

1.0 Purpose

- 1.1 To report the outcome of a review into the existing event day parking controls surrounding the Tottenham Hotspur Stadium. This focuses on two zones:
 - Tottenham Event Day (TED) zone.
 - Tower Gardens Event Day (TGED) zone.
- 1.2 To also report the outcome of a consultation in which residents and businesses in the two zones were invited to comment on how the zones operate at present, and to comment on proposals to introduce additional daily parking controls.
- 1.3 Details of representations received during the consultation are contained in this report, along with Council Officer recommendations as set out in Section 7, for which we seek approval.

2.0 Background

- 2.1 The TED zone was first introduced in 2008, initially as a 'Match Day' zone. It was the first parking zone of this type to be introduced in the borough and sought to address traffic and parking concerns associated with football matches in the area surrounding the Tottenham Hotspur football ground.
- 2.2 In 2014, a review was carried out and the TED zone became an 'Event Day' zone. At the same time the area covered by event day parking controls was expanded. This saw event day parking controls introduced within some of the existing Controlled Parking Zones (CPZ) near the football ground. It also saw the introduction of a second event day zone, known as the TGED zone.
- 2.3 Our review, and expansion of the event day controls was in advance of the construction and opening of the new Tottenham Hotspur Stadium. This replaced the old football ground, raising the capacity from around 36,000 to around 62,000 and was completed earlier this year.
- 2.4 The original stadium primarily hosted football matches. Other events were held on some occasions, but not on any regular basis. The new stadium, however, has been designed to be a multi-purpose stadium. As well as football matches, it will host a variety of events each year including American Football, Rugby and music concerts. Other events such as boxing may also be possible. It was appropriate to convert the original 'Match Day' zone into an 'Event Day' zone.
- 2.5 Event day parking controls, including those in the TED and TGED zones, only apply on days when major events are held at the stadium. On those days, parking controls come into operation at the following times:
 - Monday to Friday: 5pm to 8.30pm.
 - Saturdays, Sundays and Public Holidays – 12noon to 8pm.
- 2.6 Where the event day controls are within an existing CPZ, the event day controls are in addition to the CPZ controls. However, the TED and TGED

zones are currently event day zones only. At any other time, when a major event is not taking place, roads within that zone are uncontrolled.

- 2.7 During the construction of the new stadium, we received complaints about increased traffic, congestion and increased pressure on the availability of parking in the TED and TGED zones. This was being attributed to stadium construction workers using local roads to park their own vehicles, as well as general parking problems caused by non-residents, such as commuters.
- 2.8 To address those concerns, we were asked to consider the introduction of additional parking controls in both the TED and TGED zones. These would be in addition to the existing event day controls and would be similar to controls in other nearby CPZ's.
- 2.9 A review of the TED and TGED zone was carried out in 2015. In response to a consultation carried out as part of that review, a majority of residents and businesses indicated they were satisfied with the existing event-day parking controls and did not want additional or daily controls.
- 2.10 Since 2015, we have continued to receive complaints about ongoing traffic, congestion and parking problems in the TED and TGED zones. The Tottenham Hotspur stadium is part of the wider project that includes plans to create high-density housing (potentially car free), a hotel, a museum, a community health centre and other sports and leisure facilities.
- 2.11 While activities at the previous football ground we focused on match days only, the new stadium is a multi-purpose venue. Parking controls will come into effect when major events are held, but the stadium is expected to cater for many other functions that will not be considered a major event, for which parking controls will not come into operation.
- 2.12 There are real concerns that the stadium and associated developments will generate additional trips, which will result in increased traffic and additional demand on the availability of on-street parking.
- 2.13 Parking stress within the TED and TGED zones may also be affected by other local developments. Railway stations in and around event-day parking areas are currently undergoing extensive redevelopment in order to provide increased capacity. These include White Hart Lane, Northumberland Park and Tottenham Hale stations.
- 2.14 Linked to increased station capacity, are plans to introduce new trains and to increase the capacity and frequency of rail services on routes serving these stations. This is likely to generate increased demand on commuter parking in any uncontrolled roads in the areas surrounding those stations.
- 2.15 There has also been a major station development just a short walk north of the north-eastern Haringey/Enfield borough boundary. Angel Road station, which was infrequently used and had low passenger numbers, has now been replaced with the new, much larger Meridian Water Station.

