

1.0 Purpose

- 1.1 To report on the feedback received during the informal public consultation process on the proposed introduction of a Controlled Parking Zone (CPZ) to roads in Vartry Road area (highlighted in orange on the attached plan labelled **Appendix 1**). The area is bounded by the following roads: Albert Road, Berkeley Road, Bushey Road, Chisley Road, Daleview Road, Dunford Street, Eastbourne Road, Frinton Street, Frankiln Stree, Heysham Road, Tottenham High Road, Hillside Road, Holmdale Terrace, Howard Road, Manchester Road, Latmer Road, **Richmond Road, Seven Sisters Road, St Ann's Road, St John's Road** and Thorpe Road.
- 1.2 To seek approval to proceed with the recommendations as set out in section 9 of this report.

2.0 Background

- 2.1 **Officers were asked to attend the Vartry Communities Residents' Association (VCRA) meeting held on Thursday 23 March 2017, to discuss what action could be undertaken by the council to carry out a consultation on possible parking controls.**
- 2.2 This was following a survey undertaken by the VCRA where 500 properties in the area were asked if they would like to see a CPZ introduced and where the majority of people that responded supported the idea.
- 2.3 Officers explained at the meeting that before the council can take the necessary steps to carry out a consultation, they must be presented with a petition from the wider area supporting a consultation.
- 2.4 On Sunday 11 July 2017, the council received a petition signed by 120 residents from various roads in the local area supporting a consultation on parking controls. The petition was presented to Cabinet Member for Environment at that time, Councillor Peter Mitchell who approved the consultation be placed on the 2018/19 Parking Projects Programme.
- 2.5 The council commenced the informal consultation on Tuesday 9 October 2018 with information letters accompanied by a questionnaire and area plan, hand delivered to all properties within the area. An online version was also made available. See **Appendix 2** for consultation letter and questionnaire.

3.0 Consultation Feedback (Consultation area)

- 3.1 As part of the consultation process, residents and businesses could respond by returning the questionnaire. Consultation documents were distributed on Tuesday 9 October 2018 to all properties within the

consultation area with 432 valid responses received by the cut off date of 31 October 2018.

3.2 When asked, *'Do you think your road should be in a Controlled Parking Zone (CPZ)?'* the 432 respondents answered as follows:

- 68% (294) in support
- 27% (117) against
- 5% (21) **didn't know**

3.3 When asked what groups of people were responsible for restricting parking in their street, respondents generally agreed a combination of users caused the issues. However, the highest reports were that of trade/camper vans (258), commuter parking (255) and shop/business parking (199) cause the most parking problems.

3.4 When asked what days do you think the CPZ should operate, the majority of respondents supported Monday – Friday, 8am – 6.30pm controls. However, respondents also report that there is sometimes congestion at weekends, which makes it difficult to decide the operating times.

3.5 Residents reported parking problems generated from the local car dealership/garage situated on Seven Sisters Road and report that the volume of vehicles associated with this business that park in the side streets during the day limits their parking opportunities.

3.6 Residents also report that some people resort to reserving parking space by placing bins in the road and that it can sometimes become fractious.

3.7 Furthermore, due to congested kerb space, it makes it difficult to negotiate the road as there are no passing places with the probability of collisions very high. **Larger vehicles, including Veolia's refuse collection lorries** frequently struggle to pass make the turn due to vehicles parked on or near junctions.

Most of the respondents that were opposed to any changes reported that there were no parking problems in their roads and that they have never had a problem finding parking space.

3.8 There were also objections as residents felt that CPZs are a symbol of gentrification. They penalise the poorest and most vulnerable members of the community by preventing people from socialising with family members and visitors. Residents felt that they should not have to pay for parking and that it should remain free.

3.9 We received a letter from the car dealership requesting that some space be allocated to them within the CPZ. However, it was explained that it is not possible to designate space on the public highway to a particular

business and furthermore, that this would not be appropriate, as many of the parking problems were reported as being caused by vehicles associated with the car dealership.

3.10 **Appendix 3** is an area plan and shows a representation of the outcome of the consultation in percentage breakdown in each of the roads.

3.11 A full analysis of the consultation responses received is contained in **Appendix 4**.

4.0 Chief Finance Officer Comments

4.1 Provision for the implementation of the proposed measures to the CPZ was made in the Parking Plan capital budget for 2018/19. Other costs around consultation can be contained within existing budgets.

5.0 Environmental Implications

5.1 Before reaching a decision to make the necessary Traffic Management Order to implement or amend a CPZ scheme, the council must follow the statutory consultation procedures pursuant to the **Road Traffic Regulation Act 1984 (“RTRA”) (as amended) and the Local Authorities Traffic Orders (Procedure) (England and Wales) Regulations 1996 (as amended)**. All representations received must be properly considered in the light of administrative law principles, Human Rights and equalities law and the relevant statutory powers.

