

1 Purpose

- 1.1 To report the feedback from the statutory consultation which was carried out in December 2018 and January 2019 for the introduction of the Seven Sisters South Controlled Parking Zone (CPZ). This report will set out officers' responses to the representations received during statutory consultation and provide clear recommendations on whether the proposed parking controls should be installed.
- 1.2 To seek approval to proceed with the recommendations as set out in section 10 of this report.

2 Background

- 2.1 In October 2018, the Council received a petition from the Vartry Road Resident Association group, signed by 120 residents, in support of parking controls to address concerns that non-residents were parking in the Vartry Road area, causing parking difficulties for residents.
- 2.2 In response to this petition, the council commenced an informal consultation. This would enable the council to gather further information and gain a better understanding as to the extent of the parking problems, how this affects local residents as a whole and their preferences as to the type of parking controls they would like to see introduced.
- 2.3 As part of the informal consultation process, residents and businesses could respond by returning the questionnaire.
- 2.4 In total, 2300 consultation documents were distributed, and the Council received 432 responses representing a response rate of 17%. Of the 432 responses received, 68% (294) were in support of controls, 27% (117) were against controls and 5% (21) didn't know.
- 2.5 In December 2018, due to the overwhelming response received in favour of parking controls during the informal consultation, residents and businesses were informed of the council's intention to proceed with the statutory consultation.
- 2.6 Details of the outcome of the informal consultation was published in November 2018 and is available on the council's website.

3 Statutory consultation

- 3.1 In order to introduce parking controls and legally enforce their use, the council, as the Highway Authority, is required to enter a period of consultation known as statutory consultation. This is the legal part of the process required before modifying or implementing parking controls.
- 3.2 In summary, before making an order to modify or implement parking controls, the council must notify its intentions in the London Gazette and local press providing a period of 21 days for any interested party to make representation. In addition, although not a requirement, it is also good practice to advertise on the site where the measures are proposed. Details of the Traffic Management Order notice are detailed and shown on Appendix I.

- 3.3 As part of the statutory process, the views of the following bodies are also sought: Transport for London, London Travel Watch, One Search Direct, Police (local), Fire Brigade, London Ambulance Service, Freight Transport Association, Road Haulage Association, Metropolitan Police (traffic), Haringey Cycling Campaign and Arriva Buses.
- 3.4 Before making the relevant Traffic Management Orders the council must consider all representations submitted in response to the statutory consultation.
- 3.5 If the Council is satisfied that it has addressed all representations received, a Notice of Making can then be published in the London Gazette and local press notifying the date when the Traffic Management Order will come into operation. If the scheme is approved, notification letters will also be distributed to all properties within the area where parking controls are to be implemented. The notification letters will provide information of when the works will take place, the operational date of the new parking controls and how to apply for a permit.
- 3.6 The Council conducted a statutory consultation from 19th December 2018 to 23rd January 2019, and due to the Christmas holidays, the consultation period was extended from 21 days to 35 days for interested parties to make representation regarding our proposals to implement parking controls.
- 3.7 The documents were delivered to all properties within the proposed Seven Sisters South area. The statutory consultation document outlined the proposal to introduce parking controls in Seven Sisters South and invited comments. A copy of the consultation letter and consultation map can be found in Appendix II.

4 Representations received during Statutory Consultation

- 4.1 A total of 19 representations were received during the statutory consultation period with 9 in favour of parking controls and 9 opposed. The remaining respondent did not express a view but asked for additional information.
- 4.2 Details of those representations are shown below along with officers' comments:

Support 1

I am writing to express my full support for the introduction of parking controls in the Seven Sisters South zone following the initial consultation process. I have often had to park my car many streets away from my house due to non-residents using these streets for parking and I look forward to the new controls being implemented as soon as possible.

Support 2

I've seen the plans posters in the area for the new CPZ in March, I just wanted to say we're all still fully on-board and really excited it's finally happening. I've worked with the police in Islington for almost 6 years, and we've seen a drop in antisocial behaviour, car crime and vandalism and solicitation as a result of controlled parking in the back streets around Islington. Please take this email as my thumbs up for March, And two more thumbs up from next door.

Support 3

I would like to thank you for going the extra mile and taking the CPZ to its next level and understanding the urgency of the matter it's a real struggle daily to find parking and as volunteer for the local CHAVEIRIM Emergency Damage Control, I need to be available 24/7. It has been a real struggle going to calls or to work school etc. as there was nowhere for me to park when I return. I also find it very difficult due to my religious practices as we don't yet have a praying place in the area, so it means I have to go out three times a day. Sometimes when I return, it can take up to 45 minutes just to find a parking place. I thank you for progressing this and hopefully installing the CPZ.

Support 4

I live at 47 Vartry Rd and support the new CPZ. We get lots of commercial van parking, all week and at weekends. We're worried the CPZ operational hours Mon-Fri won't solve the van parking problem at evenings and weekends. We'd like to see vehicles above a certain size completely banned from parking in our area more than needed for deliveries. These are residential streets and should be for private domestic vehicle parking only, except where special permissions are obtained like building works. We also get dangerous speeding cars late at night that have collided with parked cars at least twice recently - can a speed table be added at junction of Vartry and Paignton to reduce this danger.