- 2.16 This is part of a major regenerative project that will see many thousands of new properties built in an area adjoining the north-east boundary of the TED zone. As the development progresses, passenger numbers are likely to grow and services to that station are likely to increase. This is likely to have a significant impact on nearby roads in the TED area, adding to existing traffic, congestion and parking problems.
- 2.17 Other developments in Enfield, may also have or be having an impact on parking within the event day parking zones in Haringey.
- 2.18 To the north of the borough and along the northern boundary of the TED zone, Enfield Council have introduced event day parking controls. These came into operation with the opening of the new stadium. Those controls operate for longer periods than controls in the TED zone. On event days, during the weekday periods, there is a risk of vehicle displacement from the industrial area and hospital, located a short walking distance from the TED zone.
- 2.19 Enfield Council are also considering the introduction CPZs in areas close to and within a short walking distance of the TED zone. These include the Raynham Road and South Edmonton areas, roads around the Silver Street London Overground station, and an extension of parking controls around North Middlesex Hospital. If introduced, these are likely to see significant levels of vehicle displacement, with the TED zone most likely to be affected.
- 2.20 We acknowledge a review of the event day parking zones was carried out in 2015 and that at that time, a majority of those taking part in a consultation, opposed the introduction of additional parking controls. Since then however, we continue to receive complaints about traffic and parking problems from residents and ward councillors and we continue to receive petitions requesting additional parking controls.
- 2.21 To carry out a further review, in such a short time since the last, is not common practice as this can lead to 'consultation fatigue'. But with many changes in and around the TED and TGED zones, including several major developments, it was felt that there was a strong possibility that opinions may have changed and that a proposal to introduce additional parking controls may now be welcomed. We therefore considered a further review would be appropriate.
- 2.22 In taking this review forward, consideration can also be given to other requests we have received in recent years.
- 2.23 We are aware that within the current zones, there are isolated parking areas where there are no parking controls. These provide free parking on event-days and has led to complaints. As part of a review, parking controls to match those in the surrounding zone, can be considered in those parking areas.
- 2.24 Residents of uncontrolled roads, just outside the current boundaries of the event day zones have complained about parking problems and have submitted requests and/or petitions asking that their roads be included in the

zone. As part of a review, we can consider extending the current boundaries of the zones.

- 2.25 Intra-zone commuting within the TED zone is a concern. This is one of the largest zones in the borough, which gives permit holders a benefit of being able to travel from one side of the zone and effectively commute to other parts of the same zone.
- 2.26 The TED zone is also unusual in that its layout is effectively two separate zones, divided by two other CPZs running through the centre of the zone. It is however recognised officially as a single zone with permits holders being able to park their vehicles in either area. Again, this can cause confusion and difficulties in that it encourages intra-zone commuting.
- 2.27 There are concerns that the time periods within the current zones and the wording of the signs within those zones are too confusing. Additional controls may lead to further confusion. Councillors have asked that we consider simplifying the parking controls and that we seek to introduce new controls that are consistent with those in Enfield and those on roads managed by Homes for Haringey.
- 2.28 Sign clutter is a concern. It is felt that there are too many signs and the signs are too large. Recent changes to legislation and design guidance now require fewer signs and in some instances, allow for smaller signs to be used. Simplified parking controls could also help to reduce the size of a sign by reducing the amount of information that needs to be displayed on a sign. A review could allow us to make those changes and improve the clarity of the signs.
- 2.29 There could be an opportunity to assist local businesses by improve access to short term parking within the zones. This could be achieved by improving access to Pay-by-Phone parking close to local shopping areas. A review could also consider requests for improved access to business permit bays and electric vehicle charge points.
- 2.30 A review could also provide an opportunity to explore the possibility of being able to simplify more efficiently manage the TED zone. Separating the two zones entirely would reduce the risk of confusion, provide two smaller and easier to administer zone and would reduce the risk of intra-zone commuting.
- 2.31 If daytime parking controls are included the 'Event Day' titles would no longer be appropriate as this may cause drivers to feel any parking restrictions apply on event days only. A review would need to consider new names for those zones to better reflect the zones also operate at other times. In the case of the TED zone, if it is to be divided in to two separate zones, both would need to be clearly defined.

3.0 Consultation

- 3.1 In January 2019, we wrote to residents, businesses and other stakeholders within the TED and TGED zones to advise them we were undertaking a review and to invite them to participate in a consultation.
- 3.2 The purpose of this initial consultation was to assess the current demand for additional parking controls within the TED and TGED zones, to see if there had been any increased demand since the last consultation carried out in 2015.
- 3.3 Consultants were commissioned to undertake the consultation on behalf of the Council. A summary of that consultation and details of the response to that consultation is contained in Appendix I.

4.0 Consultation Response

- 4.1 We received a total of 696 representations to the consultation. Key points taken from the consultation are as follows:
- 477 in response to the TED zone.
 - 219 in response to the TGED zone.
- 4.2 In response to the following question, “Do you support the introduction of daily parking controls on top of the existing TED/TGED controls?”

TED Zone

- 53% indicated support for the proposal.
- 45% were against.
- 2% answered “Don’t Know”.

TGED Zone

- 51% indicated support for the proposal.
- 46% were against.
- 3% answered “Don’t Know”.

- 4.3 In response to the following question: “If yes, which days do you think would work best?”

