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4 February 2019

Dear Officers and Councillors,

**Proposed extension of CPZ controlled hours in Highgate**

We are writing to you on behalf of the Highgate Society and the Highgate Literary and Scientific Institution to register our deep concern at the proposed introduction of a sub area A in the Camden CPZ area CA-U where the hours of operation will be 8:30 am to 6:30 pm Monday to Friday.

This proposal has generated an overwhelming negative response among traders, businesses and residents: not only on the Camden side of Highgate, but also in Haringey, where there is considerable anger that they were not consulted. For the reasons set out below we urge you to suspend the implementation of this plan to allow time for a holistic solution to be found to the significant and complex parking problems facing the area of Highgate Village and Highgate High Street where the extended hours will apply. In particular the publication of the Traffic Management Order planned for 7 February, which would be the final procedure before implementation, should be halted.

These concerns are shared by the nearly 170 local residents and business owners who attended an open meeting called by the Highgate Society on Monday 28 January. We set out the Ham & High Report on this event in **Annex One**.

We summarize the reasons for this letter under sections A-E below.

## Section A

**We share the council's concern that there are significant parking issues in Highgate. We also accept that parking issues are closely related to environmental policy, but we do not believe the extension of CPZ hours will achieve the Council's environmental aims. Instead it will have a significant adverse effect on Highgate High Street and other serious unintended consequences, not least the driving away of trade from Highgate to areas where parking is much easier, such as Crouch End, Muswell Hill and out of town shops.**

The CPZ control hours will simply not be fit for purpose for the businesses and institutions in Highgate Village where clients and users will often visit for two hours or more at a time. The letter from a local resident who is a member of staff at the Highgate Health Centre (**Annex Two**) emphasises these points.

Concerns were raised in the consultation by residents who have difficulty parking, but a High Street where an increasing number of shops are closing is not in anyone's interests.

This is already happening and will be significantly accelerated if the extended hours are introduced. Highgate High Street is a small High Street and relies on being accessible for its livelihood. It is very vulnerable and extended CPZ hours as currently proposed by Camden Council may prove its death knell.

The greatly increased journeys to neighbouring areas or out-of-town shopping will mean a net increase in pollution as far more journeys are undertaken by car.

## Section B

**It is clear that a holistic solution is needed, but has not been considered. This requires much closer cooperation with Haringey Council and with local stakeholders. The solution must be fair and equitable to all stakeholders: residents, businesses, visitors and all local organisations. The current proposals fail to achieve this, and fail to recognise the pressures facing businesses and residents in Highgate.**

The Highgate Neighbourhood Plan requires co-operation between Camden and Haringey councils in relation to issues in Highgate. This is not limited to pure planning issues.

Camden Council simply notifying Haringey of their intentions is a neglect of this duty. Both councils need to go much further as Highgate is a single organic unit and the residents and businesses on the Haringey side of Highgate village are very significantly affected.

A large number of organisations and businesses on the Camden side of Highgate Village believe they were not consulted. In addition, the interests of a large number of groups have simply not been considered.

Camden's Annual Parking Report 2018 reflects its statutory duties and sets out a number of clear objectives which have not been followed in this case.

The Mayor of London's *High Streets for All* plan is not being followed.

## Section C

**We would point to the significant flaws in the consultation and implementation process. These make it especially important that adequate time is now allowed to find a better solution.**

As noted in the Council's consultation report, in CPZ CA-U zone sub-area A a majority were in favour of retaining the current hours of control (33 respondents or 50.8%). In total there were 65 respondents. Several points arise from this:

- the majority voted to retain current hours and to ignore this seems to be an abuse of process. A majority is a majority.

- the almost 170 attendees at the open meeting we held on 28th January were predominantly from sub zone A and indicated in a show of hands that they overwhelmingly opposed the extension of CPZ hours (with only two votes against: both from people outside sub zone A). This is more than five times the number who voted to extend the hours.

- across the CA-U consultation zone more generally 82 per cent. of respondents indicated that they did not wish to have any extension of CPZ hours.

- only 723 responses, or 12.9% of consultees, provided responses in area CA-U. In other words, the Council has taken the decision to proceed with its proposals on the basis of votes of only 6% of those purportedly consulted.

The Council noted concerns from businesses in Highgate High Street but dismissed these by referring to research. That research is highly selective, over eight years old and clearly does not apply to the specific problems of Highgate High Street.

The consultation was triggered by changes in the Islington CPZ K zone, but both Haringey and Camden councils found these had no material impact on the new sub zone A and on that basis therefore cannot justify the change to CPZ hours.

The consultation was delivered in plain envelopes, which should have been marked "IMPORTANT - PARKING CONSULTATION" (or similar) but we have learnt that this was not done due purely to the small additional cost involved.

Critically, the consultation report makes no reference to the Highgate Neighbourhood Plan, making the failure to involve residents or businesses within Haringey inexcusable.

## Section D

**There are a number of possible solutions which we would urge Camden Council to allow time to consider properly in a collaborative way with all relevant stakeholders.**

A joint Haringey-Camden parking zone recognising the close proximity of those who work and live on each side of the High Street.

Proper disabled parking provision.

A review of double yellow line and single yellow line restrictions to confirm whether these are still required or could be downgraded to free up parking spaces as has happened on the Haringey side of the village.

Reconsidering hours of operation to see whether intended policies might be achieved in a far less drastic way.

Possibly all day controls only on the most affected street(s) where really necessary: as has been carried out in Priory Gardens.

Joint usage bays for business and residents.