Support 5

I am an elderly man living in the area for over 30 years. For the past 5-10 years, parking in my street (Manchester Road) has become progressively worse. I used to be able to find a place to park in the same street but this is no longer a given. Now I am hard-pressed to find a parking space all the time. Often, I have to park a few streets away, closer to Stamford Hill Station. As an elderly person, I find this is a rather unsafe situation having to walk all the way back home, especially after dark. This has discouraged me from going out unless necessary and in a sense isolating me from my friends and family. I find it rather bizarre that parking here is more difficult than the streets off the busy Green Lanes (even outside CPZ hours). I suspect there is a lot of commuter parking here but also by those living in the surrounding CPZ areas not willing to pay for parking permits. I also noted there is an unusually large amount of trades van parked here and at all hours too. I cannot believe they are all local residents. I am strongly for the introduction of CPZ in this area (Seven Sisters South). I hope this would help relieve the current parking problems and free me from my current isolation, improving the quality of my life.

Support 6

I can't wait to have parking outside my house, thanks for all the hard work.

Support 7

I support the introduction of a CPZ as the area suffers from commuter parking and overnight parking. I would suggest though that operational hours of Monday - Friday from 7am to 11am would be enough to free up parking on the road for residents without negatively affecting parking for visitors and nearby businesses. Thank you for your consideration of this matter.

Support 8

Thank you for your letter of 21st December 2018. I would like to endorse your proposals to introduce control parking in my neighbourhood. In the past twelve months, parking in my particular road (Vartry) has become challenging, due to the ever-increasing use of commercial and camper vans parking in the vicinity, not to mention fractious relations between residents utilising their refuse bins to reserve parking spaces. Your letter posted through my letterbox this morning is equivalent of receiving an early Christmas present. Wishing you and your team a very happy festive season, and a prosperous New Year.

Support 9

I have seen the plans posters in the area for the new CPZ and I just wanted to say we're all still fully on board and really excited it's finally happening, I've worked with the police in Islington for almost 6 years, and we've seen a drop in antisocial behaviour, car crime and vandalism and solicitation as a result of controlled parking in the back streets around Islington.

Objection 1

The resident has explained that one side of Daleview Road has driveways. Due to multi car households, most residents park one car in front of their driveway and one on the drive. Marked bays will be introduced as part of the CPZ which will prevent residents parking on their dropped kerbs which will reduce available parking. They feel that if the CPZ reduces the number of parking spaces in the road, it will only make the parking situation worse.

Councils response:

Within a CPZ, roads that have reduced kerb space due to a large allocation of dropped kerbs are likely to become a Permit Holders Only parking area (PPA). This allows the council to maximise parking for residents by installing signs at the entrance to the road informing residents that beyond this point, only permit holders and visitor permits are allowed to park during the operational hours of the zone.

Bay markings and single yellow lines are not installed in a PPA to allow residents to park in front of their dropped kerbs and continue to park how they would have done before the CPZ was implemented.

Objection 2

The resident feels that council rushed the statutory consultation in order to slip it through with minimum fuss over the Christmas period. They have raised the point that the street notices became illegible within two days through not being sealed properly.

"At the Vartry Community Residents Association meeting on 20th November, a vote was taken and 50% of those present votes for different controlled hours or no CPZ". They believe that this has been ignored and that some residents are not clear about the restrictions and how much they will have to pay for permits.

They think that many residents return from work outside of the proposed CPZ hours so they will still struggle to find parking and the issues with fly tipping, rubbish on the street, ASB and parked vans will not be alleviated by this CPZ.

They have then gone on to say that commuter parking has been cited by the council as a major issue and they do not believe that is correct. The council is making profit and penalising people who are trying to get to work on a dysfunctional public transport system

rather than supporting them and local businesses. Commuter parking is alleviated early evening when residents return home.

Councils response:

Statutory consultations for CPZ's normally includes a response period of 21-days. However, we acknowledge this consultation was carried out over the Christmas period. As such, the response period for this consultation was extended by two weeks, to 35 days.

As well as providing street notices, information on the proposal has been advertised in the London Gazette and the local press. Information letters have also been delivered, by hand, to all properties within the affected area. Contained within these documents is information on how to view the Council's pricing structure for CPZ permits. Permits prices were also displayed on the roads within the proposed area during the consultation.

We have carefully considered all feedback received during the informal consultation period, and as set out in our letter, the outcome indicated that the majority of respondents supported the introduction of a CPZ that operates Monday to Friday, between 8am and 6.30pm.

The purpose of a CPZ is not to raise revenue, but to improve road safety and parking facilities for local people. The process of implementing, managing and enforcing any CPZ scheme incurs significant costs. Permit income generated by the scheme is used to maintain and enforce the CPZ. In accordance with the law any surplus income from parking enforcement is used to supplement relevant transport services within the borough.

Environmental concerns, such as fly tipping and rubbish, have been passed to the appropriate council department for further investigation. We acknowledge the introduction of a CPZ alone is unlikely to eradicate these concerns, but it is possible that a reduction in non-residential parking will act as deterrent for this type of behaviour. In our experience, parking controls have helped improve the environmental issues caused by non-residential parking, seeing a reduction of refuse being left on the road side.