TED Zone

- 70% indicated a preference for “Mon – Sat, 8am to 6.30pm”.
- 20% indicated a preference for “Mon – Fri, 8am to 6.30pm”.
- 10% indicated no preference.

TGED Zone

- 84% indicated a preference for “Mon – Sat, 8am to 6.30pm”.
- 16% indicated a preference for “Mon – Fri, 8am to 6.30pm”.

- 4.4 In response to the following question “If controls were implemented on a neighbouring street, would you want controls implemented on your street?”

TED Zone

- 55% indicated “Yes”.
- 41% indicated “No”.
- 4% indicated “Don’t Know”

TGED Zone

- 56% indicated “Yes”.
- 40% indicated “No”.
- 4% indicated “Don’t Know”

5.0 Comments Received During the Review and in Response to the Consultation

5.1 We also provided an opportunity for those taking part in the consultation, to submit any other comments relating to the review and proposals. A summary of those comments is as follows:

5.2 Comments in Support of Proposals

- A CPZ would aid those currently unable to park near to their homes, or in their own streets or in some cases in any road close to their property.
- Reduced traffic and fewer parked vehicles would improve road safety for children and other vulnerable people.
- If parking controls were introduced, similar to those in neighbouring streets, this would stop people from parking in their roads to avoid paying for permits.
- Reduced parking demand would reduce the risk of obstruction to driveways.
- It would help those who are unhappy that parking on their roads, where they live close to a railway station, industrial/business/shopping area, education centre or leisure facility, is being dominated by commuters, shoppers, students etc.
- It would reduce the risk of households with multiple vehicles taking up road space.
- It would stop owners of local businesses using their roads to store vehicles in connection with their business.
- Event-day parking controls are not sufficient to deal with parking problems at other times of the day. Additional controls are required.
- This would offset the impact of the newly expanded football stadium.
- There are concerns that parking problems will only get worse if nothing is done.
- Some residents have indicated they would be happy to pay for the comfort and convenience of controlled parking.
- A CPZ would reduce traffic and provide residents with a greener road. It would encourage more people to use public transport or cycle. Reduced traffic would hopefully provide an opportunity for initiatives such as Play Streets.

- Residents of Hebden Terrace, located within the TED zone, are being forced to park away from their road because of a lack of parking space.
- Residents of Campbell Road, located in the TED zone, have petitioned the Council, requesting daytime parking controls be introduced. They have complained about commuter and other non-local parking in their road, taking up residents' parking spaces.
- Residents and ward councillors for Pretoria Road, have complained about parking problems affecting their road. Pretoria Road provides access to an industrial estate and is close to a Hospital. Vehicles are frequently parked on both sides of the road. This can restrict access for large vehicles accessing the industrial estate and can result in confrontation between drivers. Residents are also being forced to park away from their homes.
- A parking bay on the east side of Marsh Lane, south of its junction with Marigold Road, has no parking controls despite being in the TED zone. It has capacity for approximately 18 vehicles and is often full. Councillors have raised concerns and asked for parking controls to be introduced in this bay.

5.3 Comments from those currently outside the existing TED and TGED zones, asking for the zones to be extended to include their roads.

- A resident of Willoughby Lane (the cul-de-sac to the east of Dysons Road), has complained about parking problems affecting their road. The road is uncontrolled and sits between the Haringey and Enfield event day parking zones. It is the only free parking area in the locality and people are parking there to avoid paying for permits.
- A resident and ward Councillors have complained about a lack of parking controls on the northernmost section of Queen Street. A short section of road between the Haringey and Enfield event day parking zones is uncontrolled. It is the only free parking area in the locality and residents are being forced to park away from their homes.

5.4 Objections to the proposals.

- Residents of some roads have stated there is no problem with commuter parking in their road. Existing event day parking controls are adequate. CPZ's should only be introduced where necessary.
- Some roads are too far from the stadium and additional controls are not necessary and unfair.
- Most cars belong to residents so permits will not solve the problem.
- Most houses have driveways, parking controls are not required.
- Being unable to afford costs of driveway is it unfair to be forced to pay for a permit.
- The controls should be shorter. 1 or 2 hours during the day as this would be enough to restrict commuter parking, as is the case in other CPZ's.
- The start / end times are too early / late with various alternatives suggested.
- Problems are only caused by stadium construction workers. The stadium is finished so should not be a problem anymore.

