

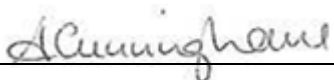
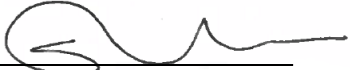
Haringey Council

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

| | |
|---|--|
| Decision Maker (Post Title) | Head of Highways and Parking in consultation with Cabinet Member for Tackling Inequality and Resident Services |
| Subject of the decision | To report the outcome of the statutory consultation carried out between 17th April and 8th May 2024, on the introduction of new waiting and loading restrictions on Broadway and Topsfield Parades (N8), and 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: <ul style="list-style-type: none"> • Middle Lane junction with Chestnut Avenue. • Weston Park junction with Elder Avenue |
| Date of the decision | 25 June 2024 |
| Decision | To approve recommendations as set out in Section 3 of this report. |
| Reasons for the decision | To deliver required changes to historical parking measures and ensure provisions at junctions improve road safety and traffic movements for all road users through the implementation and review of controlled parking opportunities and waiting/loading restrictions where it is not safe to park. |
| Details of any alternative options considered and rejected by the officer when making the decision | No alternatives were considered as there are no proposals to modify existing operational times. The decision is supported by the Haringey's Resident Engagement and Parking Schemes policy. |
| <u>Details of any exemptions</u> | None |
| <u>Conflicts of interest – Executive decisions</u> 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 |
| <u>Conflicts of interest – Non executive decisions</u> | None |

| | |
|--|--|
| <p>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</p> | |
| <p>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)</p> <p>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</p> | |

| | |
|--|-------------|
| <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 <u></u></p> <p>Cabinet Member for Tackling Inequality and Resident Services</p> <p>Signature <u></u></p> |
|------------------------------------|---|

| | |
|--|--|
| <p>Does the decision need to be published?</p> <p>Yes <input checked="" type="checkbox"/></p> <p>No <input type="checkbox"/></p> | |
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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 Highways and Parking in consultation with the Cabinet Member for Tackling Inequality and Resident Services

Title: Crouch End A 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: Stroud Green
Hornsey
Muswell Hill
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 introduction of new waiting and loading restrictions on Broadway and Topsfield Parades (N8), and 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:

- Middle Lane junction with Chestnut Avenue.
- Weston Park junction with Elder Avenue.

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 Approves the introduction the following measures:

- Increase existing waiting and loading restrictions (Monday to Saturday 8am to 6.30pm) to Monday Sunday 8am to 6.30pm on Broadway Parade and Topsfield Parade
- 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.
- Middle Lane Junction with Chestnut Avenue.

- Weston Park Junction with Elder Ave

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.

5 Alternative options considered.

5.1 The Council could choose to do nothing; however, the issue of traffic congestion in Broadway and Topsfield Parade needs to be resolved to reduce delays in public transport and emergency service response times.

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 5068 properties that were consulted, the Council received 773 responses, a response rate of 15.3%. Of those who responded, 78.4% 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 during the engagement process to congestion and safety on the Broadway and Topsfield Parade, the Council recommended extending waiting and loading restrictions to include Sunday to ensure the safety of all road users and ensure safe accessibility for essential services such as emergency services, public transport, and essential council services such as refuse collections.

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 17th April 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 8th 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 the extent of the proposed area 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 3 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 | <p>As a resident of Crouch End since 1987 I am very committed to supporting local businesses as this is what makes the area vibrant and enjoyable to live in.</p> <p>Although it is often busy and hard to park as a resident, I think the current restrictions are adequate so opposed to increasing existing waiting and loading restrictions on Broadway Parade and Topsfield Parade to include Sunday. This is a day for many working families to get out and visit cafes, restaurants, cinemas and gyms etc.</p> <p>As to increasing the lengths of the 'at any time' (double yellow lines) restrictions in place at the junction of Weston Park and Elder Avenue, I feel that they are absolutely fine as they are. There is no need for any further changes. Increasing the 'no waiting at any time' restrictions at the junction of Elder Avenue and Weston Park will have no positive impact as safety is not an issue as things stand.</p> <p>Having lived on this section of Elder Avenue for nearly 40 years and being a consistent pedestrian and driver, I am not and have never been aware of any risk existing at this junction. Extending the yellow line restrictions at this junction will only take away parking space for residents and</p> | <p>Haringey's proposals are designed to generally improve the conditions for public transport services, travelling along the Broadway and Topsfield Parade, and to provide safer conditions for vulnerable road users at all junctions, providing a less congested and safer road network, which is one the main outcomes of Haringey's transport strategy.</p> <p>During the resident engagement, residents of the Crouch End A CPZ area repeatedly emphasised the need to address traffic congestion on Tottenham Lane during Sundays when parking restrictions are relaxed. They noted that this stretch of Tottenham Lane is often blocked due to cars parked on both sides, leading to traffic jams in both directions. The proposed extension of parking restrictions to Sundays aims to alleviate this ongoing issue and, simultaneously, reduce delays in public transport and emergency services response times.</p> <p>Regarding the proposal to increase length of double yellow lines at some junctions, with these measures we intend to provide safer conditions for vulnerable road users.</p> |