Concerns that commuter parking is a cause of parking problems in this area have been raised with the council by residents, this was in form of a petition signed by 120 residents.

Objection 3

This resident would like the proposals to be advertised again and the costs clearly explained to residents regarding paying for themselves and visitors to park which they believe was not mentioned in the original literature therefore residents did not know how much it would cost.

Councils response:

Details on how to view the council's pricing structure for CPZ permits was contained within the information letters that were distributed to all properties within the affected area. Permits prices were also displayed on the roads within the proposed area during the consultation. We do not consider it appropriate to re-advertise the proposals on this basis.

Objection 4

I would like to object the proposal of parking control at Seven Sisters South (7SS) CPZ.

Councils response:

We are unable to provide a detailed response to this objection as no grounds for the objection have been stated.

However, we can advise that the proposals were advertised following a 120-signature petition from residents who need parking controls due to the impacts of non-residential and commuter parking in the area. Council officers have been to the area and assessed the parking issues and believe that a controlled parking zone is the best option to solve the majority of residents parking issues.

One of the main objectives of CPZs is to enable residents and their visitors to find parking space by discouraging non-local vehicles such as trade vans, as well as parking by shop and office employees, commuters, and commercial vehicles.

Objection 5

1. If you apply parking controls in some areas this will just drive higher demand for the roads that still don't have them, driving more traffic and less parking for residents on the smaller roads such as Thorpe Road.

2. I have complained about the amount of rubbish left on the roads in this area but have had no response yet and can see from the online platform that others in this area have also complained. I would like to know how you choose your focus topics for improvements within the area?

3. Have you considered putting fines on fly-tipping instead of parking?

4. What are the benefits of applying parking controls for residents in the area? Can you clearly outline them please?

5. I assume that the council will make more income by applying these rules, where will that income be spent? Thank you and I look forward to your response.

Councils response:

1. CPZ's are considered on an area wide basis. We will not introduce a zone that covers individual roads only. Areas will be considered if there is clear evidence of an on-street parking problem and where there is a lack of available space. A CPZ will be considered if the introduction of parking controls is likely to create benefits to the local community, have a positive effect on traffic management as well as economic wellbeing and social and environmental benefits.

2/3. The purpose of this report is to address concerns relating to the proposed CPZ. However, the concerns raised have been referred to the appropriate department who will investigate the matter of refuse being left on the road side.

4. A CPZ can provide residents and their visitors with greater access to parking spaces near to their homes. They help to discourage long term parking often associated with commuters, workers and shoppers who may not live within those areas. With fewer vehicle journeys in to and within an area covered by a CPZ, this may contribute to reduced congestion, cleaner and better air quality and improved road safety.

5. The purpose of a CPZ is not to raise revenue, but to improve road safety and parking facilities for local people. The process of implementing, managing and enforcing any CPZ scheme incurs significant costs. Permit income generated by the scheme is used to maintain and enforce the CPZ.

In accordance with the law any surplus income from parking enforcement is used to supplement relevant transport services within the borough.

Objection 6

This resident is concerned about the proposed operational hours as her mum is elderly and requires regular visits. They have asked if there will be any provision made for these types of issues. There is nowhere for visitors to park at present and they currently manage to find parking close to their mum's house. They explain that the parking has changed and that inconsiderate parking is leading to access issues as a result of no enforcement in the area.

Councils response:

The introduction of a CPZ is expected to reduce the number of vehicles being parked on roads in the vicinity of the resident's home. This is expected to be of benefit by increasing the availability of on-street parking.

As part of the consultation, information letters have been distributed to all properties within the affected area. Contained within these letters is information on how to view details of the Council's CPZ permit scheme. This includes details of concessions that are available, such as visitor and carer permits.

Those with disabilities may be entitled to apply for a 'blue badge' permit to park freely in any controlled parking zone or marked disabled bays.

There is also a concessionary rate for visitor vouchers for the over 65s and those that are registered disabled. However, as part of the application process you will need to provide evidence to support this such as a birth certificate, drivers licence, medical card or a disabled persons freedom pass.

Short terms parking facilities will also be provided in various locations throughout the scheme with the option for visitors to pay to park for 2 hours or 5 hours.

Objection 7

This resident does not feel that a CPZ will help the current parking problems, only increase cost of living for the community. As most properties are maisonettes, multi car households are causing parking issues in the area which the CPZ will not solve. They do not think it is fair to force people to pay for something that isn't going to make any difference to parking.

The Pay by phone scheme will allow non-residents to park and in their experience people will pay to park if they have to, so this wouldn't make much difference to the few non-residents that do park in the area.

They want the council to reconsider the proposals and think this scheme will lead to less people being able to afford to run a car and multi car households will continue to take up space.

Councils response:

Many residents from the Seven Sisters South area have complained about trades vehicles and non-residential/commuter parking in this area. The introduction of a CPZ can be of benefit to residents by increasing the number of on-street parking spaces that will be available near to their homes.

It is the council's responsibility to ensure that the parking needs of all users are considered and balanced when designing a CPZ. The area has a mix of businesses, schools, parks and places of worship so the area will benefit greatly from having access to 2 hour and 5 hour Pay by Phone facilities.

