with the Cabinet Member for Tackling Inequality and Resident Services: can take in accordance with the Council’s Constitution.

10.5 The legal position in relation to traffic management orders and the statutory requirements in respect of consultation are set out in section 10.1 through 10.4 of this report. Public and Statutory Public consultation has been undertaken and due consideration given to representations by the public. The Council would be acting in accordance with the law were it to proceed with the proposals set out in this report.

11 Equalities Comments

11.1 The council has a Public Sector Equality Duty (PSED) 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.

11.2 The three parts of the duty apply 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. Although it is not enforced in legislation as a protected characteristic, Haringey Council treats socioeconomic status as a local protected characteristic.

11.3 The proposal to recommend proceeding with the proposed changes listed in section 6, Table 1 at various locations in the borough is a necessary step that recognises and takes account of the health and safety, equality and parking needs of Haringey’s residents, visitors, shoppers and businesses.

12 Use of Appendices

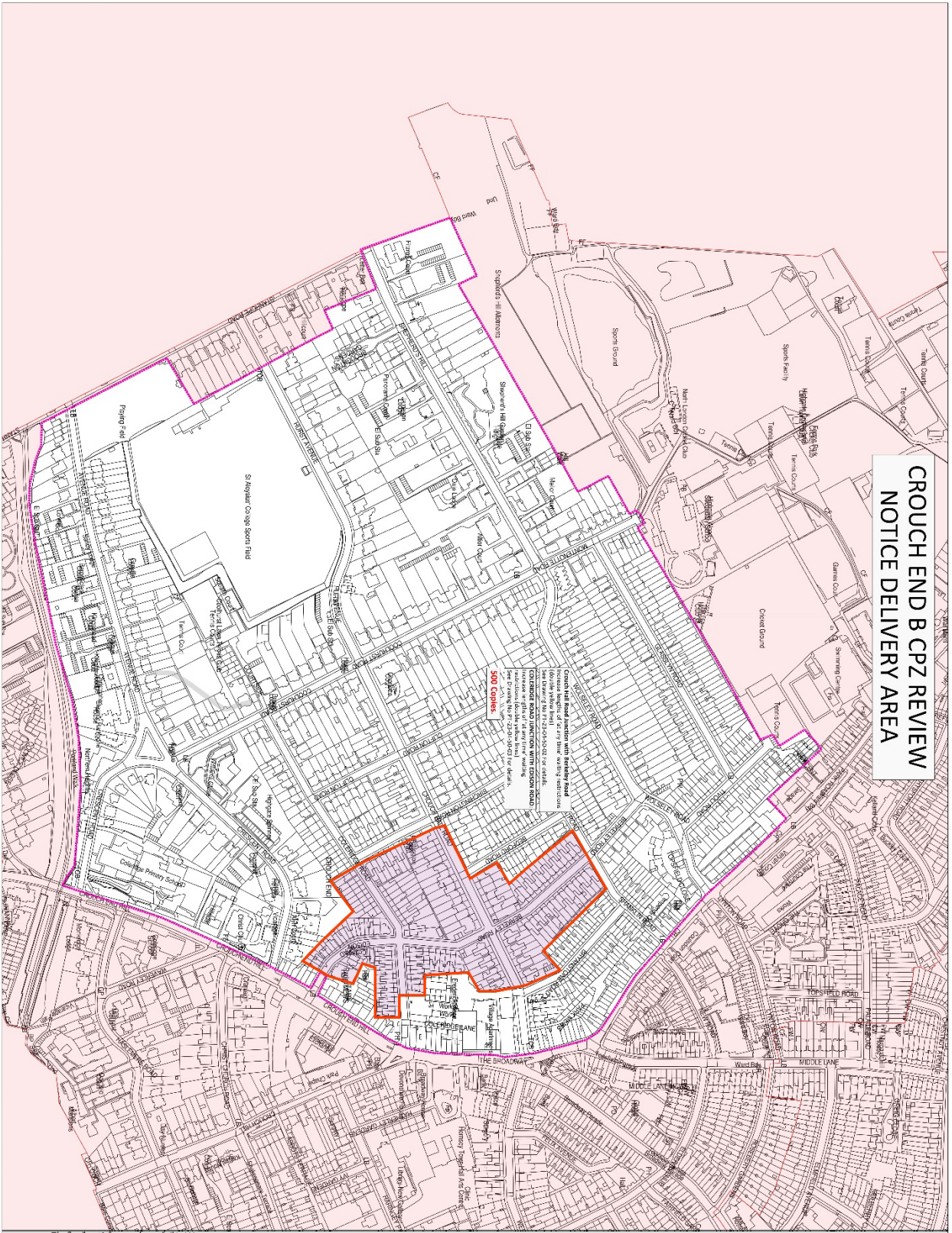
12.1 Appendix 1 – Plan showing locations of proposals.

12.2 Appendix 2 - Statutory notification letters delivered to affected roads.

12.3 Appendix 3 – Statutory consultation Submissions

13 Local Government (Access to Information) Act 1985

- Delegated Authority Report – Crouch End B Controlled Parking Zone Review.
- Parking Schemes – Resident Engagement Policy April 2023.