5.2 The council's **powers to make** permanent Traffic Management Orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 paragraph 8 and 9 of the RTRA.

5.3 When determining what paying parking places are to be designated on the highway, section 45(3) requires the council to consider both the interests of traffic and those of the owners and occupiers of adjoining properties. In particular, the council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway.

5.4 By virtue of section 122, The Council must exercise its powers under the RTRA so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-

(a) The desirability of securing and maintaining reasonable access to premises.

- (b) The effect on the amenities of any locality affected including the regulation and restriction of heavy commercial traffic so as to preserve or improve amenity.
- (c) The national air quality strategy.
- (d) Facilitating the passage of public service vehicles and securing the safety and convenience of their passengers.
- (e) Any other matters appearing to the council to be relevant

6.0 Comments of the Assistant Director of Corporate Governance

6.1 The legal position and statutory requirements for consultation are set out in Section 5 of the report. Public consultation has been undertaken and due consideration given to representations by the public. As long as the statutory consultation is undertaken and due consideration similarly given to representations made, there is no reason why the council should not be entitled to proceed with its proposals.

7.0 Equal Opportunities

7.1 Consultation documents were distributed to all households/ businesses within the area of the proposed scheme.

7.2 Any interested party can submit a representation regardless of where they live or work during the statutory notification period.

7.3 A translation service for the consultation document was available upon request; however, no such requests were received.

7.4 The introduction of parking controls will make it easier for those with Blue Badges to park and the introduction of yellow lines at junctions will improve accessibility and visibility for pedestrians.

8.0 Summary

8.1 The area is linked via Seven Sisters underground station and Stamford Hill Overground station, which connects direct to a number of tube lines in central London, allowing you to arrive at Liverpool Street in just over 20 minutes. These links also make it an ideal location for those wishing to park and visit the Westfield Shopping Centre in Stratford or travel through to the shopping areas in Central London.

8.2 To the north and west of the consultation area there are three existing CPZs, these being Green Lane B, St. **Ann's** and Seven Sisters. These parking controls have reportedly been successful in preventing

commuter parking, while making it easier for local residents, businesses and their visitors/customers to park.

- 8.3 Given its proximity to the station, and the operational times of the surrounding zone, the area may benefit from operating Monday to Saturday, as opposed to what was supported in the consultation, Monday to Friday. However, we can review this in the future if there is demand to increasing the operational days.
- 8.4 From the responses received from individual roads, it is also acknowledged that some roads within the consultation area were against parking controls. However, with the introduction of any parking scheme there is always the possibility of parking being displaced to other areas/roads outside new controls.
- 8.5 The St Ann's CPZ was introduced most recently in November 2016 and since then we have seen a noticeable increase in parking enquires and requests to introduce controls in this area, which may be due to parking displacement.
- 8.6 To the south of Vartry Road is the London Borough of Hackney who are currently carrying out a consultation to ascertain whether residents want parking controls or not, and we will have details of the outcome late November.
- 8.7 The effect of uncontrolled areas can often negatively impact on the local community i.e. local businesses can experience suppressed trade as short-term parking opportunities are limited or not offered in this case. Available kerb space is reported to be occupied during the day by long-term commuter parking from people using local transport links in addition to employees of local businesses, school and service areas.
- 8.8 Respondents to the consultation commented on the parking pressures caused by the car dealership/garage on Seven Sister Road. All new parking schemes are designed and aimed to actively support and protect existing businesses, whilst at the same time attracting new businesses. Additionally, it is the council's responsibility to allocate parking facilities for all types of users within a CPZ, including short-term parking for people that visit the shops, schools and businesses in the area.
- 8.9 It is proposed that if a CPZ was introduced that Pay by Phone and shared use parking bays will be introduced in locations where there is a need to serve visitors to an area.
- 8.10 Providing the businesses in the area meet the eligibility criteria for applying for parking permits, and are able to provide evidence that the vehicle is essential to the successful operation of their business, then if a CPZ is introduced, they will be entitled to park within the allocated parking bays within the zone.