Allocating permit parking bays specifically to one user may cause parking pressures due insufficient parking space or may leave parking bays unused. Kerb space is a valuable asset and it is the council's responsibility to manage the aspect of parking effectively to ensure it is accessible for all types of users. Therefore, we have proposed to introduce all permit-controlled bays to both residents and businesses so they can park freely throughout the scheme. This will provide plenty of parking opportunities for those living and working locally.

Objection 8

This residents objects because the financial implications are not clearly spelt out, there is a potential negative impact on poorer residents and the survey did not offer alternative parking options such as choice of operational hours. There will be a real problem for attendees of the Woodberry Down Baptist Church whose attendees are vulnerable and needy and rely on donations. They proposed an alternative time of 2-3 hours.

Councils response:

As part of the consultation, information letters have been distributed to all properties within the affected area. Contained within these documents is information on how to view the Council's pricing structure for CPZ permits. This includes details of concessions that are available, such as blue badge permits that entitle holders to park freely within many areas of a controlled parking zone. Permits prices were also displayed on the roads within the proposed area during the consultation.

The options that were included on the questionnaire were chosen to match the operational times of the surrounding zones. If a zone was to be introduced, which covered a much shorter time period than adjacent zones, there is a risk of parking displacement outside of the operational hours impacting on the overall effectiveness of the proposed zone.

However, the council has considered visitors to the Church and as part of the proposal, we have proposed to introduce short term pay by phone parking bays directly outside the Woodberry Down Baptist church with a maximum stay of 5 hours.

Objection 9

This resident objects as it's unfair to make residents pay to park on their own street. Haringey is one of the poorest boroughs in London and having to pay additional charge for parking on top of rent & council tax is unfair and will add additional stress to residents.

Councils response:

These proposals are in response to 120 signature petition from residents who were in need of parking controls due to the high number of non residential/commuter parking in the area. Council officers have been to the area and assessed the parking issues and believe that a controlled parking zone is the best option to solve the majority of residents parking issues.

By introducing the controlled parking zone it will deter commuter and non-residential parking in the area and prioritise parking for residents making it easier to park on your street outside your property during the hours of operation.

The process of implementing, managing and enforcing any CPZ scheme incurs significant costs. Permit income generated by the scheme is used to maintain and enforce the CPZ.

5 Chief Finance Officer Comments

- 5.1 Provision for the implementation of the proposed measures to the CPZ was made in the Parking Plan capital budget for 2018/19.
- 5.2 Associated costs which includes community engagement, inventory of existing site conditions, design and implementation will be met from existing agreed budgets.
- 5.3 Annual running costs will be managed within existing agreed staffing arrangements and budgets.
- 5.4 Parking controls will be enforced by existing agreed in-house civil enforcement officers (CEOs). The income from permits and parking control notices has been taken into consideration in setting the annual revenue budget.
- 5.5 Incremental changes to CPZ areas can be met in the short term by diverting existing staffing resources. Eventually, the cumulative effect of additional administration and enforcement will require additional officers to be recruited. This has been taken into consideration when setting the Medium Term Financial Strategy (MTFS) and the budgets take this into consideration. Any additional staffing needs would be subject to a separate report.

6 Traffic Management Order process

- 6.1 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 (as amended) ("RTRA") and the Local Authorities' Traffic Orders (Procedure)(England and Wales) Regulations 1996 (as amended) ("the Regulations"). All representations received must be properly considered in the light of administrative law principles, Human Rights law and the relevant statutory powers.
- 6.2 The Council's powers to make Traffic Management Orders arise mainly under sections 6, 9, 45, 46, 122 and 124 and schedules 1 paragraphs 1-22 the RTRA
- 6.3 The power of a local authority to make an order regulating or controlling vehicular and other traffic is contained within the ambit of section 6(2) of the RTRA.
- 6.4 When determining what paying parking places are to be designated on the highway, section 45(3) requires the Council to consider both the interests of traffic and those of

the owners and occupiers of adjoining properties. In particular, the Council must have regard to: (a) the need for maintaining the free movement of traffic, (b) the need for maintaining reasonable access to premises, and (c) the extent to which off-street parking is available in the neighbourhood or if the provision of such parking is likely to be encouraged by designating paying parking places on the highway

6.5 By virtue of section 122, the Council must exercise its powers under the RTRA 1984 so as to secure the expeditious, convenient and safe movement of vehicular and other traffic including pedestrians, and the provision of suitable and adequate parking facilities on and off the highway. These powers must be exercised so far as practicable having regard to the following matters:-

- (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.

7 Comments of the Assistant Director of Corporate Governance

7.1 The legal position and statutory requirements for consultation are set out in section 6 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 in accordance with the Regulations.

8 Equalities and Community Cohesion Comments

8.1 The Council has a public sector equality duty which will require that if agreed, the recommendations in the report are implemented in a way that will ensure that no group protected by section 4 of the Equality Act 2010 suffer disproportionate adverse impact as a result. Care would have to be taken for example to ensure that any new parking arrangements or schemes would include appropriate provision for disabled parking and the protection of other vulnerable road users such as children and older people.