- This discourages the sense of community in that it is becoming impossible to park outside of your designated zone. I pay council tax for the borough not just a zone.
- The controls are too intrusive. They would prevent friends, family, carers, tradespersons from being able to visit or carry out works or repairs.
- Residents have complained they would not be able to afford to purchase a permit/visitor permits. This is unfair on those on low incomes or pensioners. Permits should be free.
- There are concerns this is just a money-making scheme and costs will escalate in future.
- Other solutions should be considered.
- Concerns that existing controls at some locations are not being enforced because staff fear for their own safety. Additional controls would be pointless.
- A resident is concerned they will have to pay for permits in multiple zones when travelling to various locations in the borough.
- There are no regeneration or development works in the area, so there will no additional pressure on parking to justify the need for additional controls.
- The Council have created the problem by introducing parking controls in nearby roads, allowing HMO's, removing parking bays, approving developments that have created parking problems.
- A resident provides childcare for a relative who then leaves their car outside the property to go to work. They would not be able to continue as they could not afford enough visitor permits. The problem is local business owners parking outside their property. Permits should be free.
- The money would be better spent investing in public transport and access to more sustainable modes of transport such as cycle and walking infrastructure.
- A resident has a disability that makes walking and carrying shopping difficult. They do not want to pay to park and are concerned the proposals will mean they have to park away from their home and walk a long way.
- Parked cars keep traffic speeds down. A resident is more concerned that traffic speeds will increase.

5.5 Comments from those who have no preference for or against additional parking controls being introduced.

- How do owners of multiple vehicles or work vehicles obtain additional permits?
- Roads within the TGED zone are part of a conservation area. Residents have complained the current traffic signs and road markings are 'garish and dominate the street scene.

5.6 A detailed summary of the response in full to the consultation can be found in Appendix I

6.0 Summary

- 6.1 The results of the latest review show that demand for additional parking controls in the both the TED and TGED has increased since 2015. Support has grown and a majority are now in favour of daily parking controls being introduced in addition to the existing event day parking controls.
- 6.2 As referred to in Section 2, several factors may have influenced this. Recent large-scale developments (including car-free) have generated additional traffic movements and increased demand for on-street parking. New parking controls and new CPZ's in our neighbouring borough may also account for vehicle displacement and an increased demand on the already limited availability of on-street parking.
- 6.3 We anticipate further large-scale developments to continue in the short time, raising concerns that current traffic and parking problems will only get worse if action is not taken.
- 6.4 Further expansion of parking controls in Enfield are likely to increase the risk of vehicle displacement, leading to increased traffic and increased demand on parking within the TED zone.
- 6.5 Ongoing station upgrades with expected increases in passenger numbers risks generating more vehicles trips and increasing the parking demand on any uncontrolled road near to those stations.
- 6.6 Section 3.3.3 of Haringey's Local Implementation Plan states:
- 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.
- 6.7 Additional parking controls are also in line with the Council's recently agreed Transport Strategy and supports its 'aims' which include:
- An improved air quality and a reduction in carbon emissions from transport and:
 - A well-maintained road network that is less congested and safer.
- 6.8 The TED zone is now one of the largest zones in the Borough. There is an increased risk of intra-zone commuting, generating many short and unnecessary journeys by car. Also, being a single zone that spans two separate areas, there is scope to permanently divide the TED zone, in to two separate CPZ's.

- 6.9 The names of the zones would need to be amended to ensure motorists are aware that the controls within those zones are not limited to event days only. Also, to ensure there is a clear distinction between the two sections of the current TED zone.
- 6.10 The introduction of a CPZ will help support improvements and access to the Electric Charging Point infrastructure by reducing the likelihood of commuter parking activity.
- 6.11 Reduced commuter parking will facilitate the provision of a greater number of spaces for short-stay parking and for business permit holders. These can be provided at and close to local shopping areas, supporting local businesses.

7.0 Recommendations

- 7.1 It is recommended that the Cabinet Member for Neighbourhoods and Head of Operations approve the following:
- (a) Undertake a statutory consultation on a proposal to introduce additional parking controls in all streets within both the TED and TGED zones operating Monday to Saturday, 8am to 6.30pm and to make those controls permanent.
 - (b) To include in the statutory consultation, a proposal to introduce parking controls on the lengths of Queen Street and Willoughby Lane, which are not currently within the event day parking zones. This will also include the parking bays on Marsh Lane that are located within the event day parking zone, but which remain uncontrolled.
 - (c) To include in the statutory consultation, a proposal to split the TED zone in to two separate zones. Our initial proposal is to name the two separate zones, Tottenham West and Tottenham East.
 - (d) To rename the TGED zone Tower Gardens East.
 - (e) To identify suitable locations for additional Pay by Phone parking bays and Loading bays that would benefit local businesses and visitor attractions in the TED and TGED zones.
 - (f) Identify roads where there is demand for parking spaces for Business Permit Holders
 - (g) Identify roads where there is demand for parking spaces for Electric Vehicle Charging Points.
 - (h) To undertake a review of all traffic signs and road markings relating to the event day parking zones, in accordance with all relevant legislation and guidance. Carry out a decluttering exercise to improve the visual appearance and reduce obstruction.

Appendix I

Summary Report of Consultation