**CROUCH END B CPZ REVIEW
NOTICE DELIVERY AREA**

Controlled Parking Zone (CPZ)
The CPZ is defined by the magenta line. The CPZ is subject to the provisions of the Traffic Management Act 2004. The CPZ is subject to the provisions of the Traffic Management Act 2004. The CPZ is subject to the provisions of the Traffic Management Act 2004.

Controlled Parking Zone (CPZ)
The CPZ is defined by the orange line. The CPZ is subject to the provisions of the Traffic Management Act 2004. The CPZ is subject to the provisions of the Traffic Management Act 2004. The CPZ is subject to the provisions of the Traffic Management Act 2004.

Controlled Parking Zone (CPZ)
The CPZ is defined by the purple line. The CPZ is subject to the provisions of the Traffic Management Act 2004. The CPZ is subject to the provisions of the Traffic Management Act 2004. The CPZ is subject to the provisions of the Traffic Management Act 2004.

NOTES:
1. The CPZ is defined by the magenta line. The CPZ is subject to the provisions of the Traffic Management Act 2004. The CPZ is subject to the provisions of the Traffic Management Act 2004. The CPZ is subject to the provisions of the Traffic Management Act 2004.

DATE	DESCRIPTION	BY
15/01/2023	ISSUED FOR COMMENT	PLANNING TEAM
22/01/2023	REVISION 1	PLANNING TEAM
29/01/2023	FINAL APPROVAL	PLANNING TEAM

ENVIRONMENTAL IMPACT STATEMENT
CROUCH END B CPZ REVIEW
PLANNING TEAM
15/01/2023

Highways & Parking

Ann Cunningham: Head of Service for Highways & Parking



17 April 2024

Statutory Consultation

Review of Crouch End B Controlled Parking Zone (CPZ)

Dear Resident or Business,

Further to my letter dated 21 December 2023, which set out the results of the public engagement undertaken as part of the review of Crouch End B (CPZ), I am now writing to inform you when the statutory consultation will commence on the agreed changes and how you can participate further in this process.

What you told us

We sent engagement packs to 2770 properties. We received 447 responses. These responses were split as follows:

- 363 (81.2%) felt that changes to operational arrangements were not required.
- 84 (18.8%) indicated support for an increase in existing parking controls.

In general, the overall majority indicated that the existing parking controls in Crouch End B are working well with current the operational days and times – Monday to Friday, 2 pm to 4 pm.

In response to concerns raised about lorries and large vehicles damaging cars while turning at various junctions we propose to increase lengths of 'at any time' waiting restrictions (double yellow lines) at some locations.

What we are going to do

We have decided to:

- a) Retain the current Crouch End B (CEB) CPZ operational days and times - Monday to Friday, 2 pm to 4 pm for all roads within the CPZ
- b) Increase the lengths of 'at any time' restrictions (double yellow lines) at the following locations to improve safety, visibility, and accessibility for all road users.
 - Coleridge Road Junction with Edison Road.
 - Crouch Hall Road Junction with Berkeley Road.

To view these proposals please visit our online portal here: <https://consultation.appyway.com/haringey> and click on the 'proposals in consultation' tab and search for reference **2024-T05-Crouch End B CPZ Review**. If you are unable to view these online, you can request a copy of the proposals by contacting us at frontline.consultation@haringey.gov.uk.

Next Steps

The statutory consultation on these changes will begin on **Wednesday 17 April 2024**. This provides a 21-day period for anyone wishing to object or to respond to those 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. Alternatively, you can write to us at the postal address shown on this letter. Please ensure that **Review of Crouch End B CPZ** is included within the subject title of your email or letter.

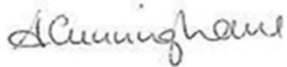
The closing date for objections and submissions to be received by the Council via email or post is **Wednesday 8 May 2024**.

If you have any questions regarding the scheme, please contact us: frontline.consultation@haringey.gov.uk.

What Happens Next?

At the end of the statutory consultation period, all objections and submissions will be considered by the Council before a decision is made on whether to introduce changes to parking controls. I will write to you again to inform you of this decision and timescales for implementing the changes to the CPZ should they be approved.

Yours faithfully,



Highways and Parking

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APPENDIX 3

Original Feedback Date	Feedback Category	Order Support	Feedback Text
04/23/2024 20:55:06 +01:00	Parking	PartlyObject	I object to the extension of the at any time restrictions at the junction of Coleridge Road with Edison and Berkeley Roads because it will decrease substantially the number of parking spaces available at the bottom of Coleridge Road, where it is already difficult to find parking in the mornings.
04/17/2024 19:30:10 +01:00	Safety	PartlySupport	Regarding the Public Notice, para 4) is wrong because Coleridge Road does not have a junction with Crouch Hall Road. From the maps I think I understand the proposals and I support them. But I am not sure they will go far enough. There are often very unpleasant arguments between drivers due to snarl-ups on the junction of Coleridge Road and Berkeley/ Edison Roads. Also as vehicles have often got to reverse (sometimes the wrong way down a one way street) there are safety implications for pedestrians. Apologies if you already have these comments - I have had no acknowledgment so am resending.