9 Summary

9.1 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 commuters to park freely and visit the Westfield Shopping Centre in Stratford or travel through to the shopping areas in Central London.

9.2 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 residents, businesses and their visitors/customers to park.

- 9.3 The area is reportedly experiencing displaced parking from residents and businesses from adjacent zones as they will see this as opportunity to avoid purchasing permits.
- 9.4 The feedback from statutory consultation confirmed that there is support to install the Seven Sisters South CPZ.
- 9.5 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.
- 9.6 A Safer Haringey - 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.
- 9.7 Also, the introduction of CPZs has shown to reduce occurrences of ASB such as littering as residents have report that commuters would often drop litter and fly tip. However, as soon as parking controls have been implemented, we see a reduction in these complaints.
- 9.8 There will be a variety of parking bays installed as part of the CPZ to help reduce the impact parking controls has on residents, visitors and local businesses.
- 9.9 It is the council's responsibility to ensure that the parking needs of all users are considered and balanced when designing a CPZ. The area has a mix of businesses, schools, parks and places of worship so the area will benefit greatly from having access to 2 hour and 5 hour Pay by Phone facilities.
- 9.10 Allocating permit parking bays specifically to one user may cause parking pressures due insufficient parking space or may leave parking bays unused.
- 9.11 Kerb space is a valuable asset and it is the council's responsibility to manage the aspect of parking effectively to ensure it is accessible for all types of users. Therefore, we have proposed to introduce all permit-controlled bays to both residents and businesses so they can park freely throughout the scheme. This will provide plenty of parking opportunities for those living and working locally.
- 9.12 Concerns were raised by the Church that the loss of free parking would impact their visitors who attend social activities and events held at the church. Therefore, to provide better parking opportunities, we are proposing to install shared use permit and Pay by Phone facilities close to shops, businesses, parks and places of worship. In some locations we have increased the maximum stay period from 2 to 5 hours as this will aid Woodberry Church and Stamford Hill Primary School that runs activities, clubs and services throughout the week.
- 9.13 In some cul-de-sacs and other short lengths of roads, numerous dropped kerbs can limit the number of parking bays that can be provided within a CPZ. Extensive use of lengths of yellow lines in front of dropped kerbs and between parking bays can significantly reduce the availability of on-street parking during operational hours. In areas such as this, we propose to introduce an alternative type of zone. This is known as a Permit

Holders Only Parking Areas (PPA). It will operate in the same manner as a CPZ with parking restricted to valid permit holders only during operational hours.

- 9.14 This allows the council to maximise parking for residents by installing signs at the entrance to the road informing residents that beyond this point, only permit holders and visitor permits are allowed to park during the operational hours of the zone.
- 9.15 Bay markings and single yellow lines are not installed in a PPA and maximises parking for residents by allowing them to park across their dropped kerbs.
- 9.16 The recommendations as set out in this report are in accordance with Section 3.3.3 of the Local Implementation Plan part of which states:
- 9.17 The availability of parking is a key determinant of car usage and local traffic congestion which can affect the potential uptake of more sustainable modes of travel. Local parking policy is an important demand management tool in controlling local traffic congestion and influencing choice of transport. CPZs are one of several parking policies, along with low parking standards for new developments, charging, and use of workplace parking levies, which can be used to influence travel behaviour. CPZs specifically prioritise parking for residents and can ease local parking pressures, reduce traffic congestion, improve road safety and encourage the use of more sustainable forms of transport.
- 9.18 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.

10 Recommendations

It is recommended that the Cabinet Member and Head of Operations:

- 10.1 Note the feedback from the consultation as set out in this report.
- 10.2 Approve that the Seven Sisters South CPZ be installed as advertised.
- 10.3 Approve that the Seven Sisters South CPZ operates Monday to Friday, 8am to 6.30pm.
- 10.4 Approve that residents and traders be informed of this decision via written works notice letters distributed throughout the area.

Appendix I

Public Consultation Document

HARINGEY COUNCIL – PUBLIC NOTICE
PROPOSED INTRODUCTION OF SEVEN SISTERS SOUTH CONTROLLED PARKING ZONE
THE HARINGEY (SEVEN SISTERS SOUTH CPZ) (DESIGNATIONS) ORDER 201*
THE HARINGEY (SEVEN SISTERS SOUTH CPZ) (SECTION 6) ORDER 201*
THE HARINGEY (WAITING AND LOADING RESTRICTION) (AMENDMENT NO. *) ORDER 201*