- 8.11 Off-street parking to the front of properties is not possible as most of the roads have insufficient size front gardens to accommodate a vehicle. Of the 432 people that responded, 374 properties do not benefit from off street parking. Introducing controls will lead to a significant reduction of parking problems identified as part of the consultation exercise and will ease the pressures felt by residents in locating a parking space.
- 8.12 Some of the feedback alluded to the hazards caused by congested kerb space in that reduces the opportunity to pass and negotiate on coming vehicles. Better parking management through the use of delineated parking bays and yellow lines means less obstructive and dangerous parking, especially at junctions. This in turn improves road safety, introduces natural passing places and eases congestion. This provides a very serious risk to the council through insurance claims, resident perception and most importantly safety. Also, the introduction of CPZs has shown to reduce occurrences of ASB such as littering as residents have reported that commuters would often drop litter but as soon as the parking controls are implemented this stops.
- 8.13 CPZs help reduce commuter parking and the problems associated with traffic such as pollution and poor air quality by prioritising parking for local residents and their visitors. They also help encourage more sustainable forms of transport and are proven to be one of the most effective means to reduce congestion.
- 8.14 On the subject of Permit Charges, until recently, the council had not reviewed parking permit charging structures for several years. The new banding structure is intended to encourage ownership of less polluting vehicles. We have aligned the council's **CO2 charge bands with the** widely known DVLA CO2 vehicle tax emissions bandings. It should be noted that many residents will have their permit charges reduced, others will find little or no change and those owning higher emission vehicles will pay more. The increase in parking charges is proportionate to the aim of covering the administration and enforcement costs of CPZs and is in line with parking charges in other boroughs. In addition, through the Transport Strategy Action Plans, all residents will be encouraged to take advantage of more sustainable travel options including car clubs, car sharing and better public transport. The introduction of a six monthly permit will also help those, who for economic reasons would prefer not to purchase an annual permit.
- 8.15 Respondents also requested additional bike hangers in the area. We are committed to improving the condition for cyclists to encourage the uptake of this sustainable transport mode and acknowledge that secure cycle parking is essential for our residents. Installation sites will be selected using the following criteria:
- The date a request is received
 - Demand from residents

- Equitable distribution throughout the wards in Haringey

For further information on Bike hangars, people can visit our dedicated webpage:

<http://www.haringey.gov.uk/parking-roads-and-travel/travel/cycling>.

- 8.16 As part of the council transport strategy, we are considering all options available to expand the network of Electric Vehicle (EV) charging points for residential and commercial use.
- 8.17 The council recently signed an agreement with Blue Point London (BPL), the company that operates and manages the Source London network, to expand on-street charging facilities across the borough. For Phase 1 of the expansion programme, we are installing of 35 charging points at 14 locations in the borough and these points will go live in January 2019. Based on the uptake of these charging points after implementation, will also be considering additional locations on our Phase 2 programme for EV charging points. These charging bays will be for the sole use of electric vehicle charging and will be part of the Source London network and will be accessible by any Source London **members, as well as ‘pay as you go’ users who will be able to charge** their vehicle and pay using a debit/credit card.
- 8.18 Anyone who wants more information about Electric Vehicle charging points in Haringey, or wants to suggest a location for installation of EV points, can contact Frontline Services email: frontline@haringey.gov.uk.
- 8.19 Respondents to the consultation have also alluded to the environmental issues caused by non-residential parking with reports of refuse being left on the road side. Whilst this cannot be entirely eradicated, it is possible that the reduction in non-residential parking will act as deterrent for this type of behaviour.
- 8.20 Furthermore, if parking controls are not introduced in individual roads who objected to the CPZ, the council cannot commit to being able to consult these roads again in the near future. This is because of pressures elsewhere in the borough and resources being utilised there.
- 8.21 We realise that there may be impacts to residents or businesses that currently park in unrestricted roads on the boundaries of existing zones and as such we will continually monitor the effectiveness of the scheme presenting any subsequent proposals to the Cabinet Member for Environment.
- 8.22 The introduction of CPZs is also in line with the council’s **recently agreed Transport Strategy and supports ‘aims’ 3) An improved air quality and a reduction in carbon emissions from transport and 4) A well maintained road network that is less congested and safer.**

8.23 We acknowledge that should parking controls be introduced into this area, that parking problems may displace into adjacent uncontrolled areas. Should this be the case and residents show support for a consultation, this will be considered in a future CPZ programme.

9.0 Recommendations

9.1 Following consideration of the positive informal consultation results and further to discussions with ward councillors, it is recommended that the Cabinet Member for Environment and Head of Service:

9.2 Notes the feedback of the public consultation set out in this report.

9.3 Approves the scheme moves to statutory consultation on parking proposals to all roads in the orange shaded area on **Appendix 1** and for this proposed CPZ to be known as the Seven Sisters South (**7SS**) CPZ.

9.4 Approves the operational days/times as follows:

8am - 6.30pm Monday to Friday

9.5 Results of to the statutory consultation to be reported and considered by the Cabinet Member for Environment and Head of Service to approval/reject implementation.

9.6 Approves that residents / traders in the area be informed of the decision via written works notification letters distributed throughout the area.

APPENDIX 1 - Map of Consultation Area

APPENDIX 2 - Public Consultation Documents

APPENDIX 3 – Consultation Results Map

APPENDIX 4 - Summary of Consultation Feedback