| Objection number | Objection | Officer's response |
|---|--|---|
| | <p>visitors. It can be hard enough as a resident to find a nearby space.</p> <p>The impact of COVID and the current cost of living crisis on local businesses is clear, with increasing numbers of businesses closing down. Increasing the parking and waiting restrictions in the area will have a knock on impact on visitors' ability to visit and shop in the area.</p> <p>I would strongly urge the Council to reconsider the proposals.</p> | |
| <p>2 Weston Park and Elder Avenue</p> | <p>The restrictions in place at the junction of Weston Park and Elder Avenue work absolutely fine as they are. There is no need for any further changes. Increasing the 'no waiting at any time' restrictions at the junction of Elder Avenue and Weston Park will have no discernible impact on a junction where safety is not an issue as things stand.</p> <p>As a long term resident of this area and consistent pedestrian, runner and cyclist, I am not and have never been aware of any risk existing at this junction. Extending the yellow line restrictions at this junction and/or increasing waiting and loading restrictions on Broadway Parade and Topsfield Parade will only serve to further impact the businesses located in these areas. The impact of COVID and the current cost of living crisis on local businesses is clear, with increasing numbers of businesses closing down. Increasing the parking and waiting restrictions in the area will have a knock on impact on visitors' ability to visit and shop in the area.</p> <p>I would strongly urge focussing what I suspect are limited Council resources on issues that actually need addressing, like improved road cleaning and curbing the growing rodent/fox pest situation.</p> | <p>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.</p> <p>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.</p> |
| <p>3</p> | <p>The removal of parking in an already pressurised parking area will make parking on roads around the Topsfield</p> | <p>Our proposals for Broadway and Topsfield Parade are designed to generally improve the conditions</p> |

| Objection number | Objection | Officer's response |
|------------------|--|--|
| | <p>Parade, Weston Park, Felix Avenue and Elder Avenue even worse. More loading bay times will mean less spaces for visitors and they will then look at local streets. 61% of residents on the street listed above voted for more hours for residents to park but as no one solution made it over 50% (which is near impossible when so many responses were possible) meant that we are stuck with only 2 hours on weekdays so cannot park after midday.</p> <p>The sub-area of central Crouch End showed that more restrictions are needed on these roads. We either need our own central CPZ, or need increased CPZCEA hours on Elder Avenue, Weston Park and Felix Avenue. We voted for these changes and need to be heard</p> | <p>for public transport services traveling along this stretch of Tottenham Lane. During the initial resident engagement, residents of the Crouch End CPZ area repeatedly emphasised the need to address traffic congestion on Sundays when parking restrictions are relaxed. They noted that this section of Tottenham Lane is often blocked due to cars parked on both sides, leading to traffic jams in both directions. The proposed extension of parking restrictions to Sundays aims to alleviate this ongoing issue and, simultaneously, reduce delays in public transport and emergency services response times.</p> <p>Regarding the proposal to increase CPZ operational hours in the sub-area of Crouch End A, residents of these roads indicated a preference for an increase in current parking controls. However, when analysing resident preferences on operational days and times, a majority preference (51% or above to enable a decision to be reached) for a preferred change in operational times was not met. In line with the new Resident Engagement and Parking Schemes Policy, it is thus recommended to retain the existing parking controls (Monday to Friday, 10 am – 12 noon) within the Crouch End A (CEA) CPZ</p> |

- 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 6.4 and 6.5), the relatively small number of objections, the wider support for the project, 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 3 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 as set out in table 1 of section, these being:

- Increase existing waiting and loading restrictions (Monday to Saturday 8am to 6.30pm) to Monday Sunday 8am to 6.30pm on Broadway Parade and Topsfield Parade
- 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.
 - Middle Lane Junction with Chestnut Avenue.
 - Weston Park Junction with Elder Ave

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 A 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 A Controlled Parking Zone Review.
- Parking Schemes – Resident Engagement Policy April 2023.

Highways & Parking

Ann Cunningham: Head of Service for Highways & Parking



17 April 2024

Statutory Consultation

Review of Crouch End A 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 A (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 5068 properties. We received 773 responses. These responses were split as follows:

- 606 (78.4%) felt that changes to operational arrangements were not required.
- 159 (20.6%) indicated support for an increase in existing parking controls
- 8 (1%) did not provide any preference.

Further analysis of responses on a road-by-road bases showed that a sub-area situated around Topsfield Parade, Broadway Parade and the clock tower indicated they would like to see an increase to the current operational hours. However, as 78% of those responding did not want changes, current operational times are to be retained.