T96

1. NOTICE IS HEREBY GIVEN that the Council of the London Borough of Haringey proposes to make the above mentioned Orders under sections 6, 45, 46, 49, 51 and 124 of and Part IV of Schedule 9 to the Road Traffic Regulation Act 1984, as amended.
2. The general effect of the Orders would be to:-
 - (a) introduce the Seven Sisters South Controlled Parking Zone (CPZ) and introduce parking controls operating between the hours of 8 a.m. and 6.30 p.m. on Mondays to Fridays inclusive in the roads listed in Schedule 1 to this Notice and to prohibit waiting by vehicles other than in the designated parking places provided during those hours;
 - (b) designate permit holders only parking places, in the roads listed in Schedule 2 to this Notice where vehicles displaying a valid, business parking permit, residents parking permit or visitors' permit would be permitted to wait without time limit;
 - (c) designate permit holders only parking areas in the roads listed in Schedule 3 to this Notice where vehicles displaying a valid, business parking permit, residents parking permit or visitors' permit would be permitted to wait without time limit;
 - (d) designate shared permit holders and 'pay by phone' parking places in the roads listed in Schedule 4 to this Notice where vehicles:-
 - (i) displaying a valid business parking permit, residents parking permit or a visitors' permit would be permitted to wait without time limit; or
 - (ii) that have had a period purchased for them to be parked using the 'pay by phone' system would be permitted to wait for a maximum period of 2 hours with no return to that parking place within 1 hour of leaving it;
 - (e) designate shared permit holders and 'pay by phone' parking places in the roads listed in Schedule 5 to this Notice where vehicles:-
 - (i) displaying a valid business parking permit, residents parking permit or a visitors' permit would be permitted to wait without time limit; or
 - (ii) that have had a period purchased for them to be parked using the 'pay by phone' system would be permitted to wait for a maximum period of 5 hours with no return to that parking place within 2 hours of leaving it;
 - (f) introduce waiting restrictions operating at any time at junctions and bends of the roads within the CPZ in order to help to improve safety, prevent obstructive parking at, and near, junctions and reduce personal injury and road accidents of the roads concerned;
 - (g) formalise any existing informal waiting restrictions within the CPZ area.
3. Residents or business users of the roads listed in Schedule 6 to this Notice (providing that their property is not on a private or car restricted development) would be able to purchase parking permits and residents would be able to purchase visitors parking permits, for passenger vehicles, goods carrying vehicles (the overall height of which does not exceed 2.27 metres and the overall length of which does not exceed 5.25 metres), at the rates set out below:-

CO2 Emission Band (CO g/km)	Residential, Carers and Essential Service (Schools and Ministers of Religion) Permits	Residential and Carers Permits	Essential Service Permits All Zones (Borough Wide)	Business and Utility Permits Borough Wide	Business Permits CPZ Specific
	Annual Charge	6 Monthly Charge	Annual Charge	Annual Charge	Annual Charge
Up to 100	£20.00	N/A	£160.00	£200.00	£100.00
101 - 110	£30.00	£15.00	£200.00	£300.00	£140.00
111 - 120	£40.00	£20.00	£240.00	£340.00	£180.00
121 - 130	£60.00	£30.00	£280.00	£380.00	£200.00
131 - 140	£80.00	£40.00	£320.00	£420.00	£220.00
141 - 150	£100.00	£50.00	£360.00	£460.00	£240.00
151 - 165	£140.00	£70.00	£500.00	£600.00	£300.00
166 - 175	£160.00	£80.00	£540.00	£640.00	£320.00
176 - 185	£180.00	£90.00	£580.00	£680.00	£340.00
186 - 200	£200.00	£100.00	£620.00	£800.00	£400.00
201 - 225	£220.00	£110.00	£660.00	£840.00	£420.00
226 - 255	£260.00	£130.00	£700.00	£880.00	£440.00
over 255	£280.00	£140.00	£740.00	£920.00	£460.00

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

Not over 1549 cc	£70.00	£35.00	£360.00	£460.00	£240.00
1550 cc to 3000cc	£180.00	£90.00	£580.00	£680.00	£340.00

3001cc and above	£280.00	£140.00	£740.00	£920.00	£460.00
------------------	---------	---------	---------	---------	---------

Other Permits

Transferrable Essential Service Permit (any registration) – all Zones - £740.00; Essential Service Permit Vouchers (daily) - £10.00 each (sold in multiples of 4); Residents' Visitor Permits – Daily - £3.50, 1 hour - 80p; Permission to Park Dispensation - £20 per day.

Residents over 65 and registered disabled receive 50% concession on all visitor permits.

Permits/vouchers for the controlled parking zone would only be valid in the zone for which they are issued.

PAY BY PHONE: Hourly charge - £1.30

More information on permits, charges and eligibility for essential users can be found on www.haringey.gov.uk.

- Copies of the proposed Orders, and of the Council's statement of reasons for making the Orders, and plans showing the locations and effects of the Orders may be inspected during normal office working hours until the end of a period of 6 weeks from the date on which the Orders are made or the Council decides not to make the Orders, at the reception desk, Alexandra House, 10 Station Road, Wood Green, N22 7TR or can be viewed online at www.haringey.gov.uk/traffic_orders.
- Any person desiring to object to the proposed Orders or make other representation should send a statement in writing of either their objection and the grounds thereof or of their representation to the Traffic Management Group, River Park House, 1st floor, 225, High Road, Wood Green, N22 8HQ or to traffic.orders@haringey.gov.uk within 35 days from the date of this Notice.