Parking vouchers shops may provide to their customers (as happens in many parts of the UK).

Properly accessible means of payment for the CPZ

## **Section E**

**If publication of the Traffic Management Order goes ahead on 7th February, please be aware that the Highgate community will oppose it very strongly during the 21 day consultation period available. We will emphasise the many points which we do not believe Camden Council has considered in the consultation as well as issues which we believe it decided wrongly.**

We do not feel that Camden Council's proposal to review the use of parking bays in three months following the introduction of extended hours in any way would prevent the significant damage that will be felt if the parking zone hours are extended now. It is highly likely that by the time any further changes could be made the harm caused to the area will be irreversible.

We are happy to discuss any points you have or organise a further meeting with local representatives and councillors. We look forward to hearing from you.

Yours faithfully

*Elspeth Clements*, **Chair, Highgate Society**

*Kathy Dallas*, **Chair, Highgate Literary and Scientific Institution**

## ANNEX ONE

### Report from the Ham & High (Reproduced by kind permission of the Ham & High)

#### Highgate locals urge rethink on CPZ proposals at public meeting over controversial changes

PUBLISHED: 11:36 29 January 2019 | UPDATED: 10:37 30 January 2019. By Harry Taylor

A spirited public meeting unanimously rejected Camden Council's new controlled parking zone (CPZ) for Highgate Village, over concerns it will "kill" the village and its high street.

There was standing room only last night as more than 160 residents and traders packed into the Gatehouse Theatre in Highgate Village. Highgate councillors from both boroughs fielded questions.

Brexit parallels featured throughout, with reference to the wafer thin majority for no change, and one resident saying he regretted voting in favour of the unpopular plan. A "people's vote" at the end of the meeting on Monday night found the room largely united in opposition.

The meeting heard the Highgate Literary and Scientific Institution could close if the plans go ahead.

Isabel Raphael, former head at Channing School and now a tutor at the HLSI, told the *Ham&High* "We don't get any funding and only get income from our classes and membership. You can't teach a class if everyone has to go off and move their car."

Cllr Sian Berry (Green, Camden) gave hope to the audience when she said Camden Council's purported failure to take the Highgate Neighbourhood Plan into account "could be significant" in stopping the CPZ.

Ricky Green, who runs Greens greengrocer's in the high street, said: "It's already a dying high street and this will make things worse. We pay a hell of a lot for our rates. What do we get for it?"

The proposed restrictions, reported in last week's *Ham&High*, are planned to run from 8.30am to 6pm on weekdays.

The meeting was feisty, with one woman calling the situation "Kafkaesque". Chairing it, the Highgate Society's Andrew Sulston said the plans had been agreed due to the inconclusive result of the consultation and Camden's transport targets.

Cllr Liz Morris (Lib Dem, Haringey), who lives in Southwood Lane, recalled chaos when a CPZ came in on the Camden side in 2003. "I had a toddler, and couldn't park my car anywhere," she said.

"It even got towed away once or twice. I worry if the changes go through, it will result in a parking stress on the Haringey side."

According to the results in the proposal by Camden Council, only 723 people consulted in Highgate responded to the questionnaire – 12.9pc of those asked.

There was criticism from Channing's parents and teachers that schools were not considered. Music teacher Marissa Pepper said she understood concerns about parking during the school run, but argued it benefited businesses: "Without the schools and 4,000 children, there wouldn't be a high street. Parents will drop their children off then come into the village. That could be lost."

The Traffic Management Order (TMO) will be published on February 7, giving the public three weeks to have a further say.

## **ANNEX TWO**

### **A letter from a member of staff at Highgate Health Centre**

To whom it may concern

The Highgate Health Centre <http://www.highgatehealthcentre.co.uk/> at 31a Highgate High Street, N6 5JT, has occupied its site in Bullens Yard since 1996, offering a broad range of therapies not only to those living within the environs of North London but also to those who travel in from other counties for the treatments, such as the specialised manufacture of foot orthotics.

Our location is hidden from the high street and its intimate and friendly atmosphere is one of its attractions to visitors, and what makes it stand out as a practice serving the community and beyond.

We earnestly entreat that the extended hours do not go ahead. Highgate Village is not well served by public transport and the majority of our clients, many of whom are elderly, drive to the clinic and choose to make their appointments either before or after the current CPZ between 10 and noon. Those who come from further away will also visit the Highgate Literary & Scientific Institution, perhaps the dentist, the independent bookshop or galleries, the stationer, the women's wear boutique, the garage ... to name a few ... and will stop for something to eat. There are many other facilities, also invisible because they are out of sight in the Yards but which contribute to the diversity and uniqueness of Highgate Village and all within a small compass. People want to spend time here. All of these activities take far longer than the current Pay and Display regulations allow and people do not want to be driven by anxiety about parking or fear of being ticketed.

We strongly believe it is critical to the continued success of our business that the CPZ is not extended and that it will be a punitive measure for all of the businesses in Highgate Village that are increasingly struggling because of high rents. The Village has never had so many empty shops on the High Street and it is no exaggeration to say an extended CPZ will be the death knell.

The fact that Camden are behaving independently of the three other boroughs that make up the unity which is Highgate Village means that the pressures on parking will only spill over into those other boroughs.

Highgate Village, at present, has 'the butcher, the baker, the candlestick maker', all independent businesses that make this unusual London Village a destination for people and this aspect should be acknowledged, cherished and supported.

I also write as a resident of the village, living on the High Street, who does not wish the CPZ to be extended. I wish the village to thrive as a community and accept the volume of traffic that comes with living in a metropolis.