In response to concerns raised about congestion and safety on the Broadway and Topsfield Parade, we are recommending that waiting and loading restrictions be extended to include Sundays. This will ensure the safety of all road users and safe access for emergency services, public transport, and essential council services such as refuse collections.

What we are going to do

We have decided to:

- a) Retain the current Crouch End A (CEA) CPZ operational days and times - Monday to Friday, 10am to 12 noon for all roads within the CPZ
- b) Increase existing waiting and loading restrictions (Monday to Saturday 8am to 6.30pm) to Monday Sunday 8am to 6.30pm on Broadway Parade and Topsfield Parade
- c) 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.
 - Middle Lane Junction with Chestnut Avenue.
 - Weston Park Junction with Elder Ave

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-T04-Crouch End A 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 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 A CPZ** is included within the subject title of your email or letter.

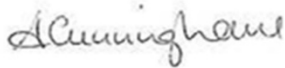
The closing date for objections and submissions to be received by the Council via email or post is **Wednesday 8 May 2024**.

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 the changes to parking controls. I will write to you again to inform you of this decision and timescales for implementing changes to the CPZ should they be approved.

Yours faithfully,



Highways and Parking

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

020 8489 1000

www.haringey.gov.uk

APPENDIX 3

| Feedback Date | Responder Type | Feedback Category | Order Support | Feedback Text |
|----------------------------------|----------------|-------------------|---------------|---|
| 05/01/2024 16:09:03 +01:00 | Resident | Parking | Wholly/Object | <p>As a resident of Crouch End since 1987 I am very committed to supporting local businesses as this is what makes the area vibrant and enjoyable to live in.</p> <p>Although it is often busy and hard to park as a resident, I think the current restrictions are adequate so opposed to increasing existing waiting and loading restrictions on Broadway Parade and Topsfield Parade to include Sunday. This is a day for many working families to get out and visit cafes, restaurants, cinemas and gyms etc.</p> <p>As to increasing the lengths of the 'at any time' (double yellow lines) restrictions in place at the junction of Weston Park and Elder Avenue, I feel that they are absolutely fine as they are. There is no need for any further changes. Increasing the 'no waiting at any time' restrictions at the junction of Elder Avenue and Weston Park will have no positive impact as safety is not an issue as things stand.</p> <p>Having lived on this section of Elder Avenue for nearly 40 years and being a consistent pedestrian and driver, I am not and have never been aware of any risk existing at this junction. Extending the yellow line restrictions at this junction will only take away parking space for residents and visitors. It can be hard enough as a resident to find a nearby space.</p> <p>The impact of COVID and the current cost of living crisis on local businesses is clear, with increasing numbers of businesses closing down. Increasing the parking and waiting restrictions in the area will have a knock on impact on visitors' ability to visit and shop in the area.</p> <p>I would strongly urge the Council to reconsider the proposals.</p> |
| 04/29/2024 14:24:53 +01:00 | Resident | Safety | Wholly/Object | <p>The restrictions in place at the junction of Weston Park and Elder Avenue work absolutely fine as they are. There is no need for any further changes. Increasing the 'no waiting at any time' restrictions at the junction of Elder Avenue and Weston Park will have no discernible impact on a junction where safety is not an issue as things stand.</p> <p>As a long term resident of this area and consistent pedestrian, runner and cyclist, I am not and have never been aware of any risk existing at this junction. Extending the yellow line restrictions at this junction and/or increasing waiting and loading restrictions on Broadway Parade and Topsfield Parade will only serve to further impact the businesses located in these areas. The impact of COVID and the current cost of living crisis on local businesses is clear, with increasing numbers of businesses closing down. Increasing the parking and waiting restrictions in the area will have a knock on impact on visitors' ability to visit and shop in the area.</p> <p>I would strongly urge focussing what I suspect are limited Council resources on issues that actually need addressing, like improved road cleaning and curbing the growing rodent/fox pest situation.</p> |
| 04/17/2024 16:08:16 +01:00 | Resident | Parking | Wholly/Object | <p>The removal of parking in an already pressurized parking area will make parking on roads around the Topsfield Parade, Weston Park, Felix Avenue and Elder Avenue even worse. More loading bay times will mean less spaces for visitors and they will then look at local streets. 61% of residents on the street listed above voted for more hours for residents to park but as no one solution made it over 50% (which is near impossible when so many responses were possible) meant that we are stuck with only 2 hours on weekdays so cannot park after midday.</p> <p>The sub-area of central Crouch End showed that more restrictions are needed on these roads. We either need our own central CPZ, or need increased CPZCEA hours on Elder Avenue, Weston Park and Felix Avenue. We voted for these changes and need to be heard</p> |