Dated: 19th December 2018, Ann Cunningham, Head of Operations

SCHEDULE 1 ROADS WITH PARKING CONTROLS

Albert Road, Berkley Road, Bushey Road, Candler Street, Chisley Road, Daleview Road, Durnford Street, Eastbourne Road, Franklin Street, Frinton Road, Gourley Place, Gourley Street, Heysham Road, Hillside Road, Holmdale Terrace, Howard Road, Langford Close, Latmir Road, Manchester Road, Paignton Road, Perry Court, Richmond Road, St Ann's Road, St John's Road, Thorpe Road, Vartry Road

SCHEDULE 2 ROADS WITH PERMIT HOLDERS ONLY PARKING PLACES

Albert Road, Berkley Road, Candler Street, Eastbourne Road, Frinton Road, Heysham Road, Hillside Road, Holmdale Terrace, Howard Road, Manchester Road, Richmond Road, St Ann's Road, St John's Road, Thorpe Road, Vartry Road

SCHEDULE 3 ROADS WITH PERMIT HOLDERS ONLY PARKING AREAS

Bushey Road, Chisley Road, Daleview Road, Franklin Street, Langford Close, Latmir Road, Paignton Road, Perry Court

SCHEDULE 4 ROADS WITH SHARED USE: PERMIT HOLDERS AND 'PAY BY PHONE' PARKING PLACES: 2 HOURS MAXIMUM STAY AND NO RETURN WITHIN 1 HOUR

Albert Road, Candler Street, Durnford Street, Eastbourne Road, Gourley Place, Gourley Street, Heysham Road, Hillside Road, Holmdale Terrace, Howard Road, Manchester Road, St Ann's Road

SCHEDULE 5 ROADS WITH SHARED USE: PERMIT HOLDERS AND 'PAY BY PHONE' PARKING PLACES: 5 HOURS MAXIMUM STAY AND NO RETURN WITHIN 2 HOURS

Berkley Road, Vartry Road

SCHEDULE 6 PERMIT ELIGIBILITY

Albert Road, Allan Barclay Close, Berkley Road, Bushey Road, Candler Street, Chisley Road, Daleview Road, Durnford Street, Eastbourne Road, Ermine Road, Flowerpot Close, Franklin Street, Frinton Road, Gourley Place, Gourley Street, Heysham Road, Nos. 2 to 84 (evens only) and Nos. 1 to 57 (odds only) Hillside Road, Holmdale Terrace, Nos. 1 to 4 (inclusive) Howard Court, Howard Road, Langford Close, Latmir Road, Manchester Road, Paignton Road, Perry Court, Plevna Crescent, Richmond Road, St Ann's Road (All properties between its junctions with Seven Sisters Road and Tottenham High Road), St John's Road, Nos. 488 to 820 (evens only) Seven Sisters Road, Sherboro Road, Stonebridge Road, Thorpe Road, Tottenham High Road (all properties on the west side between its junctions with Craven Park Road and Seven Sisters Road), Vartry Road, Westcott Close

Appendix II Statutory Consultation Letter and Map

Operations

Ann Cunningham: Head of Operations



21 December 2018

Statutory Consultation on Parking Controls

Dear Resident or Business,

You may recall that we consulted you in October 2018 asking your views on current parking conditions in your area. Consultation questionnaires were delivered to all properties within the area shaded orange on the attached plan with a closing date of Wednesday 31 October 2018. We received a good response to the consultation and on behalf of the Council, I would like to thank all those who took the time to have their say and make their views known.

Consultation feedback

In total 2300 consultation documents were distributed from which the Council received 432 responses, representing a 17% response rate. Of the 432 responses 68% (294) supported the introduction of parking controls, with 27% (117) objecting and 5% (21) didn't know. A copy of the report detailing the feedback received is now available on the parking consultations page of our website www.haringey.gov.uk.

Our proposals

Given the majority of support, we are proposing to introduce controls in the area to address the many parking problems that have been highlighted to us in the past. And based on the feedback received during the consultation, the proposed operational hours of the Controlled Parking Zone (CPZ) will be Monday – Friday, 8 am – 6.30 pm with the zone named Seven Sisters South (7SS) CPZ.

To support residents, businesses and establishments that provide services to our community, we will be proposing Pay by Phone parking facilities in the following roads:

Albert Road, Candler Street, Durnford Street, Eastbourne Road, Gourley Place, Gourley Street, Heysham Road, Hillside Road, Holmdale Terrace, Howard Road, Manchester Road, St Ann's Road, Berkley Road and Vartry Road.

Information on CPZs including permit prices is available on our website via the following links:

<http://www.haringey.gov.uk/parking-roads-and-travel/parking/controlled-parking-zones-cpzs>

<https://www.haringey.gov.uk/parking-roads-and-travel/parking/parking-permits/permits-price-list>

Have your say

To enable any parking controls to be legally enforceable, we are required to enter into a stage of consultation known as statutory consultation. This is the legal part of the process and takes the form of a Public Notice advertised in the local press, London Gazette and visible locations within the area to inform of the Council's intentions.

The consultation period has been extended from 21 December 2018 to 25 January 2019, a 35-day consultation period (normally 21) for interested parties to make representation regarding our proposals to implement parking controls.

The closing date for comments is 23 January 2019. You should note that statutory consultation differs from informal public consultation in that any interested party can make representations, rather than restricting the consultation to a specified area. Responses are also analysed according to the comments made, rather than based on "Yes/No" responses.

If you would like to make comments or submissions, whether agreeing or objecting to the proposals, please email us at frontline.consultation@haringey.gov.uk.

Alternatively, you can write to us at:

Haringey Council
Traffic Management
River Park House, 1st Floor
225 High Road
Wood Green
London N22 8HQ

Comments must be received no later than 25 January 2019.

What Happens Next?

Your feedback will help inform us whether residents and other stakeholders in your road would like to be included in the Seven Sister South CPZ. Any comments or objections will be considered by the Cabinet Member for Environment before a decision is made. If there are no valid objections to the proposals and a decision is made to proceed with the parking controls, we will then send you a further notice informing you when works will commence on site, when the scheme will come into effect and how to apply for a parking permit.

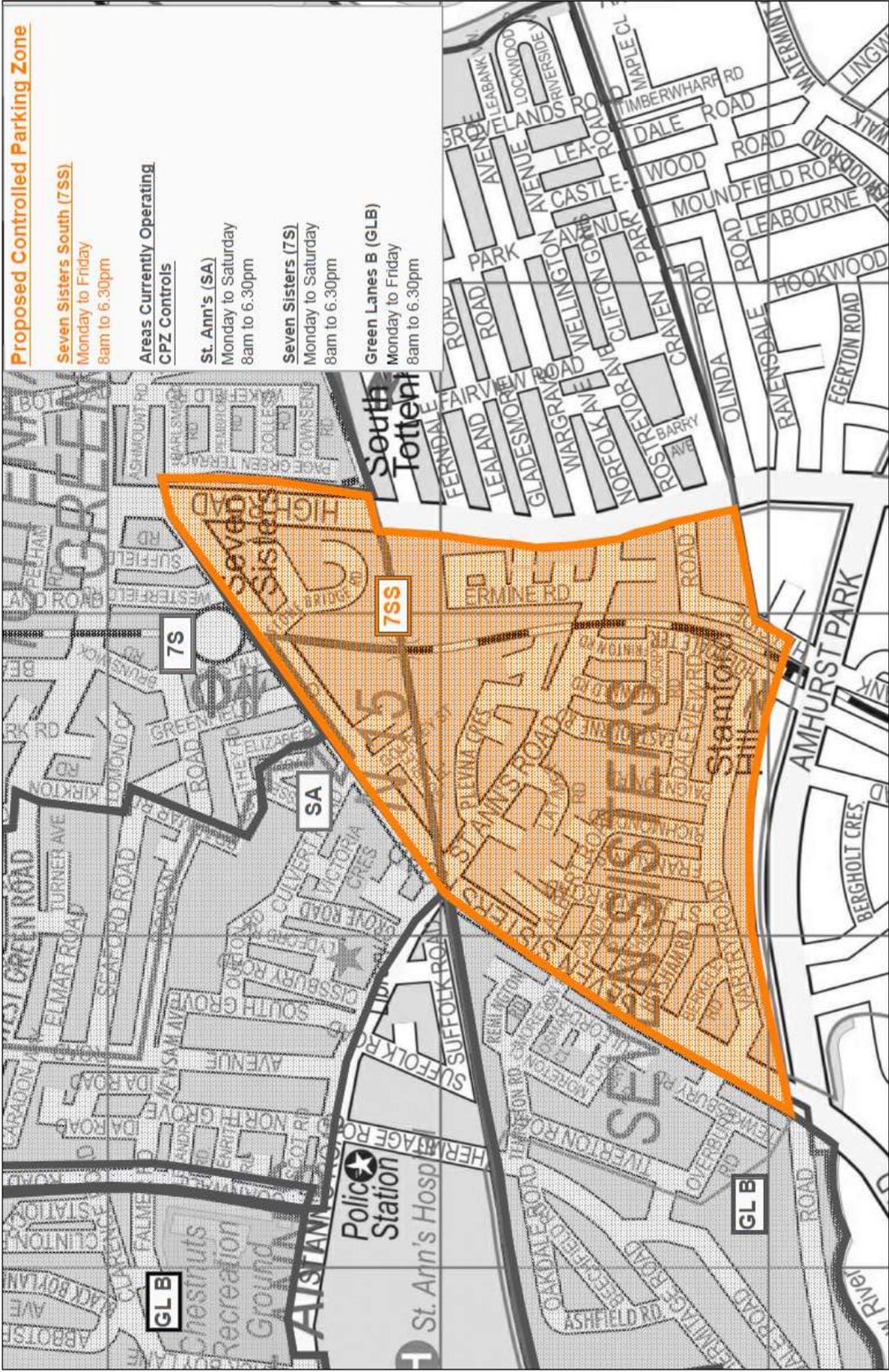
Thank you in advance for taking time to read this letter.

Yours faithfully,

Ann Cunningham
Head of Operations

Operations
Level 1 South
River Park House
1st Floor South, 225 High Road
N22 8HQ
020 8489 1000

www.haringey.gov.uk



This product includes mapping data licensed from Ordnance Survey with the permission of HMSO © Crown Copyright LBH 2017. All rights reserved. License number 100019199.

**Proposed Controlled Parking Zone
Seven Sisters South (7SS)**



